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Moreno Valley Unified School District

25634 Alessandro Boulevard
Moreno Valley, California 92553
(951) 571-7500
www.mvUSD.k12.ca.us

Our mission is to prepare all students academically and socially to become productive members of society

February 24, 2008

Jeff Bradshaw, Associate Planner
City of Moreno Valley, Community Development Department
14177 Frederick Street
P.O. Box 88005
Moreno Valley, CA 92552-0805

Subject: Comments on the Notice of Preparation and Initial Study for the ProLogis Park Moreno Valley Eucalyptus Project

Dear Mr. Bradshaw:

Thank you for including the Moreno Valley Unified School District (MVUSD) in the distribution of the Notice of Preparation. This letter provides our preliminary comments and concerns with the ProLogis Park Moreno Valley Eucalyptus Project.

The ProLogis site was proposed as a 117-acre, 2.2 million-square-foot distribution warehouse center; however, it has since increased to 121 acres. The City has released the Initial Study and Notice of Preparation (January 28, 2008) and will prepare an Environmental Impact Report for this project.

City of Moreno Valley is considering proposals by two applicants to change the general plan designation and zoning for two large sites (totaling over 260 acres) from business park and residential to light industrial. This land use change will allow over 4.5 million square feet of new warehousing with 624 loading docks. Steve Gunnells, AICP, Senior Economist at the Planning Center estimates that, if approved, the proposed general plan amendments will open the door to a long-term development pattern of warehousing where none now exists. He estimates that the community should anticipate, on average, 1.7 million square feet of new warehousing space in the eastern part of the city each year in the future.

Because the two proposed warehousing projects would eliminate the market value of surrounding land area for planned residential uses and would induce additional warehousing adjacent to proposed school sites, we request that the EIR consider the overall cumulative impact that the proposed changes will induce by opening eastern Moreno Valley's door to long-term warehousing development. These land use changes will have significant impacts on the community and MVUSD schools.

Initial Study Comments

The proposed ProLogis Park Moreno Valley Eucalyptus Project is too close to three MVUSD new schools in eastern Moreno Valley. The proposed project site is directly adjacent to the High School #5 site and near the Middle School #7 and Elementary School #24 sites. This warehouse facility would be approximately 3,200 feet west of the Elementary School #24 site, approximately 2,600 feet west of the Middle School #7 site, and only 200 feet west of the High School #5 site (see attached figure).

Large distribution centers receive and ship thousands of truckloads each year and are incompatible with schools and the residential neighborhoods that they serve. The following outlines our initial concerns with this project:

Agricultural Resources

Item b): *Conflict with existing zoning for agricultural use, or a Williamson Act contract?* Existing zoning for agricultural use is not discussed under this question. The project does conflict with existing zoning for agricultural use. A portion of the project site is currently zoned Residential Agriculture (RA2), as shown in Table B of the Initial Study. As part of the proposed project, a Zone Change would be initiated and would result in all of the existing zoning changing to Light Industrial (LI). Item b should be found "Potentially Significant" and discussed in the EIR.

Hazards and Hazardous Materials

Item a): Routine transport of hazardous materials has a cursory discussion in the Initial Study before it is found "Less Than Significant." There is no basis for dismissing this potential impact. The only discussion of transport and use of hazardous materials is for the construction phase. There is no discussion about what materials would be hauled to and from the trucking centers during operation, and there is a potential for hazardous materials to enter and leave the center. Storage of chemicals or other items that may pose health risks may endanger staff and students at the proposed schools. Storing and transporting hazardous materials or substances could result in releases or exposure to school children if an accident were to occur on the surrounding streets or at the facility. To provide the public and city officials with enough data for informed decision making, additional information is required about the type of items in the cargo containers arriving at and leaving the warehouses and traveling roadways adjacent to the high school site. The distribution center does have the potential to store and transport items that pose health and safety concerns. Item a) should be found "Potentially Significant" and discussed in the EIR.

Items a) and b): Compliance with existing regulations is not sufficient evidence that impacts will be reduced to less than significant. In October 2002, the California Court of Appeals for the Third District issued a decision in the case *Communities for a Better Environment v. California Resources Agency* (2002) 103 Cal.App.4th 98, Case No. C038844. Among other decisions, the court invalidated CEQA Guidelines Section 15064(h), which required lead agencies to rely on adopted environmental standards to determine significance. The Court held that Section 15064(h) conflicted with CEQA's standard for determining whether to prepare an EIR whenever it can be fairly argued on the basis of substantial evidence that a project may have a significant environmental impact.

Project-related hazardous materials impact finding is based entirely on the compliance with existing regulations. However, use of regulatory standards as the sole threshold for significance was struck from CEQA pursuant to the CBE case. The Court struck down the provision that allowed a lead agency to consider an impact "less than significant" if that impact is consistent with an adopted standard because this provision subverts the fair argument rule mandated by the statute and relevant case law.

The Initial Study contains no information about the type or use of hazardous materials on the project site. These substances and materials must be disclosed so the public knows what the impacts are and the decision makers can make fully informed decisions about the project. Without this information potentially significant environmental impacts have not been disclosed.

The Initial Study identifies the facility as a hazardous waste generator along with the transport, storage, and disposal of hazardous waste. The EIR must identify the type, amount, and characteristics of the hazardous material used and hazardous wastes generated and disposed by this facility. Disclosure is a fundamental basis for CEQA compliance.

The Initial Study only discusses accidental hazardous materials release during construction. There is no mention of accidental releases during operation. Because of the type of trucking facility and the nearby schools and residential uses, this needs to be analyzed. Item b) should be found "Potentially Significant" and discussed in the EIR.

Under Section 15186, the CEQA Guidelines establishes a special requirement for certain projects near schools to ensure that potential health impacts resulting from exposure to hazardous materials, wastes, and substances will be carefully examined and disclosed in the EIR, and that the lead agency will consult with other agencies.¹ The Public Resources Codes states "An environmental impact report shall not be certified . . . for any project involving the construction or alteration of a facility within 1/4 of a mile of a school that might reasonably be anticipated to emit hazardous air emissions, or that would handle an extremely hazardous substance or a mixture containing extremely hazardous substances in a quantity equal to or greater than the state threshold quantity specified pursuant to subdivision (j) of Section 25532 of the Health and Safety Code, that may pose a health or safety hazard to persons who would attend or would be employed at the school, unless both of the following occur:

- (a) The lead agency preparing the environmental impact report or negative declaration has consulted with the school district having jurisdiction regarding the potential impact of the project on the school.
- (b) The school district has been given written notification of the project not less than 30 days prior to the proposed certification of the environmental impact report or approval of the negative declaration."²

Therefore, the state threshold quantity should be identified in the EIR along with the quantities of substances anticipated at the proposed trucking/warehouse facility. A full analysis of both hazardous substances and materials, along with hazardous emission impacts at the schools should be provided in the EIR.

Item c): High School #5 site is not 0.25 mile west of Quincy Channel. Please identify the correct site for the high school as adjacent to and east of Quincy Channel.

Cumulative Impacts. The proposed land use changes will have significant cumulative hazards impacts on MVUSD schools in the area because they will open eastern Moreno Valley to increased long-term trucking and warehousing development.

Aesthetics

The same CBE case applies to aesthetics, Item d). This issue must be analyzed in the EIR, and mitigation measures required to avoid or reduce the impact.

Air Quality

Idling trucks and truck traffic would generate significant amounts of air pollutants that would impact daytime outdoor athletic activities at the adjacent high school.

There is no mention anywhere in the document about the construction schedule. When is construction anticipated to start? Will it be a 24/7 operation similar to the Highland Fairview project? What is the

¹ Title 14, California Code of Regulations. Chapter 3. Guidelines for Implementation of the California Environmental Quality Act. Article 12. Special Situations. Section 15186. School Facilities.
http://ceres.ca.gov/ceqa/guidelines/15180-15190.5_web.pdf

² California Public Resources Code. Division 13, Environmental Protection. Chapter 4, Local Agencies. Section 21151.4. Construction or alteration of facility within 1/4 mile of school; reasonable anticipation of air emission or handling of hazardous or extremely hazardous material; approval of environmental impact report or negative declaration. http://ceres.ca.gov/ceqa/stat/21150_et_seq_web.pdf

duration of the construction? Depending on the construction schedule significant air emission impacts may affect the indoor and outdoor air quality at the high school.

Air Toxics Hazards. The activities associated with delivering, storing, and loading freight generate diesel particulate emissions. Diesel particulate has been identified by the California Air Resources Board (CARB) as a toxic air contaminant and represents 70 percent of the known cancer risk from air toxics in California. As a result, the CARB *Air Quality and Land Use Handbook* recommends a separation distance of 1,000 feet between a distribution center and a sensitive land use, such as a school. A distribution warehouse within the vicinity of the proposed schools would generate high concentrations of air pollutants and significantly impact the health of the staff and students. The EIR should identify potential health risk to students at the schools as a result of construction, operational traffic, idling trucks and, potentially, transport refrigeration units.

Additionally, the cumulative air quality impact analysis should be based on a realistic land use scenario that does not include low density residential development adjacent to the two trucking/warehouse facilities. Anticipated additional trucking centers, warehousing, trucking services, or high density residential adjacent to the proposed facilities would increase traffic and air quality impacts at the three school sites. The EIR should analyze cumulative air quality impacts based on a realistic buildout scenario.

Item e): Create objectionable odors affecting a substantial number of people? Diesel emissions from construction equipment and truck traffic operating on the project site would create objectionable odors. This is a potentially significant impact and would affect sensitive receptors in the vicinity of the project. Therefore, odor impacts should be addressed in the EIR.

Noise

Stationary-Source Noise: Stationary-source noise at the trucking facility would interfere with classroom instruction and outdoor athletic activities. **Mobile-Source Noise:** Future-condition noise levels in the areas of the school sites have already been shown to exceed outdoor thresholds along roadways. Therefore an increase in noise levels from heavy duty truck traffic would increase the severity of noise interfere with classroom instruction and outdoor athletic activities. Stationary and mobile noise impacts to the schools should be analyzed in the EIR.

Land Use

The proposed ProLogis project would change the parcels near the schools from business park and residential to industrial. This designation would most likely influence the zoning and General Plan residential designations to the south, because of the incompatible industrial/residential land use. Neighborhood schools are essential elements of the surrounding residential communities. One of the District's major concerns is the development of incompatible uses near the schools.

Land Use Changes: The trucking centers would change the residential zoning of approximately 87 acres on the project site. This change would reduce the number of students within walking distance of the school, thereby increasing the vehicle traffic on local roadways. The industrial zoning would also have land use implications to the south of the trucking center because low density residential zoning is not an appropriate land use adjacent to an industrial zone. The existing R-2 zoning would most likely change to industrial or commercial use or a high density residential use. This additional change would further increase traffic volumes.

Construction and operation of trucking/warehousing in this area would induce additional trucking/warehousing in the area. The CEQA Guidelines state that the growth-inducing impact of the proposed project should discuss the characteristic of projects that might encourage and facilitate other

activities that could significantly affect the environment, either individually or cumulatively.³ The EIR must address the cumulative impact that the proposed land use changes will induce by opening eastern Moreno Valley's door to long-term warehousing development.

Cultural Resources

Item d): Disturb any human remains, including those interred outside of formal cemeteries? Moreno Valley is associated with numerous Native American villages and/or settlements. Trails, temporary small campsites, and other limited-use areas have been recorded throughout the valley and attest to the widespread use of the valley by prehistoric peoples. Because of this early occupation it is possible that unmarked burials/human remains may be unearthed on-site during ground-disturbing activities. The potential disturbance of these remains would be considered significant and require on site monitoring by a qualified archeologist during grading activities. Item d should be found "Potentially Significant" and discussed in the EIR.

Population and Housing

Item a): This analysis is missing text at the bottom of the page. Additionally, the proposed project would extend utility lines and roadways into an area where none currently exist and promote further commercial or higher density residential development in the area. See comment under Land Use). Therefore this issue should be discussed in the EIR.

Public Services

The Initial Study states that the project would not impact existing service ratios, response times, or other performance objectives. However, there is no correspondence with the fire department and no justification for this finding. This project may require specialized equipment for toxic substances that the nearest fire station does not have. Impacts on the fire department should be discussed in the EIR. Again, adherence to existing standards does not reduce potential impacts of the project to less than significant (see previous comment under Hazards). The same is true for police services; the "Less Than Significant Impact" finding is not justified. Data for both fire and police were taken from the City General Plan and are about three years out of date. Direct correspondence with these agencies is required to ensure information is accurate and findings are justified.

Traffic

Increases in traffic on surrounding streets would increase congestion at intersections and reduce the level of service while increasing pedestrian hazards for students crossing the street. The combination of large trucks and school traffic would create conflicts and vehicle hazards for school buses and parent and student drivers. The EIR should analyze how this project will impact the school districts safe routes to school requirements.

Item d): This item only discusses "hazards due to a design feature." The rest of the question related to "incompatible uses" was not discussed. Because of the residential and school uses adjacent to the trucking facility, incompatible uses would potentially be significant. Item d should be found "Potentially Significant" and discussed in the EIR.

Utilities and Service Systems

Item c): The Initial Study states that a "water supply assessment report to analyze impacts related to the construction of new storm drainage facilities or expansion of existing facilities will be prepared for the proposed project." A Water Supply Assessment does not analyze storm drain facilities. Also, to ensure

³ Title 14. California Code of Regulations. Chapter 3. Guidelines for Implementation of the California Environmental Quality Act. Article 9. Contents of Environmental Impact Reports. Section 15126.2 Consideration and Discussion of Significant Environmental Impacts. http://ceres.ca.gov/ceqa/guidelines/15120-15132_web.pdf

the trucking center project does not direct polluted stormwater into Quincy Channel or result in flooding at the high school, this issue should be fully analyzed in the EIR.

Cumulative Projects

Page 9, Figure 3 does not show the Middle School #7 or Elementary School #24 sites. Please include these schools on all Draft EIR figures. Impacts to these schools must be analyzed and they must be included in all cumulative impact analysis. Although this project was submitted separately to the city, cumulative impacts to the proposed schools should be analyzed, especially for air, noise, traffic, pedestrian safety, and hazards and hazardous materials.

MVUSD is mandated to educate those students residing in the District. Even with year-round sessions, busing, and large class size, it is becoming very difficult to meet the space needs to house existing and projected student enrollments. The construction of the proposed schools is intended to relieve future overcrowded conditions at District schools in the City. These schools are required to accommodate future growth in eastern Moreno Valley.

While the above items outline our preliminary concerns about the possible school district conflicts with this development, our greatest concern relates to the fundamental changes in land use patterns that this proposed project would trigger. The proposed project would change the general plan designations and zoning for one of two large sites from business park and residential to light industrial, thereby allowing over 4.5 million square feet of new warehousing with 624 loading docks. With little to distinguish the two trucking/warehouse sites from the other business-park-designated sites in the eastern part of the city, approving the general plan amendments will open the door to a long-term development pattern of warehousing where none now exists. The community should expect, on average, 1.7 million square feet of new warehousing space in the eastern part of the city each year in the future.

Based on the existing City General Plan land use designations and anticipated residential development, and through our due diligence and judicious study of the many constraints to and requirements of school siting, the MVUSD has identified several preferred school sites in eastern Moreno Valley. MVUSD has invested a significant amount of time, money, and effort in pursuing the acquisition of school sites in the area. Should the City of Moreno Valley approve this change in land use, our efforts over the last five years in analyzing potential school sites and studying constraints to construction and operation of schools, design, engineering, and environmental compliance would be completely wasted if the District were required to locate new sites for such schools.

We request that a full environmental impact analysis be conducted with special attention devoted to impacts on the schools. We request that you keep us on the distribution list and informed about any future project developments with the ProLogis Park Moreno Valley Eucalyptus Project.

Thank you for considering our comments.

MORENO VALLEY UNIFIED SCHOOL DISTRICT



Robert Crank
Assistant Superintendent, Business Services

CC: Board of Education
Rowena T. Lagrosa, Superintendent

Riverside County Transportation Commission

RECEIVED
MAR 07 2008
CITY OF MORENO VALLEY

March 5, 2008

Mr. Jeff Bradshaw, Associate Planner
City of Moreno Valley
Community Development Department
14177 Frederick Street
P.O. Box 88005
Moreno Valley, CA 91552

Subject: Notice of Preparation of a Draft Environmental Report for ProLogis Park
Moreno Valley Eucalyptus

Dear Mr. Bradshaw:

The Riverside County Transportation Commission has reviewed the above-referenced document and has the following comment:

The proposed project is to develop industrial uses on 121.3 acres located south of and adjacent to State Route 60 (SR-60) between Pettit Street and Quincy Street. Freeway access to and from SR-60 will be via interchanges at Moreno Beach Drive and Redlands Boulevard, west and east of the proposed project, respectively.

The Initial Study recognizes the proposed project's impacts to local traffic and circulation; however, there is no mention of potential impacts to the SR-60 interchanges with Moreno Beach Drive and Redlands Boulevard. As such, coordination with Caltrans District 8 is recommended.

If you have any questions, please contact Steven Keel at (951) 787-7961 or me at (951) 787-7141.

Sincerely,



Cathy Bechtel, Project Development Director
Riverside County Transportation Commission

cc: Steve Keel and Mark Massman, Bechtel
File No.: A.01.04



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

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FEB 07 2008
CITY OF MORENO VALLEY

February 06, 2008

Mr. Jeff Bradshaw
City of Moreno Valley
Community Development Department
14177 Frederick Street
Moreno Valley, CA 92552

Dear Mr. Bradshaw:

Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the ProLogis Park Moreno Valley Eucalyptus Project

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2007 Model. This model is available on the SCAQMD Website at: www.urbemis.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM_{2.5} emissions from construction and operational activities and processes. In connection with developing PM_{2.5} calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM_{2.5} emissions and compare the results to the recommended PM_{2.5} significance thresholds. Guidance for calculating PM_{2.5} emissions and PM_{2.5} significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,



Steve Smith, Ph.D.

Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:AK

RVC080201-02AK

Control Number



ARNOLD SCHWARZENEGGER
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

RECEIVED
FEB 1 2008
CITY OF MORENO VALLEY

February 1, 2008

To: Reviewing Agencies

Re: PA07-0082, PA07-0083, and PA07-0084, PA07-0142, P07-186, PA07-0158, PA07-0159, PA07-0160,
PA07-0161, and PA07-0162
SCH# 2008021002

Attached for your review and comment is the Notice of Preparation (NOP) for the PA07-0082, PA07-0083, and PA07-0084, PA07-0142, P07-186, PA07-0158, PA07-0159, PA07-0160, PA07-0161, and PA07-0162 draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

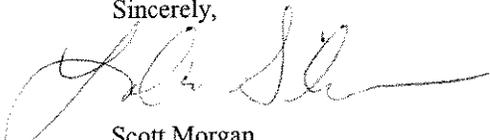
Please direct your comments to:

Jeff Bradshaw
City of Moreno Valley
14177 Frederick Street
Moreno Valley, CA 92553

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,


Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2008021002
Project Title PA07-0082, PA07-0083, and PA07-0084, PA07-0142, P07-186, PA07-0158, PA07-0159, PA07-0160,
Lead Agency PA07-0161, and PA07-0162
Moreno Valley, City of

Type **NOP** Notice of Preparation

Description The ProLogis Park facility proposes 2,244,419 square feet of industrial uses and covers seven undeveloped parcels of land generally located directly south of SR-60 between Pettit Street and Quincy Street. Development in the northern portion of the proposed project site, south of SR-60 and north of Eucalyptus Avenue, includes approximately 1,029,454 square feet of industrial space contained within two buildings. Development in the southern portion of the site, south of Eucalyptus Avenue, includes approximately 1,214,965 square feet of industrial space contained within four buildings. The project also includes applications for a General Plan Amendment for changes to both the land use element and the circulation element, a Zone Change, a Master Plot Plan for the overall site and Plot Plans for the individual buildings.

Lead Agency Contact

Name Jeff Bradshaw
Agency City of Moreno Valley
Phone 951-413-3224 **Fax**
email
Address 14177 Frederick Street
City Moreno Valley **State** CA **Zip** 92553

Project Location

County Riverside
City Moreno Valley
Region
Cross Streets S. of SR-60 and E. of Moreno Valley Auto Mall at Eucalyptus between Pettit St. and Quincy St.
Parcel No. 488-330-011, -012, -013, -0137, -018, -019, -020, and -021
Township 3S **Range** 3W **Section** 2 & 53 **Base** SBB&M

Proximity to:

Highways SR-60
Airports None
Railways None
Waterways None
Schools Moreno Valley Unified School District
Land Use The current City of Moreno Valley General Plan designations are Business Park, Residential 15, Residential 5 and Residential 2. The current City of Moreno Valley zoning is Business Park (BP), Business Park Mixed-Use (BPX), Residential Agriculture 2 (RA2), Residential 5 (R5), and Residential 15 (R15)

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Geologic/Seismic; Minerals; Noise; Public Services; Soil Erosion/Compaction/Grading; Traffic/Circulation; Vegetation; Water Quality; Wetland/Riparian; Landuse

Reviewing Agencies Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 6; Native American Heritage Commission; State Lands Commission; California Highway Patrol; Caltrans, District 8; Air Resources Board, Major Industrial Projects; Regional Water Quality Control Board, Region 8

Date Received 02/01/2008 **Start of Review** 02/01/2008 **End of Review** 03/03/2008

NOP Distribution List

County: Riverside

SCH# 2008021002

Regional Water Quality Control Board (RWQCB)

- RWQCB 1**
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Coordinator
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Last Updated on 01/14/2008

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- California Highway Patrol**
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- Housing & Community Development**
Lisa Nichols
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Dept. of Transportation

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Gayle Rosander
- Caltrans, District 10**
Tom Dumas
- Caltrans, District 11**
Jacob Armstrong
- Caltrans, District 12**
Ryan P. Chamberlain

Cal EPA

Air Resources Board

- Airport Projects**
Jim Lerner
- Transportation Projects**
Ravi Ramalingam
- Industrial Projects**
Mike Tollstrup

- California Integrated Waste Management Board**
Sue O'Leary

- State Water Resources Control Board**
Regional Programs Unit
Division of Financial Assistance

- State Water Resources Control Board**
Student Intern, 401 Water Quality
Certification Unit
Division of Water Quality

- State Water Resources Control Board**
Steven Herrera
Division of Water Rights

- Dept. of Toxic Substances Control**
CEQA Tracking Center

- Department of Pesticide Regulation**

- Fish & Game Region 2**
Jeff Drongesen
- Fish & Game Region 3**
Robert Floerke
- Fish & Game Region 4**
Julie Vance
- Fish & Game Region 5**
Don Chadwick
Habitat Conservation Program
- Fish & Game Region 6**
Gabrina Gatchel
Habitat Conservation Program

- Fish & Game Region 6 I/M**
Gabrina Gatchel
Inyo/Mono, Habitat Conservation
Program
- Dept. of Fish & Game M**
George Isaac
Marine Region

Other Departments

- Food & Agriculture**
Steve Shaffer
Dept. of Food and Agriculture
- Depart. of General Services**
Public School Construction
- Dept. of General Services**
Robert Sleppy
Environmental Services Section
- Dept. of Health Services**
Veronica Malloy
Dept. of Health/Drinking Water

Independent Commissions, Boards

- Delta Protection Commission**
Debby Eddy
- Office of Emergency Services**
Dennis Castrillo
- Governor's Office of Planning & Research**
State Clearinghouse
- Native American Heritage Comm.**
Debbie Treadway

Resources Agency

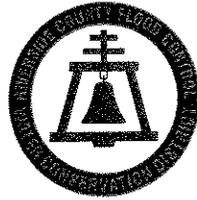
- Resources Agency**
Nadell Gayou
- Dept. of Boating & Waterways**
David Johnson
- California Coastal Commission**
Elizabeth A. Fuchs
- Colorado River Board**
Gerald R. Zimmerman
- Dept. of Conservation**
Sharon Howell
- California Energy Commission**
Paul Richins
- Cal Fire**
Allen Robertson
- Office of Historic Preservation**
Wayne Donaldson
- Dept of Parks & Recreation**
Environmental Stewardship
Section
- Reclamation Board**
Mark Herald
- S.F. Bay Conservation & Dev't. Comm.**
Steve McAdam
- Dept. of Water Resources**
Resources Agency
Nadell Gayou

Conservancy

Fish and Game

- Dept. of Fish & Game**
Scott Flint
Environmental Services Division
- Fish & Game Region 1**
Donald Koch
- Fish & Game Region 1E**
Laurie Harnsberger

WARREN D. WILLIAMS
General Manager-Chief Engineer



1995 MARKET STREET
RIVERSIDE, CA 92501
951.955.1200

FAX 951.788.9965
www.floodcontrol.co.riverside.ca.us

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CITY OF MORENO VALLEY

RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

February 14, 2008

Mr. Jeff Bradshaw, Associate Planner
City of Moreno Valley
Community Development Department
14177 Frederick Street
Moreno Valley, CA 92552-0805

Dear Mr. Bradshaw:

Re: Notice of Preparation of a
Draft Environmental Impact Report for
ProLogis Park Moreno Valley Eucalyptus

This letter is written in response to the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for ProLogis Park Moreno Valley Eucalyptus. The proposed project includes a General Plan Amendment (GPA), a Change of Zone (CZ), a Tentative Parcel Map, Municipal Code Amendment, and a Plot Plan. The project site encompasses approximately 122 acres and is bounded in general by State Route 60, Quincy Street, Eucalyptus Avenue and Pettit Street in the city of Moreno Valley, County of Riverside.

The Riverside County Flood Control and Water Conservation District has the following comment:

The proposed project is located within the Moreno Master Drainage Plan (MDP). When fully implemented, these MDP facilities will provide flood protection to relieve those areas within the plan of the most serious flooding problems and will provide adequate drainage outlets. The DEIR should address impacts to MDP facilities within the proposed project area. To obtain further information on the MDP and the proposed facilities, please contact Dale Anderson of the District's Planning Section at 951.955.1345.

Thank you for the opportunity to review the NOP and Initial Study. Please forward any subsequent environmental documents regarding the project to my attention at this office. Any questions concerning this letter may be referred to Art Diaz at 951.955.4643 or me at 951.955.1233.

Very truly yours,

A handwritten signature in black ink, appearing to read "Teresa Tung".

TERESA TUNG
Senior Civil Engineer

c: TLMA
Attn: David Mares
Dale Anderson

AD:mcv
P8\117913

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
 SACRAMENTO, CA 95814
 (916) 653-6251
 Fax (916) 657-5390
www.nahc.ca.gov
ds_nahc@pacbell.net



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February 13, 2008

CITY OF MORENO VALLEY

Mr. Jeff Bradshaw

CITY OF MORENO VALLEY

14177 Frederick Street
 Moreno Valley, CA 92553

Re: SCH# 2008021002: CEQA Notice of Preparation (NOP) draft Environmental Impact Report (DEIR) for the ProLogis Park Moreno Valley Eucalyptus Project of the City of Moreno Valley, Riverside County, California

Dear Mr. Bradshaw:

Thank you for the opportunity to comment on the above-referenced document. The Native American Heritage Commission is the state agency designated for the protection of California's Native American cultural resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR per the California Code of Regulations § 15064.5(b)(c) (CEQA Guidelines). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE),' and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

- √ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the 'Information Center' nearest you is available from the State Office of Historic Preservation in Sacramento (916/653-7278). The record search will determine:
 - If a part or the entire (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded in or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- √ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological information center.
- √ Contact the Native American Heritage Commission (NAHC) for:
 - * A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity who may have information on cultural resources in or near the APE. Please provide us site identification as follows: USGS 7.5-minute quadrangle citation with name, township, range and section. This will assist us with the SLF.
 - Also, we recommend that you contact the Native American contacts on the attached list to get their input on the effect of potential project (e.g. APE) impact. In many cases a culturally-affiliated Native American tribe or person will be the only source of information about the existence of a cultural resource.
- √ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f) of the California Code of Regulations (CEQA Guidelines). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

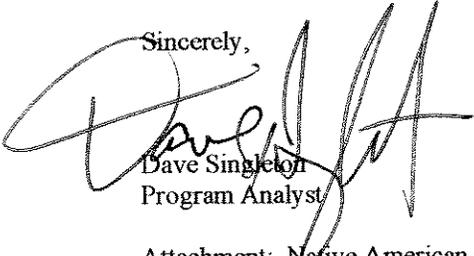
√ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigations plans.

- CEQA Guidelines §15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the Initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American groups, identified by the NAHE, to ensure the appropriate and dignified treatment of Native American human remains and any associated grave goods.
- Health and Safety Code §7050.5, Public Resources Code §5097.98 and CEQA Guidelines §15064.5(d) mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

√ Lead agencies should consider avoidance, as defined in CEQA Guidelines §15370 when significant cultural resources are discovered during the course of project planning or execution.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,



Dave Singleton
Program Analyst

Attachment: Native American Contact List.

Cc: State Clearinghouse

**Native American Contacts
Riverside County
February 13, 2008**

Cahuilla Band of Indians
Anthony Madrigal, Jr., Chairperson
P.O. Box 391760 Cahuilla
Anza , CA 92539
tribalcouncil@cahuilla.net
(951) 763-2631

(951) 763-2632 Fax

Pechanga Band of Mission Indians
Paul Macarro, Cultural Resource Center
P.O. Box 1477 Luiseno
Temecula , CA 92593
(951) 308-9295 Ext 8106
(951) 676-2768
(951) 506-9491 Fax

Ramona Band of Mission Indians
Joseph Hamilton, vice chairman
P.O. Box 391670 Cahuilla
Anza , CA 92539
admin@ramonatribe.com
(951) 763-4105
(951) 763-4325 Fax

San Manuel Band of Mission Indians
Henry Duro, Chairperson
26569 Community Center Drive Serrano
Highland , CA 92346
(909) 864-8933
(909) 864-3724 - FAX
(909) 864-3370 Fax

Soboba Band of Mission Indians
Chairperson
P.O. Box 487 Luiseno
San Jacinto , CA 92581
varres@soboba-nsn.gov
(951) 654-2765
(951) 654-4198 - Fax

Alvino Siva
2034 W. Westward Cahuilla
Banning , CA 92220
(951) 849-3450

Santa Rosa Band of Mission Indians
John Marcus, Chairman
P.O. Box 609 Cahuilla
Hemet , CA 92546
srtribaloffice@aol.com
(951) 658-5311
(951) 658-6733 Fax

Morongo Band of Mission Indians
Cultural Resources-Project Manager
49750 Seminole Drive Cahuilla
Cabazon , CA 92230 Serrano
britt_wilson@morongo.org
(951) 755-5206
(951) 755-5200/323-0822-cell
(951) 922-8146 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American with regard to cultural resources for the proposed SCH#2008021002; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the ProLogis Park Moreno Valley Eucalyptus Project; City of Moreno Valley; Riverside County, California.



PECHANGA CULTURAL RESOURCES
Temecula Band of Luiseño Mission Indians

Post Office, Box 2183 • Temecula, CA 92593
Telephone (951) 308-9295 • Fax (951) 506-9491

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March 4, 2008

CITY OF MORENO VALLEY

Chairperson:
Germaine Arenas

Vice Chairperson:
Mary Bear Magee

Committee Members:
Evic Gerber
Darlene Miranda
Bridgett Barcello Maxwell

Director:
Gary DuBois

Coordinator:
Paul Macarro

Cultural Analyst:
Anna Hoover

Monitor Supervisor:
Aurelia Marruffo

VIA EMAIL and USPS

Mr. Jeff Bradshaw
Associate Planner, City of Moreno Valley
Community Development Department
14177 Frederick Street
Moreno Valley, CA 92552

Re: Pechanga Tribe Comments on the Notice of Preparation for the Draft EIR and Request for SB18 Consultation for the Prologis Park Moreno Valley Eucalyptus Project

Dear Mr. Bradshaw:

This comment letter is submitted by the Pechanga Band of Luiseño Indians (hereinafter, "the Tribe"), a federally recognized Indian tribe and sovereign government, in response to the NOP of a DEIR dated January 28, 2008 and the request for SB 18 Consultation.

The Tribe is formally requesting, pursuant to Cal. Govt. Code §65352, to be consulted with concerning the impacts the above listed Project will or may have on Traditional Tribal Cultural Places and Luiseño cultural resources. Further, as a sovereign governmental entity, the Tribe requests direct consultation with the City of Moreno Valley.

The Pechanga Tribe is also formally requesting, pursuant to Public Resources Code §21092.2, to be notified and involved in the entire CEQA environmental review process for the duration of the above referenced project (the "Project"), including addition of the Tribe to your distribution list(s) for public notices and public circulation of all documents, including environmental review documents, archeological reports, and all documents pertaining to this Project. The Tribe requests to be directly notified of all public hearings and scheduled approvals concerning this Project. The Tribe also requests that this letter be incorporated as part of the official record of approval for this Project.

The City of Moreno Valley Must Consult with the Pechanga Tribe Required Pursuant to Cal. Govt. C. §§ 65351, 65352, 65352.3, and 65352.4 (Senate Bill 18 – Traditional Tribal Cultural Places law)

As this Project entails a General Plan Amendment, the Lead Agency is required to consult with the Pechanga Tribe pursuant to a State law entitled Traditional Tribal Cultural Places (also known as SB 18; Cal. Govt. C. § 65352.3). Such consultation shall be for the

purposes of identifying any Native American sacred places and any geographical areas which could potentially yield sacred places, identifying proper means of treatment and management of such places, and to ensure the protection and preservation of such places through agreed upon mitigation (Cal. Govt. C. 65352.3; SB18, Chapter 905, Section 1(4)(b)(3)). All consultations shall be government-to-government, meaning they shall be directly between the Tribe and the Lead Agency, seeking agreement where feasible (Cal. Govt. C. § 65352.4; SB18, Chapter 905, Section 1(4)(b)(3)). Lastly, any such information conveyed to the Lead Agency concerning Native American sacred places shall be confidential in terms of the specific identity, location, character and use of those places and associated features and objects. Such information shall not be subject to public disclosure pursuant the California Public Records Act (Cal. Govt. C. 6254(r)).

PECHANGA CULTURAL AFFILIATION TO THE PROJECT AREA

The Pechanga Tribe asserts that the Project area is part of the Tribe's aboriginal territory, as evidenced by the existence of Luiseño place names, rock art, pictographs, petroglyphs and an extensive Luiseño artifact record in the vicinity of the Project. The Tribe further asserts that this culturally sensitive area is affiliated specifically with the Pechanga Band of Luiseño Indians because of the Tribe's specific cultural ties to this area. The Tribe considers any resources located on this Project property to be Pechanga cultural resources.

The Tribe's knowledge of our ancestral boundaries is based on reliable information passed down to us from our elders; published academic works in the areas of anthropology, history and ethno-history; and through recorded ethnographic and linguistic accounts. Many anthropologists and historians who have presented boundaries of the Luiseño traditional territory include this region in their descriptions (Drucker 1937; Heiser and Whipple 1957; Kroeber 1925; Smith and Freers 1994), and such territory descriptions correspond with what was communicated to the Pechanga people by our elders. While historic accounts, anthropological and linguistic theories are important in determining traditional Luiseño territory; the Tribe asserts that the most critical sources of information used to define our traditional territories are our songs, creation accounts and oral traditions.

Luiseño history originates with the creation of all things at 'éxva Teméeku, known today as the City of Temecula, and dispersing out to all corners of creation (what is today known as Luiseño territory). It was at Temecula that the Luiseño god *Wuyóot* lived and taught the people, and here that he became sick, finally expiring at Lake Elsinore after visiting many of the hot springs located within Luiseño and Cahuilla territory. From Elsinore, the people spread out, establishing villages and marking their territories. The first people also became the mountains, plants, animals and heavenly bodies.

Many traditions and stories are passed from generation to generation by songs. One of the Luiseño songs recounts the travels of the people to Elsinore after a great flood (DuBois 1908). From here, they again spread out to the north, south, east and west. Three songs, called *Monívol*, are songs of the places and landmarks that were destinations of the Luiseño ancestors, several of which are located near the Project area. They describe the exact route of the Temecula (Pechanga) people and the landmarks made by each to claim title to places in their migrations (DuBois 1908:110). In addition, Pechanga elders state that the Temecula/Pechanga people had usage/gathering rights, what anthropologists include in their definition of a "village territory", to an area extending from Rawson Canyon near Lake Skinner on the east, over to Lake Mathews on the northwest, through the Corona area and down Temescal Canyon, and back to the Temecula area.

Rock art is also an important element in the determination of Luiseño territorial boundaries. Rock art can consist of petroglyphs-incised elements, or pictographs-painted elements. The science of archaeology tells us that places can be described through these rock art elements. Riverside and Northern San Diego Counties are home to red-pigmented pictograph panels. Archaeologists have adopted the name for these pictograph-versions, as defined by Ken Hedges of the Museum of Man, as the San Luis Rey style. Gerald Smith and Steve Freers book "Fading Images" describes this style of rock art as being, "Generally associated with late prehistoric and historic Luiseño populations, with extensions into neighboring territories. This type site is the major locus of the style, on the San Luis Rey River, San Diego County" (Smith, Freers: 26). The San Luis Rey style incorporates elements which include chevrons, zig-zags, dot patterns, sunbursts, handprints, net/chain, anthropomorphic (human-like) and zoomorphic (animal-like) designs. Tribal historians and photographs inform us that some design elements are reminiscent of Luiseño ground paintings. A few of these design elements, particularly the flower motifs, the net/chain and zig-zags, were sometimes depicted in Luiseño basket designs and can be observed in remaining baskets and textiles today.

An additional type of marking, identified by archaeologists also as rock art or petroglyphs, is known as cupules. Throughout Luiseño territory, there are certain types of large boulders, taking the shape of mushrooms or waves, which contain numerous small pecked and ground indentations, or cupules. Many of these cupule boulders have been identified within a few miles of the Project. Additionally, according to historian Constance DuBois:

When the people scattered from Ekvo Temeko, Temecula, they were very powerful. When they got to a place, they would sing a song to make water come there, and would call that place theirs; or they would scoop out a hollow in a rock with their hands to have that for their mark as a claim upon the land. The different parties of people had their own marks. For instance, Albañas's ancestors had theirs, and Lucario's people had theirs, and their own songs of Munival to tell

how they traveled from Temecula, of the spots where they stopped and about the different places they claimed (1908:158).

Numerous ethnographers make mention of the fact that the Luiseño were highly territorial, and that territories were marked and jealously guarded. Trespassing was cause for conflict and at times outright warfare between groups. The young were taught never to trespass on the land of others in pursuit of game or the gathering of food without permission (Sparkman 1908:190).

Thus, our songs and stories, as well as academic works, demonstrate that the Luiseño people who occupied what we know today as the City of Moreno Valley are ancestors of the present-day Pechanga Band of Luiseño Indians, and as such, Pechanga is the appropriate culturally affiliated tribe for projects that impact this geographic area.

The Tribe would welcome to opportunity to meet with the City to further explain and provide documentation concerning our specific cultural affiliation to lands associated with this Project.

PROJECT IMPACTS TO CULTURAL RESOURCES

The Tribe is in receipt of the Project Initial Study (Initial Study by LSA, PLO0701, dated January 28, 2008; hereinafter "IS") and the LSA archaeological report (*Cultural Resources Assessment Eucalyptus Industrial Park*, LSA, December 11, 2007; hereinafter "LSA report"). The LSA report indicated that visibility during the survey was excellent although some vegetation was present within the established citrus groves, and that no resources were identified within the Project boundaries. Further recommendations state that resources will most likely not be disturbed during development and no further investigations or monitoring would be needed. The Tribe disagrees with these conclusions presented in the LSA report. While the report states that sixty-five (65) archaeological sites are recorded within a one-mile radius of the project including one site located less than ¼ mile to the southwest, LSA does not factor this information into the overall recommendations. It is the Tribe's belief that a high number of known cultural sites within an area is a significant indicator that resources will be uncovered during earthmoving activities. In fact, the IS states that the Project is located in a potentially significant area known at the prehistoric Moreno Hills complex site and that construction may uncover previously undetected sub-surface archeological resources (IS, Page 20). The Tribe is in agreement with this finding in the IS and believes that the mitigation measures and LSA's archeological recommendations must reflect this finding. Cultural complexes often extend beyond the known boundaries and, as such, it is likely cultural resources will be found in the vicinity of the complexes and recorded sites on the Project property. Even if the Project area has been impacted by agricultural uses, resources can and do often exist at depths below agricultural impacts. Further, cultural complexes generally contain Native American human remains, which may be

uncovered during earthmoving activities not only within the complex itself, but also in the vicinity of the complex.

Therefore, it is highly likely that cultural resources, including Native American human remains, may be uncovered during ground-disturbing activities performed in conjunction with this Project. Therefore, mitigation measures must be adopted for cultural resources impacts in the DEIR.

The Pechanga Tribe will be engaging in further assessment of the Project area, in consultation with tribal elders, to identify more specific concerns.

REQUESTED TRIBAL INVOLVEMENT AND MITIGATION

Since the immediate vicinity surrounding the Project area is rich with cultural items, sacred cultural items and possibly Native American remains, development of this Project area will likely have an impact on archeological and cultural resources. Further studies and proposed earthmoving activities may reveal significant archaeological resources and sites which may be eligible for inclusion in the historic site register, and may contain human remains or sacred items. Therefore, we request that the Lead Agency commit to evaluating Project environmental impacts to any cultural sites which are discovered during grading, and to adopt appropriate mitigation for such sites, in consultation with the Tribe.

The Tribe officially requests to continue consultation with the City and to receive official notice of all actions concerning this Project pursuant to the Tribal Traditional Cultural Properties law and CEQA. To complete this consultation the Tribe requests copies of all documents pertaining to the cultural resource and archaeological impacts of this Project, including environmental documents, proposed mitigation measures and conditions of approval. Specifically, the Tribe requests to schedule a consultation meeting with the City upon its receipt and review of this comment letter.

The Tribe will be requesting that the City adopt specific mitigation measures concerning the protection and preservation of sacred places, and all cultural resources pertaining to this Project. Given that Pechanga cultural resources may be affected by the Project, the Tribe must be allowed to be involved and participate with the Lead Agency and the Project Applicant in developing all monitoring and mitigation plans for the duration of the Project (California Public Resources code §21081).

Further, because cultural and archaeological resources may exist within the Project area, it is the position of the Tribe that Pechanga tribal monitors, in addition to archeological monitors, should be required to be present during all ground-disturbing activities conducted in connection with the project, including any archeological testing. The CEQA Guidelines state that lead

agencies should make provisions for inadvertent discoveries of cultural resources (CEQA Guidelines §15064.5). As such, it is the position of the Tribe that an agreement specifying appropriate treatment of inadvertent discoveries of cultural resources be executed between the Project Application/Developer and the Pechanga Tribe.

Also, surveys and grading may reveal significant archaeological resources and sites which may be eligible for inclusion in the historic site register, and may contain human remains or sacred items. The Tribe requests that the City and developer take steps for the protection of any uncovered resources in the process of any such assessment as surveys may reveal significant archaeological resources and sites which may be eligible for inclusion in the historic site register or Native America human remains or sacred Luiseño sites and cultural items which require specific protections.

As no mitigation measures or conditions were provided in the IS, the Tribe suggests the following measures may be used in the DEIR:

1. Tribal monitors from the Pechanga Band of Luiseño Indians shall be allowed to monitor all grading, excavation and ground-breaking activities, including further surveys, to be compensated by the Project Applicant/Developer. The Pechanga Tribal monitors will have the authority to temporarily stop and redirect grading activities to evaluate the significance of any archaeological resources discovered on the property, in conjunction with the archeologist and the Lead Agency.
2. Prior to the issuance of grading permits, the Project Applicant/Developer is required to enter into a Treatment Agreement with the Pechanga Band of Luiseño Indians. This Agreement will address the treatment and disposition of cultural resources and human remains that may be inadvertently uncovered during construction as well as provisions for tribal monitors.
3. The landowner agrees to relinquish ownership of all cultural resources, including all Luiseño sacred items, burial goods and all archeological artifacts that are found on the Project area to the Pechanga Band of Luiseño Indians for proper treatment and disposition.
4. If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable timeframe. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98.

Pechanga Comment Letter to the City of Moreno Valley

Re: Pechanga Tribe Comments on Prologis Park Moreno Valley Eucalyptus Project, NOP for the DEIR
March 4, 2008

Page 7

The Pechanga Tribe looks forward to working together with the City of Moreno Valley in protecting the invaluable Luiseño cultural resources found in the Project area. Please contact us once you have had a chance to review these comments so that we might address any outstanding issues regarding this Project. If you have any questions, please do not hesitate to contact Deputy General Counsel Laura Miranda at 951-676-2768 X2137 or myself at (951) 308-9295.

Sincerely,



Anna M. Hoover
Cultural Analyst

Cc: Laura Miranda, Pechanga Office of the General Counsel

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CITY OF MORENO VALLEY

MORONGO
BAND OF
MISSION
INDIANS



A SOVEREIGN NATION

February 26, 2008

Jeff Bradshaw, Associate Planner
City of Moreno Valley
Community Development Department
P O. Box 88005
Moreno Valley, CA 92552

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report
ProLogis Park Moreno Valley Eucalyptus

Dear Mr. Bradshaw:

Thank you for contacting the Morongo Band of Mission Indians regarding the above referenced project(s). The Tribe greatly appreciates the opportunity to review the project and, respectfully, offer the following comment(s):

- If human remains are encountered during grading and other construction excavation, work in the immediate vicinity shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5.
- In the event that Native American cultural resources are discovered during project development/construction, all work in the immediate vicinity of the find shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the overall project may continue during this assessment period.

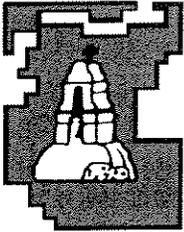
If significant Native American cultural resources are discovered, for which a Treatment Plan must be prepared, the developer or his archaeologist shall contact the Morongo Band of Mission Indians ("Tribe")¹. If requested by the Tribe, the developer or the project archaeologist shall, in good faith, consult on the discovery and its disposition (e.g. avoidance, preservation, return of artifacts to tribe, etc.).

¹ The Morongo Band of Mission Indians realizes that there may be additional tribes claiming cultural affiliation to the area; however, Morongo can only speak for itself. The Tribe has no objection if the archaeologist wishes to consult with other tribes and if the city wishes to revise the condition to recognize other tribes.

If I may be of further assistance with regard to this matter, please do not hesitate to contact me at 951-755-5212 or FRANKLIN_DANCY@MORONGO.ORG.

Very truly yours,
MORONGO BAND OF MISSION INDIANS


Franklin A. Dancy
Project Manager



PALA BAND OF MISSION INDIANS

Tribal Historic Preservation Office
35008 Pala Temecula Rd. PMB 445
Pala, CA 92059

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CITY OF MORENO VALLEY

Ph: (760) 891-3591
Fax: (760) 742-4543

February 7, 2008

Jeff Bradshaw
City of Moreno Valley
Community Development Department
14177 Frederick Street, PO Box 88005
Moreno Valley, California 92552

Re: Consultation, City of Moreno Valley Draft Environmental Impact Report, ProLogis Park Moreno Valley Eucalyptus, Moreno Valley, Riverside County, California

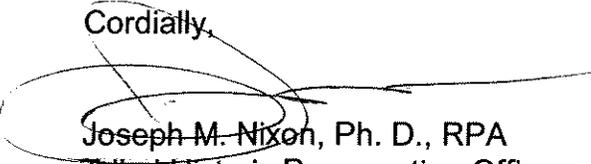
Mr. Bradshaw,

The Pala Band of Mission Indians Tribal Historic Preservation Office has received your notification of the undertaking identified above. This letter constitutes our response on behalf of Robert Smith, Tribal Chairman.

We have consulted our maps and determined that the project as described is not within the recognized Pala Indian Reservation. It also is beyond the boundaries of territory that the Tribe considers its Traditional Use Area. Therefore, we have no objection to project activities as currently planned and we defer to the wishes of Tribes in closer proximity to the project area. However, if the project boundaries are modified to extend beyond the currently proposed limits, we do request updated information and the opportunity to respond to your changes.

We appreciate involvement with your initiative and look forward to working with you on future efforts. If you have questions or need additional information, please do not hesitate to contact Joseph M. Nixon at 1 (760) 891 3592 or at e.mail jnixon@palatribe.com.

Cordially,


Joseph M. Nixon, Ph. D., RPA
Tribal Historic Preservation Office
Pala Band of Mission Indians

Cc: Leroy Miranda

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RECEIVED
FEB 21 2008
CITY OF MORENO VALLEY

Mission:

Educate and communicate the rich heritage of Soboba peoples; Lead and assist individuals, organizations and communities in understanding the needs and concerns of Native American monitoring of traditional sites; Advocate Native American participation in state agencies and boards; Advocate legislation and enforcement of laws affecting Native American peoples and protecting historical and archaeological resources.

February 12, 2008

Attn: Jeff Bradshaw
City of Moreno Valley
P.O. Box 88005
Moreno Valley, Ca 92552-0805

Re: ProLogis Park Moreno Valley Eucalyptus

The Soboba Band of Luiseño Indians appreciates your observance of Tribal Cultural Resources and their preservation in your project. The information provided on said project(s) has been assessed through our Cultural Resource Department, where it was concluded that although this site is outside the existing reservation, the project area does fall within the bounds of our Tribal Traditional Use Areas.

At this time the Soboba Band does see a direct need for Native American **Monitoring** and **Consultation**. The Tribe requests a Native American Monitor be present during any and all ground disturbing activities. Soboba requests this, until deemed unnecessary by both Archaeological and Native American Monitors. Also the Tribe requests to be involved in any and all consultation throughout the project. If you have any questions or concerns, please do not hesitate to contact the Cultural Resource Department.

[SPECIAL NOTE (for projects other than cell towers): If this project is associated with a city or county specific plan or general plan action it is subject to the provisions of SB18-Traditional Tribal Cultural Places (law became effective January 1, 2005) and will require the city or county to participate in **formal, government-to-government** consultation with the Tribe. If the city or county are your client, you may wish to make them aware of this requirement. By law, they are required to contact the Tribe.]

Sincerely,

A handwritten signature in black ink, appearing to read "Darren Hill".

Darren Hill
Soboba Cultural Resource Department
Cell (951) 663-5279
Phone (951) 487-8268
dhill@soboba-nsn.gov



Raymond Hicks
RECEIVED
MAR 05 2008

CITY OF MORENO VALLEY

March 4, 2008

Jeff Bradshaw, Associate Planner
City of Moreno Valley
14177 Frederick Street
PO Box 88005
Moreno Valley, CA 92552

Re: Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the ProLogis Park Moreno Valley Eucalyptus Project

Dear Mr. Bradshaw:

Southern California Edison (SCE) appreciates the opportunity to provide comment on the Notice of Preparation of the Draft Environmental Impact Report (EIR) for the ProLogis Park Moreno Valley Eucalyptus project. The Notice of Preparation describes the proposed project as an industrial park allowing for 2,244,419 square feet of industrial uses on seven parcels of land. The project is stated to be located south of State Route 60 between Pettit Street and Quincy Street in the City of Moreno Valley.

SCE's comments regarding the proposed project address impacts to existing SCE facilities and the California Public Utilities Commission (CPUC) process for implementing the requirements of the California Environmental Quality Act (CEQA). Our comments are provided below under the following headings: Impacts to SCE Facilities and CPUC CEQA Requirements.

Impacts to Existing SCE Facilities

In the event the project impacts SCE facilities or its land related rights, please forward five (5) sets of plans depicting SCE's facilities and associated land rights to the following location:

Real Estate Operations
Southern California Edison Company
14799 Chestnut Street, Westminster, CA 92683

CPUC CEQA Requirements

If development plans result in the need to relocate existing SCE electrical facilities that operate at or above 50 kV, the SCE construction may have environmental consequences subject to CEQA provisions, as implemented by the CPUC. If those environmental consequences are identified and addressed by the local agency in the CEQA process for the larger project, SCE may not be required to pursue a later,

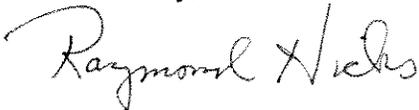
separate, mandatory CEQA review through the CPUC's General Order 131-D (GO 131-D) process. If the SCE facilities are not adequately addressed in the Draft EIR and the relocated facilities could result in significant environmental impacts, the required additional CEQA review could delay approval of the SCE power line portion of the project.

If this project requires relocation of existing facilities at or above 50 kV, to be sure that such analysis fully complies with CPUC environmental requirements, the Draft/Final EIR must address the following discussion items:

1. Identify the location and length of any existing SCE transmission or subtransmission facilities that may need to be relocated or modified to accommodate the proposed development.
2. If any SCE facilities will be impacted by the development, describe the existing environmental setting for the SCE portion of the project, including any biological, archaeological, aesthetic or other sensitivities. Include analysis of potentially significant environmental impacts and any mitigation measures that could reduce the level of environmental impacts to less than significant.

We hope these comments will assist you in the preparation of the Draft EIR for this project and look forward to reviewing the Draft EIR once it's completed. If you have any questions regarding this letter, please do not hesitate to contact me at (909) 930-8446.

Sincerely,



Raymond Hicks
Region Manager
Southern California Edison Company



SAN GORGONIO CHAPTER

4079 Mission Inn Avenue, Riverside, CA 92501 (951) 684-6203
Membership/Outings (951) 686-6112 Fax (951) 684-6172

*Regional Groups Serving Riverside and San Bernardino Counties: Big Bear,
Los Serranos, Mojave, Moreno Valley, Mountains, Tahquitz.*

Jeff Bradshaw
Planner
Community Development Department
P.O. Box 88005
Moreno Valley, CA 92552

February 29, 2008

Dear Mr. Bradshaw:

Re: Notice of Preparation Prologis Park

The Sierra Club appreciates this opportunity to express concerns and ask some questions regarding the above-named project.

What new plan do you have to replace the City Master Plan of Trails in your project area? Will your plan have tentative approval by the city's Trails Committee?

Why are we making such a major change to the General Plan so soon after its approval?

Where will horse riders north and south of Highway 60 cross the highway? Sinclair Overpass is needed as is Indian's to spare citizens having to use the major roadways connect to on/offramps.

The Draft EIR needs to show how the building will impact the view from the freeway of hills of Moreno Valley and of Mt. San Jacinto. Why not use a frontage road as Corona has south of Dos Lagos?

Are you going to use recycled water similar to that same Corona project?

How will you use green building standards on this project? Over two million square feet of buildings should produce enough solar energy for everything.

What hazardous materials will be stored in the buildings? How could this affect High School #5, which appears to be across from the project? If there were to be a fire, how could the toxic fumes affect the high school? How could a truck accident or truck fire on or near the site affect the proposed high school, which already has ended comments on its Draft EIR? Please answer the same questions concerning the other school to which the NOP refers. Where are the proposed elementary school and middle school in relation to your project? All three schools need to be on all maps.

What truck traffic patterns will not impact these schools? At full build-out, how much truck traffic will use the site per day and also per week?

Please include the attached testimony by Penny Newman and the SCAG information as part of the Sierra Club's comments. What will the impacts of pm 2.5 and pm 10 be on the children/staff at all sites? How about those who already suffer from asthma and/or those in physical education classes or sports activities? How much more diesel pollution (pm 2.5/pm 10) will this proposed use generate over the typical uses under the present zoning? You must also analyze all the above with the cumulative growth-inducing impacts that this project will cause to adjacent zoning and lands.

The planned 250-foot buffer between residential and truck court needs to include any pathway the trucks would use. The buffer should be 300 feet as it is in other places in our city.

Why not maintain at least three rows of citrus trees between the project and the freeway as well as at other locations?

How much of the existing viewshed will be blocked by the buildings (from all directions)? This needs to be shown in the DEIR.

Any maps must show existing and approved housing sites, especially pointing out where people now lives.

How will you protect blueline streams and waters of the U.S.? How will run-off from your project affect these waters? How will you make certain that downstream waters are not affected?

Loss of prime farmlands must be mitigated. How do you propose to make certain there is enough prime farmland for our needed food, or at least the project's fair share of responsibility? No farms means no food.

No project of this magnitude should be built until the on-/off-ramps and overpasses have been built. What is the timeline for this to happen? How often will our streets need to be repaired because of the truck traffic?

What will be the LOS of traffic at build-out if the growth-inducing cumulative impacts prove true, assuming on-/off-ramps and overpasses are not built to their ultimate design? Which off-ramp will be used?

Other than paying money, what will be done to address impacts to habitat of the different species that presently use the site?

How does the destruction of the trees affect global warming? How will this project lessen our city's impact on global warming? How much will it increase global warming? What will be done to reduce global warming?

Where is the mention of the Farm Road Fault as well as the Casa Loma and San Jacinto Faults?

How much less in on-site salaries will be generated with the proposed uses than with the typical uses under present zoning? Always use medians, not means, as your "averages".

Who will use the facilities, and what limits are there to possible tenants/ownership?

The analyses throughout the Draft EIR must include all approved and foreseeable projects within a radius of at least ten miles. Please provide a list of those projects, specifying locations, type and size.

Please send the Sierra Club all applications for approvals and permits required by other agencies as written on page five and at the same time, including but not limited to NPDES Permit, RWQCB, drain design, Riverside County Flood Control and Water Conservation District; Section 404 Permit, Section 401, and Section 1602.

Please send me hard copies of all documents on all future meetings and reports at the address given below.

Sincerely,



George Hague
Conservation Chair
Moreno Valley Group of the Sierra Club
26711 Ironwood Avenue
Moreno Valley, California 92555-1906
Phone: 951-924-0816
Fax: 951-924-4185

Center for Community Action and Environmental Justice

Centro de Acción Comunitaria y Justicia

Mailing Address: PO Box 33124, Riverside, CA 92519 Office Location: 7701 Mission Blvd.
Riverside, CA 92509

Phone: 951-360-8451 Fax: 951-360-5950 <http://www.ccaej.org>

Testimony by Penny J. Newman
Executive Director,
Center for Community Action and Environmental Justice

October 10, 2007

Field Briefing the Senate Environment and Public Works Committee on Air Pollution Challenges for California's Inland Empire

Chairwoman Boxer, Honorable Members of the committee, I thank you for the opportunity to address this committee on this important issues.

My name is Penny Newman, Executive Director for the Center for Community Action and Environmental Justice. CCAEJ is one of the oldest and most accomplished environmental justice organizations in the nation having begun our work in 1978 as a small neighborhood group fighting for the cleanup of California's top priority Superfund site, the Stringfellow Acid Pits. We will be celebrating our 30 years of working with communities of the Inland Valleys to improve the health, quality of life, and well-being of all our families.

Southern California is facing a critical health crisis. One that we can't inoculate against, change our habits like stop smoking, or exercise more to improve. The health threat comes from the vary activity that we depend upon to keep us alive—breathing.

- Southern California air quality remains the worst in the nation, posing a major health concern for almost 17 million residents in the region.
- The state Air Resource Board estimates that air pollution (PM 2.5) in the South Coast Air Basin is responsible annually for up to 5,400 premature deaths, 2,400 hospitalizations, and 980,000 lost work days.
- 140,000 Children in Southern California have asthma and respiratory problems largely due to air pollution.
- Over 70% of the airborne cancer risk in Southern California is directly attributed to diesel fueled engines in the basin.

*Please read
concerning the health
impacts to children*

One such heavily impacted community is the unincorporated community of Mira Loma in Riverside County.

Mira Loma has the highest levels of particulate pollution in the nation.¹

Mira Loma has the 4th worst particulate pollution in the world only after Jakarta, Indonesia; Calcutta, India; and Bangkok, Thailand²

In recent years, environmental health researchers have firmly established the linkage between air pollution exposure and a range of negative health outcomes, including slowed lung growth rates in children (Gauderman et al Cohort C, Cohort D papers), exacerbation of existing respiratory disease (McConnell et al EHP bronchitis/asthmatic paper), increased absences from school due to respiratory illness (Gilliland et al CHS absences paper), and increased mortality. Both gaseous and particulate pollutants have been implicated in health investigations, with increasing attention being focused recently on the toxicity of particulate pollution, both for the physical size and chemical nature of the particles inhaled each day. The California Air Resources Board estimates that more than 2400 people die prematurely due directly to air pollution from the movement of products and goods.

The impact of air pollution on children's respiratory health, in particular asthma, is a significant problem in Southern California. A recent survey in California found that nearly 700,000 children ages 6-17 suffer from asthma symptoms; one in five African-American children in California has been diagnosed with asthma. (CHIS) That same survey finds that in Southern California, the highest asthma symptom prevalence in children ages 0-17 is found in San Bernardino County (13.9%), (CHIS). Air pollution is a significant problem for the target communities of the Inland Valley.

The findings from the USC Children's Health Study demonstrating the affects of air pollution upon lung function are particularly frightening for our area. The Study found *that Mira Loma children had the weakest lung function and slowest lung growth of all children studied in southern California.*

Another analysis that drew upon data from the same USC Children's Health Study, ranked children living in Mira Loma as the most likely to develop asthma, other respiratory diseases *and* have stunted lung growth. The study found that children living within 500 meters of a freeway (approximately a third of a mile) have substantial deficits in lung function by the time they reach age 18. Of all children studied

¹ South Coast Air Quality Management District, "Multiple Air Toxics Exposure Study in the South Coast Air Basin" (MATES II Study), March 2000.

² World Health Organization, as cited by California Public Interest Research Group, CalPIRG, Citizens' Agenda, Vo. 13, No. 3; pg 4, Fall 1997. (The industrialization of China has now created many communities with high levels of PM pollution. While our levels have not gone down, levels in a number of communities in China have risen.

number of containers hauled. Again what is overlooked is that containers would be transported on an expanded rail system while more containers would be still be hauled by an expanded trucking system, the widened freeways. The goal is to maximize both rail and truck transportation modes in order to handle the anticipated expansion of the freight hauling industry.

For the Inland Valleys the promotion of an expanded rail system is particularly troublesome since it depends on the development of an "Inland Port." Since there isn't room at the ports to sort and distribute the containers of goods, the goods would be directly moved from the ships to the rail cars and hauled to the Inland Port. Here the goods would be sorted and thousands of trucks would converge to pick up loads for distribution. One of the leading locations under consideration is at the Space Center in Mira Loma.

To expand an industry that is currently killing people without addressing the current health crisis is criminal. The message to residents is clear—the health and well being of our families does not count; our neighborhoods are expendable.

Many promises are being made to address pollution associated with the expansion of Goods Movement, but there is little reason to believe any of it. Responsibility for action is passed from one jurisdiction to another. Local government points to the state for responsibility; the state points to federal government, and in turn they point back to local government and sanctity of local land use decisions. With all the finger pointing NO ONE is doing anything to address this critical situation. U.S. Environmental Protection Agency is nowhere in the discussions. The National Environmental Justice Advisory Committee was recently asked to prepare recommendations regarding how to address the health crisis surrounding the Goods Movement. Not one community person from southern California has been appointed to this study committee, even though I personally have volunteered and traveled to Washington DC for the first face-to-face meeting at my own expense. It is difficult to understand how comprehensive recommendations can arise from the committee if the major geographic area hit hardest by this industry has no voice. Clearly the recommendations will have little credibility if those most directly and most significantly impacted are silenced from the discussions.

Since the trucking, railroad and shipping industries are primarily regulated by federal rules, the federal government holds special importance and must step in to address this growing problem. Instead we are engaged in a hectic discussion on how to increase the movement of goods by 3-5 fold. Our communities will not survive that onslaught.

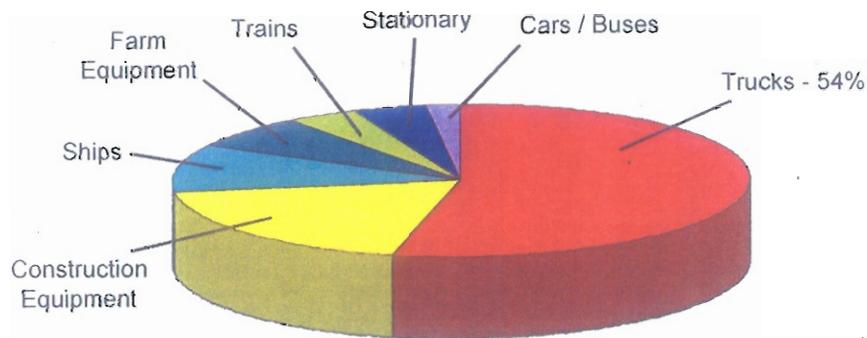
While ignorance regarding the health implications of exposure to diesel exhaust could be claimed many years ago, the emerging scientific information brought forth by the South Coast AQMD, researchers at USC and UCLA and the hundreds of other

Air Pollution

- Issue primarily in Western Riverside County
- Riverside County is first in the nation for asthma, heart disease, respiratory ailments
- Inland Empire has worst air quality in California
- Mira Loma area has the highest levels of particulate pollution in the US (SCAQMD, Multiple Air Toxics Exposure Study II, Mar 2000)
- Diesel particulates are 71% of the major pollutants contributing to cancer risk in the South Coast Air Basin (SCAQMD, Multiple Air Toxics Exposure Study II, Mar 2000)
 - The largest source of diesel emissions in the South Coast Air Basin is the goods movement industry

CAMBRIDGE SYSTEMATICS

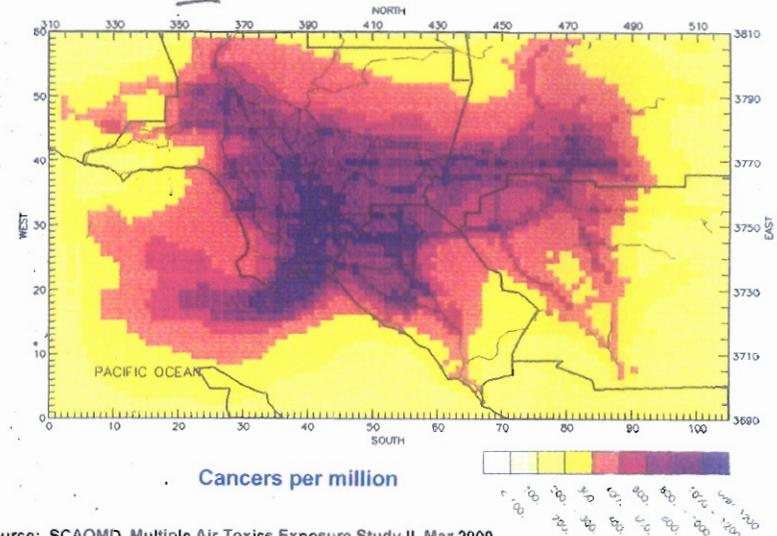
Major Sources of Diesel Emissions (SCAG Region)



Source: California Air Resources Board

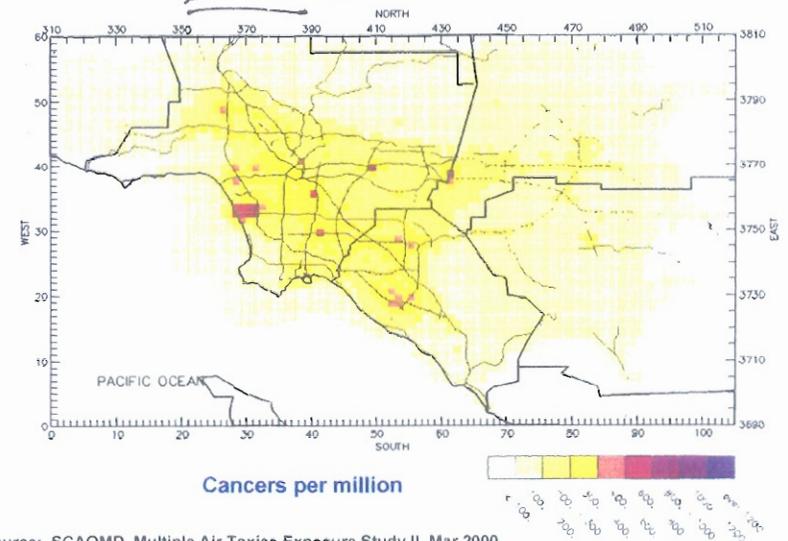
CAMBRIDGE SYSTEMATICS

Estimated Risk of Cancer from Airborne Toxics: All Emission Sources

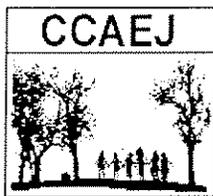


CAMBRIDGE SYSTEMATICS

Estimated Risk of Cancer from Airborne Toxics: Excluding Diesel



CAMBRIDGE SYSTEMATICS



Center for Community Action and Environmental Justice

Centro de Acción Comunitaria y Justicia Ambiental

Riverside Office
Mailing Address:
PO Box 33124
Riverside, CA 92519

Phone: (951) 360-8451
Fax: (951) 360-5950
Email: admin@ccaej.org

Riverside Office
Location:
7701 Mission Blvd.
Glen Avon, CA 92509

San Bernardino Office:
255 North D Street, Suite 402
San Bernardino, CA 92401
(909) 381-8883

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MAR 03 2008
CITY OF MORENO VALLEY

Desert Office:
45-902 Oasis Street, Suite B
Indio, CA 92201
(760) 347-7568

Board of Directors:

President:

Surekha Acharya

President Elect:

Maggie Hawkins

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Financial Officer:

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Members:

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Betty Stinson

Administrative Director

Cindy Newman

Development Director

Andrea Crawford

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Tom Orth

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Esther Portillo

Campaign Director

Rachel Lopez

Policy Advocate /

USC/Community Liaison

Sylvia Betancourt

Community Organizers

Carmen Segala

Rosa Vielmas

Raquel Contreras

Josie Gaytan - SALTA

Stringfellow Archives

Coordinator, Colleen Smethers

San Bernardino Office

Campaign Director

Jan Misquez

Community Organizers

Simon Washburn

Susana Negrete - SALTA

Desert Office

Policy Advocate

Donna Charpiel

Community Organizers

Guadalupe Vieyra

Norma Roman

Jeff Bradshaw Associate Planner
Community Development Department
PO Box 88005

Moreno Valley, CA 92552

Re: Initial Study PROLOGIS PARK MORENO VALLEY EUCALYPTUS

Dear Mr. Bradshaw:

The Center for Community Action and Environmental Justice was recently made aware of the Notice of the Initial Study of the Prologis Park Moreno Valley Eucalyptus and the concern of many residents as well as the Sierra Club San Gorgonio Chapter due to the environmental impacts the project may cause to the surrounding communities.

The concerns regarding this project from the residents and Sierra club also concern CCAEJ for example the massive size of this mega warehouse and it's proximity to the new schools that are being proposed with in a mile of the proposed project.

As I am sure you are aware of the numerous scientific studies regarding the close proximity of diesel sources to sensitive receptors such as the schools that are being proposed within a mile of this project. The Air Resources Board and the South Coast Air Quality Management District have all indicated in their land use guidelines the need for a buffer zone of 1000 ft. to lessen the health risk to sensitive receptors such as the students who will be attending the proposed schools.

The recent studies by USC, UCLA and The New England Journal of Medicine show the dangers of particulate matter 2.5 and smaller which are the Ultra Fines and the effects of exposure from traffic on lung development especially to children from 10-18 years of age. Studies have shown that the farther one is to a diesel source the lower the risk. Studies show that a buffer zone of at least 1500 feet (500meters) show a significant drop off the further one is to the diesel source.

The closeness of this warehouse project and the magnitude of the project is a great risk to the students that will be attending the schools being proposed in the area. We are also concerned that the other warehouse projects being proposed in the same general area may not be included as part of the cumulative impacts as well as the thousands of trucks coming into the area and the traffic it will bring to the surrounding communities. The South Coast Air Quality Management District and the Air Resources Board have all used a 1,000 foot buffer in their Air Quality guidelines.

Will green building standards be used for this project?

What type of hazardous material will be stored in these buildings?

Rachel Lopez

Campaign Director

Center for Community Action and Environmental Justice

Email – rachel.l@ccaej.org

"bringing people together to improve our social and natural environment"

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FEB 28 2008
CITY OF MORENO VALLEY

FRIENDS OF THE NORTHERN SAN JACINTO VALLEY
P.O. Box 9097
Moreno Valley, CA 92552-9097

27 February 2008

Via FAX and e-mail: Jeffreyb@moval.org

Mr. Jeff Bradshaw, Associate Planner
City of Moreno Valley
Community Development Department
14177 Frederick Street
P.O. Box 88005
Moreno Valley, CA 92552-0805

Dear Mr. Bradshaw:

Re: Notice of Preparation of a Draft Environmental Impact Report (DEIR) – ProLogis Park Moreno Valley Eucalyptus

Since 1991, the Friends of the Northern San Jacinto Valley have worked to preserve and protect the northern San Jacinto Valley, the San Jacinto Wildlife Area (SJWA) and Mystic Lake. SJWA is a cornerstone reserve in the Western Riverside County Multi-Species Habitat Conservation Plan (MSHCP), a system of reserves which, in theory, are supposed to conserve endangered plants and animals within the County and City of Moreno Valley. The Friends have a long history of exhorting County and City elected representatives to provide/assure compatible land uses on the lands adjacent to the SJWA boundary.

We are concerned the ProLogis Park Moreno Valley Eucalyptus project will cumulatively degrade the ability of the SJWA to function as a viable MSHCP conservation area. The cumulative impacts this project will visit upon the SJWA and its ability to function as a plant and animal conservation reserve are numerous. These include the loss of surrounding agricultural lands, the loss of vital raptor foraging habitat, and cumulative increases of air and water pollution impacting SJWA. We are particularly concerned about the loss of night-sky this project will precipitate. Additional light pollution in the City's east end will ultimately degrade wildlife habitat values on one of our most important remaining wildlife conservation reserves. This project will cumulatively contribute to global warming which will further hinder the conservation of plants and animals on the SJWA.

We would also like to caution the City that mere adherence/reliance on the provisions of the MSHCP will not excuse full compliance with the California Environmental Quality Act (CEQA). The direct, indirect and cumulative impacts of this project on Biological Resources need to be identified and subject to careful analysis. Alternatives to avoid impacts to Biological Resources need to be fully considered and disclosed in the CEQA Draft EIR.

Please provide the Friends with copies of the following approvals and permits:

- National Pollutant Discharge Elimination System (NPDES) permit
- Riverside County Flood Control and Water Conservation District storm drain design approval
- Section 404 Permit from the Army Corps of Engineers (ACOE)
- Section 401 Water Quality Certification from the RWQCB
- Section 1602 Streambed Alteration Agreement from the Department of Fish and Game (CDFG)

We would like to request that the city post all planning documents, reports, approvals and permits on the city's web site so that they are available to the public.

Please notify us of all meetings, documents, decisions regarding this project. Thank you for the opportunity to provide input on this project. We look forward to reviewing the Draft EIR.

Sincerely,

A handwritten signature in black ink that reads "Ann L. Turner-McKibben". The signature is written in a cursive style with a large initial "A".

Ann L. Turner-McKibben, President
(951) 924-8150
e-mail: northfriends@northfriends.org

Jeffrey Bradshaw

From: jlbeyers@aol.com
Sent: Tuesday, March 04, 2008 9:59 PM
To: Jeffrey Bradshaw
Subject: ProLogis NOP

Hi Jeff,

I hope I'm in timing getting you my input on the notice of intent for the rezoning proposal for the ProLogis project.

I couldn't read the Initial Study online -- when I clicked on the link on the city webpage, the NOP and initial study for the Highland Fairview warehouses came up instead. I suppose the same issues apply, but this might be considered cause for requesting an extension of the comment period. I didn't have time to come to City Hall to see the hard copy of the report.

The EIR for this project needs to carefully analyze the following impacts (as part of or in addition to what was identified in the Initial Study):

- 1) The impact of totally ignoring the General Plan on public trust in City officials. There is a substantial body of scientific literature on the subject of social trust and how it affects an organization's effectiveness and ability to carry out its mission. The willingness of Moreno Valley city officials -- elected and appointed -- to spend 8 years developing a General Plan and then to toss out substantial portions of it whenever a developer asks (should this project be approved) will surely have an impact on public morale and people's faith in City officials. The short and long term impacts of this must be analyzed in the EIR.
- 2) Air pollution and traffic impacts. The impacts of diesel trucks on air pollution and traffic congestion must be analyzed not just for this project, but cumulatively for this one and others that are in the pipeline at the same time. The highway interchanges at either end of this project are inadequate for current levels of traffic already at certain times of the day, so the added traffic must take into account ALL of the projects that are being considered currently. The impacts must be considered not just for the immediate vicinity of the projects, also, but on traffic congestion at the west end of town as well, since that is a major traffic bottleneck in both directions at virtually all times of the day.
- 3) The EIR should address why the project must go in THIS location rather than being located in existing Light Industrial zoning within the City. One of the alternatives examined should be locating the proposed warehouses in an area already zoned for such uses. Compare the physical, biological, and social environmental impacts of that alternative to the proposal to put them next to the auto mall.
- 4) As I mentioned to you before, there needs to be a Cumulative Effects Analysis of all the impacts of this warehouse proposal with consideration of the effects of the Highland-Fairview project and the inevitable (probably already proposed) additional projects that approval of this project would spawn. A good model for what Moreno Valley will become if these projects are approved can be found in Mira Loma, and data on the impacts can probably be acquired. The long-term traffic congestion, air quality, public health, and other environmental impacts needs to be assessed. Without a crystal ball, one must assume that the average level of emissions from diesel trucks will continue into the foreseeable future.

03/11/2008

Thank you for taking these factors into consideration in the Environmental Impact Report for this project.

Sincerely,

Jan Beyers

22399 Mountain View Road
Moreno Valley, CA 92557
jlbeyers@aol.com

Supercharge your AIM. Get the AIM toolbar for your browser.

RECEIVED
MAR 04 2008
CITY OF MORENO VALLEY

TO: Jeff Bradshaw
Associate Planner

FROM: Margie Breitkreuz
27860 Locust Ave.
Moreno Valley, CA
951/242-5600

DATE: February 29, 2008

RE: **Response to EIR ProLogis Park Moreno Valley Eucalyptus**

My concerns to the ProLogis Park are similar to those expressed by myself and other residents at the city council study session regarding the Sketchers warehouse proposal. The EIR does not mitigate the following concerns:

Change in Zoning

The General Plan reports the community's comprehensive and long-term view of its future. Throughout the recent review and adoption of the city's General Plan, **residents were adamant that they did not want industrial zoning in the area designated for this project.** Recent and historic plans for this site consistently did not include industrial. Heavy commercial development does not fit with the intended design of this area.

Increased Traffic

Moreno Beach is indicated as one of the two primary access points. This ramp is heavily used by residents, state park users, and those shopping in the adjacent stores. The other ramp, Redlands Boulevard, is used heavily by commuters. Neither ramp should be further impacted by the addition of warehouse trucks. Even at build-out, these ramps are inappropriate for this type of traffic due to current usage.

Freeway Congestion and Current Truck Traffic

The 60 freeway is already on over load--bottle necked even further by the current level of truck traffic. This is a major source of dissatisfaction to residents in Moreno Valley and surrounding communities. It is irresponsible to consider adding increased trucks when the freeway is already chocked with traffic. Freeway expansion will only address current levels of need. Every community impacted by warehouses/trucking has a litany of concerns regarding the negative impact. As noted in the excerpt below, expanding the freeway will not alleviate the problem.

"Thousands of diesels idle, their engines spewing thick, black, carcinogenic smoke into the surrounding neighborhoods . . . similar scenario plays out on a regular basis on the Hollywood and Ventura freeways as suburban commuters crawl along . . . transportation professionals and citizens alike have concluded that new or expanded freeways do not solve traffic congestion. Instead, they simply and temporarily move the congestion to another choke point further down the road."

Source: <http://www.lafla.org/news/view19.asp>

Jeff Bradshaw
Associate Planner
February 29, 2008
Page 2

Alternative Fuels

Air quality issues cannot be addressed at the present time. According to studies, "existing vehicles and equipment will keep on spewing concentrated diesel fumes for up to 30 years, the time it takes the average diesel engine to wear out." Source: <http://www.foxnews.com/story/0,2933,148403,00.html>

On the Clean Air Task Force website, enter zip codes for Moreno Valley and read:

- The lifetime cancer risk from diesel soot in your community exceeds the risk of all other air toxics tracked by EPA combined.
- The average lifetime diesel soot cancer risk for a resident of Riverside County is 1 in 3,658.
- This risk is 273 times greater than EPA's acceptable cancer level of 1 in a million.

Source: <http://www.catf.us/projects/diesel/dieselhealth/county.php?c=06065&site=0>

Health Issues

Diesel exhaust is highly toxic and contains more than 40 carcinogens. Studies by USC, Kaiser and other researchers validate the health concerns of diesel fumes. They are too numerous to ignore. Once warehouses are approved, additional zoning changes will follow suit.

In a recent report to the Senate Environment and Public Works Committee, Penny Newman, Executive Director for the Center for Community Action and Environmental Justice, stated: Southern California air quality remains the worst in the nation, posing a major health concern . . . ; The state Air Resource Board estimates that air pollution (PM 2.5) in the South Coast Air Basin is responsible annually for up to 5,400 premature deaths, 2,400 hospitalizations, and 980,000 lost work days; 140,000 children in Southern California have asthma and respiratory problems largely due to air pollution; over 70% of the airborne cancer risk in Southern California is directly attributed to diesel fueled engines in the basin."

Sample sources: <http://www.ccae.org/2006/Campaigns/hc/Warehouses/warehouses.html#>
http://www.nlm.nih.gov/medlineplus/news/fullstory_61196.html

Socio/Economic Dynamics of Project

Indicators are that there is a disproportion impact on communities of color and income. An article by the National Resources Defense Council reads:

"While the sources of diesel exhaust differ from site to site, the most significant sources are often concentrated near low-income communities of color. After an intense year-long investigation of diesel exposures in California, NRDC investigators found in a majority of cases that the greatest concentrations of diesel vehicles - at bus depots, distribution centers, and industrial facilities - were typically located in low-income communities and communities of color. This pattern is consistent with numerous studies showing that a higher percentage of environmental hazards are concentrated in such areas." Source: <http://www.nrdc.org/air/transportation/ebd/chap5.asp>

Proximity to Future Schools

A high school is planned near this property. It is irresponsible to place warehouses/diesel trucks near schools for all the reasons noted above. Existing zoning is not an issue.

I hope a change in zoning is not approved. We deserve better than this project.

City of Moreno Valley
Notice of Preparation (NOP) for an Environmental Impact Report (EIR)
PUBLIC COMMENT CARD

Thank you for your interest in the proposed ProLogis Park Moreno Valley Eucalyptus (total warehouse build out of 2,244,419 square feet) located on the south side of State Route (SR) 60 and east of the Moreno Valley Auto Mall at Eucalyptus Avenue and between Pettit Street and Quincy Street. The applicant for this project is ProLogis. Please provide your NOP comments below and submit this card during the public scoping meeting or mail/fax to the numbers listed below by 5:30 p.m. on Tuesday, March 4, 2008. This will conclude the required 30 day NOP review for the project. Please attach additional pages, if necessary. Your participation and comments are appreciated.

*Name (Required): Melody Lardner Phone: ~~951-413-3210~~
 *Address (Required): 28201 War Admiral St. MV 92555 E-Mail: _____

*Note: Your name and contact information will become part of the public record for this project.

Yes, I would like to be added to your project mailing list to receive information on the EIR notice of availability and future public hearings.

Date: 2/13/08 Please provide your comments below:

Air pollution concerns from diesel trucks and whatever industry might be there
 Truck traffic on Hwy 60 - already very congested w/ commuter traffic + off-ramps not adequate now + not to be improved for years (2011?)
 Cumulative effects of this development w/ other ^{new} nearby proposed developments and how much this affects original intent of most recent general plan since this will be second rezoning for this area since general plan completed
 Traffic patterns through Badlands + through San Timoteo Canyon - difficult for trucks but this will use.
 Noise - how much noise will this development generate over what would have been there w/ original general plan from approx. 1 year ago + after last rezoning.
 Landscaping - need to make it not look industrial.
 How does this fit with vision for east end of city? Does not seem to fit at all!



Thank you for your comments. Please submit this form by 5:30 p.m. on Tuesday, March 4, 2008 to:

City of Moreno Valley
 Community Development Department/Planning Division
 ATTN: Jeff Bradshaw
 14177 Frederick Street
 P.O. Box 88005
 Moreno Valley, CA 92552-0805
 Jeffreyb@moval.org
 Fax: (951) 413-3210

City of Moreno Valley
Notice of Preparation (NOP) for an Environmental Impact Report (EIR)
PUBLIC COMMENT CARD

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*Name (Required): Bob & Marti Ontb Phone: (951) 242-5297
*Address (Required): 26781 Kalmia Ave.; M.V. 92555 E-Mail: mbtime@verizon.net

*Note: Your name and contact information will become part of the public record for this project.

Yes, I would like to be added to your project mailing list to receive information on the EIR notice of availability and future public hearings.

Please provide your comments below:

Date: Mar. 2, 2008

After reading the Prologis Park Moreno Valley Initial Study, we feel that it in no way contributes to the livability of residing in Moreno Valley.

The following are reasons why:

1. The proposed new high school is directly adjacent to the warehouses. Tractor-trailer rigs, along with their pollutants, will in part travel directly in front of the high school.
2. Subdivisions already built in the area will be devalued as a result of the zoning changes.
3. Travel on SR-60 will be further exacerbated in both westerly (toward the 60/215) and easterly (through the badlands). Passenger car traffic on SR-60 has already been seriously compromised by the ever growing number of big rigs in these two corridors.



Thank you for your comments. Please submit this form by 5:30 p.m. on Tuesday, March 4, 2008 to:

City of Moreno Valley
Community Development Department/Planning Division
ATTN: Jeff Bradshaw
14177 Frederick Street
P.O. Box 88005
Moreno Valley, CA 92552-0805
Jeffreyb@moval.org
Fax: (951) 413-3210

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MAR 03 2008
CITY OF MORENO VALLEY

March 1, 2008

Jeff Bradshaw
City of Moreno Valley
14177 Frederick Street
PO Box 88005
Moreno Valley, CA 92552

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CITY OF MORENO VALLEY

Mr. Bradshaw:

On February 13, my husband and I joined several people from our area in attending the public hearing and discussion meeting presented by ProLogis and Moreno Valley staff. We were all alarmed at the prospect of having this type of warehouse and distribution center in our area. After reviewing the Initial Study (IS) document prepared by ProLogis we are further convinced that approving the project would be a grave error. For this reason, I feel compelled to express my concerns in writing.

The eastern portion of Moreno Valley has long been functioning as an area that encourages larger properties, equestrian and hiking trails and in general a more relaxed way of life. The rest of the city is gradually becoming more urbanized and having this wide variety of locales makes our city attractive to an equally wide range of people. I believe this can only help to keep our city balanced and productive. The city has redesignated the eastern portion of MV "Rancho Belago" as a means of attracting people to the area. A new housing tract has been built assumedly to take advantage of this philosophy but now the impending ProLogis project is proposed to locate directly across the street. This action negates this attitude and sends a terrible message to present and future homeowners! As if this were not enough, the property directly adjoins the proposed new high school. The IS indicates that this high school is southeast of the warehouse project but it actually adjoins the property on the southeast. Again, what an unhealthy and cold neighbor for hundreds of our students! We are endeavoring to teach them good moral values in a healthy environment and instead providing a terrible example.

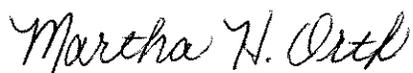
The specifics of the project, as stated in their Initial Study (IS) are equally deplorable. In order to construct this monstrosity, both the zoning and General Plan for the city would have to be changed. As indicated in the Initial Study (pg. 6), approximately half of the area is currently zoned as residential and will be changed to Light Industry. In addition, the distance between the resulting Light Industrial project and surrounding residential land would be only 250 feet, not even the 300 ft. that was quoted in the Preliminary Public Hearing that took place on February 13.

The increased traffic would result in a highly significant amount of both air and noise pollution from the large number of diesel trucks. Diesel fumes are known causes of air pollution which would be detrimental to nearby residents, high school students and visitors to the area. In fact, the traffic on Eucalyptus to and from the east would actually go right in front of the proposed high school in order to reach the project. Since the project land is adjacent to that of the high school there would be no escaping the harmful effects. The quantity of huge construction vehicles and large diesel trucks accessing the site to and from the west would inflict major damage on our local roads in the general area, which are not built for the additional weight and quantity of heavy traffic. In addition, the SR-60 through the Badlands is known to be unusually dangerous for trucks and cars alike, and the additional traffic would put more people and vehicles at risk.

Probably the most objectionable aspect of the ProLogis project is the almost guaranteed growth of the number of warehouse distribution buildings or similar commercial projects. This is a growth-inducing project that will destroy the rural nature of this portion of our city and virtually curtail quality residential development. The great majority of the employees in these facilities would not earn a high enough salary to encourage upscale living in the local area. They would end up earning their living here and going somewhere else to live, spend their income, and pay taxes. This is not growth, but a means of trading a welcoming community atmosphere for concrete buildings, air pollution, and rundown roads.

Allowing this ProLogis construction would open the doors to even bigger and more invasive projects to further erode our city and undo the progress we have made to establish a city to be proud of. This type of development is destructive for the people in the area and should not be allowed to take place.

Sincerely,



Martha H. Orth
26781 Kalmia Ave.
Moreno Valley, CA 92555
951-242-5297
mbtime@verizon.net

cc: Councilman Frank West

City of Moreno Valley
 Notice of Preparation (NOP) for an Environmental Impact Report (EIR)
 PUBLIC COMMENT CARD

Thank you for your interest in the proposed ProLogis Park Moreno Valley Eucalyptus (total warehouse build out of 2,244,419 square feet) located south of State Route (SR) 60 and east of the Moreno Valley Auto Mall at Eucalyptus Avenue and between Pettit Street and Quincy Street. The applicant for this project is ProLogis. Please provide your NOP comments below and submit this card during the public scoping meeting or mail/fax to the numbers listed below by 5:30 p.m. on Tuesday, March 4, 2008. This will conclude the required 30 day NOP review for the project. Please attach additional pages, if necessary. Your participation and comments are appreciated.

*Name (Required): CHARLES HALE Phone: (951) 924-0911
 *Address (Required): 29067 MOLTBY AVE M.V. 92555 E-Mail: pacehale@roadrunner.com

**Note: Your name and contact information will become part of the public record for this project.*

Yes, I would like to be added to your project mailing list to receive information on the EIR notice of availability and future public hearings.

Date: 2-19-08

Please provide your comments below:

- My wife and I have serious reservations about any mega-warehouse construction in eastern Moreno Valley, along the SR-60 corridor. It will do the following: —
- 1. It would discourage prospective middle-class or higher home owners from —
 — locating to our City in general and to eastern M.V., in particular. Just tour —
 — Ontario and see how huge warehouses look as you drive along that City's —
 — boundaries. The eastern end of Moreno Valley, aka Rancho Belago, was supposed —
 — to support upper scale residential construction with parks and other open spaces. —
 — Who wants to live in an area surrounded by warehouses? —
 - 2. Truck related congestion and pollution will significantly rise. The crunch at the —
 — joining of SR-60 and I-215 is already acute and rectification of that junction to —
 — better accommodate the existing traffic is well into the future. —
 - 3. Truck traffic will surely increase on surface streets within Moreno Valley. For —
 — example Moreno Beach or Redlands Boulevard are sufficient to draw large truck —
 — traffic wanting short cuts, better access, and traffic avoidance along the I-215/CA- —
 — 60 routes. —
 - 4. Moreno Valley spent a great deal of time and money in evolving a well developed —
 — General Plan. Now, that the housing market is in doldrums, the developers want —
 — to profit elsewhere regardless to the impact on the residents. —



*Thank you for your comments. Please submit this form
 by 5:30 p.m. on Tuesday, March 4, 2008 to:*

City of Moreno Valley
 Community Development Department/Planning Division
 ATTN: Jeff Bradshaw
 14177 Frederick Street
 P.O. Box 88005
 Moreno Valley, CA 92552-0805
 Jeffreyb@moval.org
 Fax: (951) 413-3210

City of Moreno Valley
Notice of Preparation (NOP) for an Environmental Impact Report (EIR)
PUBLIC COMMENT CARD

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*Name (Required): Suthep Charoonratana Phone: (909)941-8761
*Address (Required): 5093 Earl Court, Alta Loma 91701 E-Mail: _____

*Note: Your name and contact information will become part of the public record for this project.

Yes, I would like to be added to your project mailing list to receive information on the EIR notice of availability and future public hearings.

Date: 2/20/2008 Please provide your comments below:

As the owner of Lot # 488340001 - G, I fully support the ProLogis project. By developing this area into commercial business places, the City of Moreno Valley will receive a number of benefits. First of all, the people of Moreno Valley will benefit from an increase in job opportunities. The city will receive greater tax revenues from both the businesses and their employees. Overall, further commercial development of Moreno Valley will stimulate the city's economy and help to modernize the city.

S. Charoonratana



Thank you for your comments. Please submit this form by 5:30 p.m. on Tuesday, March 4, 2008 to:

City of Moreno Valley
Community Development Department/Planning Division
ATTN: Jeff Bradshaw
14177 Frederick Street
P.O. Box 88005
Moreno Valley, CA 92552-0805
Jeffreyb@moval.org
Fax: (951) 413-3210

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FEB 28 2008

Susan C. Gilchrist

CITY OF MORENO VALLEY
29163 Highland Blvd.

Moreno Valley, CA 92555

951-242-2182; 951-522-0402

February 26, 2008

Jeff Bradshaw
City of Moreno Valley
14177 Frederick Street
PO Box 88005
Moreno Valley, CA 92552
Phone Number: 951-413-3224

Mr. Jeff Bradshaw,

I am concerned about the problems which will occur should the ProLogis project continue and be approved.

1. Aesthetics: There are visual and scenic issues which cannot be mitigated by planting trees or planning buffer zones (in drought years this will become increasingly difficult to maintain). There are hills west of the site which include multiuse trails and scenic views of the City. Huge expanses of flat roofs to the east will be truly ugly.
2. Air Quality: This is a major issue and cannot be mitigated. The developer is proposing zoning changes which will bring in substantial diesel truck traffic and the pollution that will follow. It is a known fact that many illnesses are caused by particulate matter and fumes from vehicles. To have this near a proposed school is unrealistic. People who own homes in the area have a right to protest about a loss of property value.
3. Biological Resources: The land has had agricultural uses for many years and has an established population of animals. While many of these are not endangered, they will die when the land is bulldozed for construction. Raptors have used this land for nesting and hunting in the hills to the west of the proposed development. Would land be set aside to mitigate their loss of habitat?
4. Hydrology and Water Quality:
 - a. Landscaping and buffer zones will not be sufficient to protect homeowners from noise and pollution. Tertiary water may not be the answer without reverse osmosis to remove salts and metals.
 - b. The amount of land covered by the roof (2,244,000 sq ft) and parking areas will prevent water from entering the ground and will create more runoff problems for homes down hill from the proposed development. Any

development in this area will need to have a large retention basin to allow water to percolate back into the soil.

5. **Land Use and Planning:** Should this project be approved, it will set a precedent for similar development to the east. This will create a pocket of warehouse buildings in an area where they are not suited. There are already similar uses along the 215 in Moreno Valley/Riverside/Perris. This small area south of the 60 should be reserved for a better use.
6. **Transportation and Traffic:** The proposed project is in a poor location for vehicular traffic. The surrounding roadways are not sufficient for the trucks anticipated to use the 60 Freeway and, in all probability, use Redlands Blvd. and San Timoteo to access the 10 Freeway. The City of Redlands and the County of Riverside would be advised to protest the increased traffic through the Open Space and Parkland in the canyon. Use of the 60 through the Badlands is also a horrific option. The road has two lanes eastbound and has curves, inclines and shoulders that are not suitable for heavy truck traffic. The access to the 60 freeway from either Moreno Beach (through the Auto Center?) or Eucalyptus to Redlands Blvd. (residential streets) is unacceptable.
7. **Population and Housing:** The job opportunities are limited and low paying. When asked how many of the employees would earn \$50-75,000, the answer was evasive, only that there would be managers. If sufficient high paying jobs (\$75,000 and above) are not going to occur, the City is receiving little benefit and a lot of hardship for the residents. There is no prize for creating distribution centers with huge buildings and traffic. These buildings will be here forever and if the land is allowed to remain open, something better for the City will be offered.

Please consider denial of this project.

Sincerely,



Susan C. Gilchrist

DEPARTMENT OF TRANSPORTATION

DISTRICT 8
PLANNING AND LOCAL ASSISTANCE (MS 722)
464 WEST 4th STREET, 6th FLOOR
SAN BERNARDINO, CA 92401-1400
PHONE (909) 383-6040
FAX (909) 383-6890
TTY (909) 383-6300

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Be energy efficient!*

CITY OF MORENO VALLEY

April 1, 2008

City of Moreno Valley
Planning Department
Attention: Jeff Bradshaw
14177 Frederick Street
Moreno Valley, CA 92553

08-Riv-60- PM 19.118/20.368
Moreno Beach Blvd/Redlands Blvd
B8812/B8815
SCH No. 2008021002

Subject: ProLogis Park Moreno Valley Eucalyptus, 2244419 s.f of industrial uses on 7 parcels. 2 Buildings consume 1029454 s.f & 4 buildings consist of 1214965 s.f of office use. APN 488-330-011 - 013,017,018,020 & 021. There will be major impacts to Redlands Blvd.

Dear Mr. Bradshaw:

The California Department of Transportation (Caltrans) appreciates the opportunity to have reviewed the Notice of Preparation and Initial Study. The proposed project will adversely impact State Route 60 in the vicinity of the Moreno Beach and Redlands Boulevard interchanges and State Highway Interstate 10, and Interstate 215. All mitigation measures in the traffic study must address the significant increase in the number of large vehicles using these interchanges.

A traffic impact study (TIS) is necessary to determine the proposed project's near-term and long-term impacts to the Regional Transportation System, and to propose appropriate mitigation measures. The study should use as a guideline the *Caltrans Guide for the Preparation of Traffic Impact Studies*. Minimum contents of the traffic impact study are listed in Appendix "A" of the TIS guide. All State-owned signalized intersections affected by this project should be analyzed using the intersecting lane vehicle (ILV) procedure from the Caltrans Highway Design Manual, Topic 406, page 400-21.

The data used in the TIS should not be more than 1 year old.

The Average Daily Trips (ADT) and Daily Hour Volume (DHV) should be mitigated to reduce traffic impacts on SR-60, I-215, and I-10. This includes the existing traffic load and capacity of the SR-60 and I-215 off-ramps and on-ramps. Mainline improvements, traffic signal installation and ramp widening to support the increase in traffic should be appropriately analyzed and mitigated.

All freeway entrance and exit ramps where a proposed project will add a significant

"Caltrans improves mobility across California"

City of Moreno Valley
Attention: Mr. Jeff Bradshaw
April 1, 2008
Page 2

number of peak-hour trips that may cause traffic queues to exceed storage capacities must be analyzed unless approved by the Department. If ramp metering is to occur, a ramp queue analysis for all nearby Caltrans metered on-ramps is required to identify the delay to motorists using the on-ramps and the storage necessary to accommodate the queuing.

The effects of ramp metering should be analyzed in the traffic study. For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive.

The LOS for operating State highway facilities is based upon Measures of Effectiveness (MOE) identified in the Highway Capacity Manual (HCM). Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities; however, Caltrans acknowledges that this may not always be feasible and recommends that the city of Moreno Valley consult with Caltrans to determine the appropriate target LOS.

If an existing State highway facility is operating at less than this target LOS, the existing MOE should be maintained. In general, the region-wide goal for an acceptable LOS on all freeways, roadway segments, and intersections is "D". For undeveloped or not densely developed locations, the goal may be to achieve LOS "C".

All cumulative traffic impacts to SR 60 should be mitigated. The freeway entrances and exit ramps where a proposed project will add a significant number of peak-hour trips that may cause traffic queues to exceed storage capacities should be analyzed in its entirety.

Caltrans considers the collection of fees as sufficient mitigation for new development to address cumulative impacts to the state highway system under the California Environmental Quality Act (CEQA).

Caltrans subsequent review of individual development proposals focuses on project specific impacts and mitigation. The benefits of implementing such a program include adding a measure of predictability in the process and streamlining CEQA review.

Caltrans supports ridesharing since it mitigates the impact of traffic on our environment and our road system. We recommend that major traffic generators such as this one provide park and ride dual use spaces for commuters as a condition for development.

The Department solicits the City of Moreno Valley to champion the development of policies and procedures that can evoke change by incorporating Transportation Planning into land use planning to balance or offset the transportation load on the Regional Transportation System.

City of Moreno Valley
Attention: Mr. Jeff Bradshaw
April 1, 2008
Page 3

These comments are not to be considered complete, final or inclusive. Additional comments may be provided after we have reviewed the next submittal.

If you have any questions concerning this letter, please contact Christine Medina Regional Transportation Planner IRG/CEQA Review at (909) 383-6212 or me, at (909) 383-6040 for assistance.

Sincerely,



NATHANIEL H. PICKETT
Office Chief
Regional Planning, Riverside IGR/CEQA Review

cc: SCH No. 2008021002

DEPARTMENT OF TRANSPORTATION

DISTRICT 8
PLANNING AND LOCAL ASSISTANCE (MS 722)
464 WEST 4th STREET, 6th FLOOR
SAN BERNARDINO, CA 92401-1400
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CITY OF MORENO VALLEY



*Flex your power!
Be energy efficient!*

April 15, 2008

City of Moreno Valley
Planning Department
Attention: Jeff Bradshaw
14177 Frederick Street
Moreno Valley, CA 92553

08-Riv-60- PM 19.118/20.368
Moreno Beach Blvd/Redlands Blvd
B8812/B8815
SCH No. 2008021002

Subject: ProLogis Park Moreno Valley Eucalyptus, 2244419 s.f. of industrial uses on 7 parcels. 2 Buildings consume 1029454 s.f. & 4 buildings consist of 1214965 s.f. of office use. APN 488-330-011 - 013,017,018,020 & 021.
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City of Moreno Valley
Attention: Mr. Jeff Bradshaw
April 15, 2008
Page 2

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City of Moreno Valley
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April 15, 2008
Page 3

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Sincerely,



NATHANIEL H. PICKETT
Office Chief
Regional Planning, Riverside IGR/CEQA Review

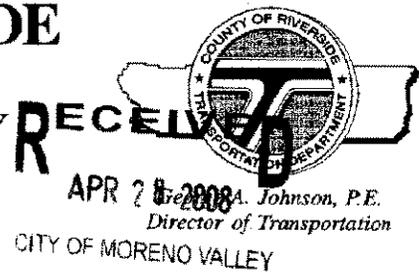
cc: SCH No. 2008021002



COUNTY OF RIVERSIDE

TRANSPORTATION AND LAND MANAGEMENT AGENCY

Transportation Department



April 24, 2008

Mr. Jeff Bradshaw, Associate Planner
City of Moreno Valley
14177 Frederick Street
P.O. Box 88005
Moreno Valley, CA 92552

Subject: Response to Notice of Preparation of Draft Environmental Impact Report
for the ProLogis Park Business Park Development

Dear Mr. Bradshaw:

Thank you for sending the Riverside County Transportation Department the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the ProLogis Park Business Park Development in the City of Moreno Valley.

The proposed industrial land uses could lead to increases in traffic volumes in the area. The Transportation Department requests that the traffic study for the proposed development address potential impacts and mitigation measures on any County roadways in the area included in the County General Plan on which 50 or more project peak hour trips are added. Necessary improvements to mitigate project impacts shall be identified, and responsibility for the needed improvements shall be designated. The Riverside County Traffic Study Guidelines should be followed for analysis of facilities within Riverside County.

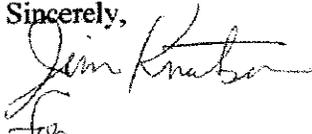
If a modeling process is to be used for the traffic analysis, model inputs and assumptions shall be thoroughly documented.

The cumulative analysis shall include all approved and pending development projects within the County of Riverside that are located within one mile of the proposed development. Please contact Kevin Tsang in the Transportation Department for information regarding cumulative projects in Riverside County (ktsang@rctlma.org).

Mr. Jeff Bradshaw, Associate Planner
April 24, 2008
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Thank you again for the opportunity to review the NOP. We look forward to receiving the EIR and the traffic analysis for the development. The County contact person is Farah Khorashadi and can be reached at (951) 955-2091.

Sincerely,



For
Farah Khorashadi
Engineering Division Manager

FK:rg

Cc: George Johnson, TLMA Director
Juan C. Perez, Director of Transportation