Facts, Findings and Statement of Overriding Considerations

Regarding the Environmental Effects of the

World Logistics Center

(State Clearinghouse No. 2012021045)

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I. INTRODUCTION

The Planning Commission of the City of Moreno Valley (this "Commission"), in certifying the Revised Final Environmental Report ("Revised Final EIR") for the World Logistics Center (WLC) Project (the "Project") for the construction of up to approximately 40.4 million square feet of warehouse distribution uses classified as Logistics Development (LD) and 200,000 square feet of warehousing-related uses classified as "Light Logistics" (LL) on 2,535 acres within the WLC Specific Plan area, makes the Findings described below and adopts the Statement of Overriding Considerations presented at the end of the Findings. The Revised Final EIR was prepared by the City of Moreno Valley ("City") acting as lead agency pursuant to the California Environmental Quality Act ("CEQA"). Hereafter, unless specifically identified, the Notice of Preparation ("NOP"), Notice of Availability & Completion ("NOA/NOC"), Draft EIR ("DEIR"), Technical Studies, Final EIR containing Responses to Comments and textual revisions to the Draft EIR ("FEIR"), the Revised Sections of the Final EIR ("RSFEIR"), the Draft Recirculated Sections of the RSFEIR ("Recirculated Sections"), Responses to Comments, and Errata will be referred to collectively herein as the "EIR" These Findings are based on the entire record before this Commission, including above-referenced documents, in addition to Resolution Exhibit B, Mitigation Monitoring and Reporting Program (MMRP), Section VI, Statement of Overriding Considerations, and other information presented to the Commission and part of the administrative record. This Commission adopts the facts and analyses in the Revised Final EIR, which are summarized below for convenience. The omission of some detail or aspect of the Revised Final EIR does not mean that it has been rejected by this Commission.

II. PROJECT SUMMARY

A. PROJECT DESCRIPTION

1. Site Location

The Project is located in the eastern portion of the City of Moreno Valley (also referred to as the "Rancho Belago" portion of the City), in northwestern Riverside County, within the World Logistics Center (WLC) Specific Plan area. The Project site is immediately south of State Route 60 (SR-60), between Redlands Boulevard and Gilman Springs Road (the easterly City limit), extending to the northern boundary of the San Jacinto Wildlife Area. The major roads that currently provide access to the Project site are Redlands Boulevard, World Logistics Parkway, Alessandro Boulevard, and Gilman Springs Road.

The WLC Project area is located in portions of Sections 1, 12, and 13 of Township 3 South, Range 3 West; and portions of Sections 6, 7, 8, 9, 16, 17, 18, 19, 20, and 21 of Township 3 South, Range 2 West, as depicted on the U.S. Geological Survey (USGS) 7.5-minute series Sunnymead and El Casco, California quadrangles.

2. Project Description

The World Logistics Center (WLC) project is located on 2,610 acres in the Rancho Belago area at the eastern end of Moreno Valley, south of SR-60, east of Redlands Boulevard, west of Gilman Springs Road and north of the San Jacinto Wildlife Area. The site currently has a General Plan designation of Business Park/Light Industrial and zoning designations of WLCSP-LD (World Logistics Center Specific Plan –

Logistics Development) and WLCSP-LL (World Logistics Center Specific Plan – Light Logistics). The site is subject to the adopted World Logistics Center Specific Plan (WLC Specific Plan) which authorizes the construction and operation of 40,600,000 square feet of logistics facilities and associated infrastructure and 74.3 acres of open space.

The land use entitlements for the WLC project that are in place include the General Plan and zoning designations, the WLC Specific Plan, and a request for annexation of 85 acres of unincorporated land in Riverside County into the City – the annexation pre-zoning having been adopted in November 2015, through the initiative process. The discretionary approvals that will be considered by the City as part of the current approval process consist of a development agreement and Parcel Map 36457.

3. Actions Covered by the EIR

The Revised Final EIR provides information to allow a reasoned decision concerning the following discretionary and non-discretionary approvals:

- Implementation of the World Logistics Center Specific Plan.
- Approval of the Development Agreement between the Project applicants, collectively Highland Fairview, and the City of Moreno Valley, in order to provide certainty for the future development of the Project for those parcels owned by Highland Fairview.
- Approval of a Tentative Parcel Map, subdividing a portion of the Project site into large parcels. This map is for financing purposes only and does not create any development rights for the subdivided properties. Subsequent subdivision applications will be required prior to the development of any buildings on the site.
- Approval of grading plans, plot plans, building plans, infrastructure plans and related approvals for construction and operation of individual buildings within each development area.

Approvals and permits required by other agencies include:

a. County of Riverside

- Local Agency Formation Commission (LAFCO): Annexation of 85-acre parcel.
- Flood Control and Water Conservation District: Amend Storm Drain Master Plan.

b. Other Affected Agencies

- Western Riverside Council of Governments: Transportation Uniform Mitigation Fee (TUMF) Contributions.
- Eastern Municipal Water District: Water Service Agreements.
- Developer will make "fair share" contributions to development impact fee programs if established by the cities of Riverside, Perris, and Redlands for local road and intersection improvements identified in the programmatic Traffic Impact Assessment (TIA) included with the RSFEIR (Revised Final EIR Part 3, Appendix F). This item is subject to review and approval by the City Transportation Division.

c. State of California

- Regional Water Quality Control Board: Water Quality Permitting.
- Department of Transportation (Caltrans): Encroachment Permits for SR-60 Developer will make "fair share" contributions to a development impact free program if established by Caltrans for future development of improvements to State Route 60 as identified in the programmatic Traffic Impact Assessment (TIA) included with the RSFEIR (Revised Final EIR Part 3, Appendix F).
- California Department of Fish and Wildlife: Streambed Alteration Agreements.

d. Federal Agencies

- U.S. Army Corps of Engineers: Clean Water Act Permitting and associated federal agency consultation.

B. PROJECT OBJECTIVES

The Project Objectives include the following:

- Create substantial employment opportunities for the citizens of Moreno Valley and surrounding communities.
- Provide the infrastructure plan necessary to meet current market demands and to support the City's Economic Development Action Plan.
- Create a major logistics center with good regional and freeway access.
- Implement design standards and development guidelines to ensure a consistent and attractive appearance throughout the entire Project.
- Implement a master plan for the entire Project area to ensure that the Project is efficient and business-friendly to accommodate the next-generation of logistics buildings.
- Provide a major logistics center to accommodate a portion of the ever-expanding trade volumes at the Ports of Los Angeles and Long Beach
- Create a Project that will provide a balanced approach to the City's fiscal viability, economic expansion, and environmental integrity.
- Provide the infrastructure improvements required to meet Project needs in an efficient and cost-effective manner.
- Encourage new development consistent with regional and municipal service capabilities.
- Significantly improve the City's jobs/housing balance and help reduce unemployment within the City.
- Provide thousands of construction job opportunities during the Project's buildout phase.
- Provide appropriate transitions between on-site and off-site uses.

III. ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION

The City has conducted an extensive review of this Project which included the DEIR, FEIR, RSFEIR, Recirculated Sections and supporting technical studies, along with public review and comment period first during the circulation of the Notice of Preparation, then through the circulation of the DEIR, circulation of the FEIR, and circulation of the RSFEIR and Recirculated Sections for public review and comment. The following is a summary of the environmental review of this Project:

- On February 25, 2012, the City circulated a Notice of Preparation ("NOP") that identified the environmental issues that the City anticipated would be analyzed in the Project's DEIR to the State Clearinghouse, responsible agencies, and other interested parties.
- On March 12, 2012, the City conducted a public scoping meeting to allow members of the public to provide comments and input regarding the scope and content of the DEIR.
- The NOP public review period ran for 30 days, from February 25, 2012 to March 26, 2012. Written comments on the NOP were received from 27 different agencies, organizations, and individuals. The scope of the issues identified in the comments expressing concern included potential impacts associated with:
  - Aesthetics
  - Air Quality
  - Alternatives
  - Biological Resources
  - Cultural Resources
  - Greenhouse Gases
  - Geology & Soils
  - Hazards
  - Hydrology
  - Land Use
  - Noise
  - Population & Housing
  - Public Services
  - Traffic
  - Utilities

Based on the comments received pursuant to the NOP, it was determined that all environmental issues needed to be addressed in depth in the DEIR.

- As required by the California Environmental Quality Act (CEQA) Guidelines Section 15087, a Notice of Completion (NOC) of the DEIR State Clearinghouse No. 2012021045 for the WLC Project was filed with the State Clearinghouse on July 17, 2012, and the Notice of Availability (NOA) of the DEIR was filed with the Riverside County Clerk on July 18, 2012.
- The DEIR was circulated for public review for a period of 63 days, from February 4, 2013 to April 8, 2013. Copies of the DEIR were distributed to all Responsible Agencies and to the State Clearinghouse in addition to various public agencies, citizen groups, and interested individuals. Copies of the DEIR were also made available for public review at the City Planning Department, at one area library, and on the internet. A total of one-hundred and forty-four (144) comment letters were received during the public review period commenting on the DEIR and WLC Project. Twenty-three (23) of the comment letters received were from Federal, State, regional, or local agencies. Fifteen (15) comment letters were received from private organizations or conservation groups, and one-hundred and six (106) letters were received from individuals. In addition, several letters/emails from individuals and one letter from the City of Redlands were received well after the close of the public review period. The

City prepared specific responses to all comments. The responses to comments are included in FEIR, Revised Final EIR Part 4 Volume 1.

- On May 1, 2015 in accordance with *Public Resources Code* Section 21092.5, the City provided written responses to public agencies that commented on the DEIR.
- On August 2015, the City Council held a public hearing to consider the Project and staff recommendations. The Council, after considering written comments and oral testimony on the FEIR, determined that no new information was presented that would require recirculation of the FEIR. Following public testimony, submission of additional written comments, and staff recommendations, the Council certified the FEIR as having been completed in compliance with CEQA, adopted Facts, Findings and the Statement of Overriding Considerations, and the further recommendations in the Staff Report, and approved the Project.
- In September 2015, a number of lawsuits were filed challenging the City Council certification of the FEIR and the approvals granted for the construction and operation of the WLC.
- In November 2015, the City Council, in response to initiative petitions submitted to it for the GPA, Zone Change, the WLC Specific Plan and the Development Agreement, adopted an ordinance which vacated approvals for those entitlements granted in August, and then reapproved the GPA, the Zone Change, the WLC Specific Plan and the Development Agreement. ***The WLC, through the WLC Specific Plan, is entitled for 40.6 million square feet of logistics and associated land uses and infrastructure on the 2,610-acre Project site.***
- In February 2016, lawsuits were filed challenging the use of the initiative process to adopt the Development Agreement. The trial judgement rejected the challenges (later overturned on appeal).
- On February 8, 2018, the Honorable Sharon Waters, Judge of the Riverside Superior Court, found five deficiencies in the FEIR. The key findings from Judge Waters' ruling are quoted below:

  Energy Impacts: "The FEIR must provide a comparison of feasible, cost-effective renewable energy technologies in the Energy Impacts analysis".

  Biological Impacts: "The FEIR should remove all references to and consideration of the 910 acres of SJWA and MSHCP lands as "buffer zone" or "CDFW Conservation Buffer Area" in the Biological Resources and Habitat Impacts analysis".

  Noise Impacts: "The FEIR must provide an analysis of construction noise over ambient levels; provide adequate analysis on construction noise impacts on nearby homes; address the inadequacy of mitigation measures, which fail to include performance standards or ways to reduce construction noise".

  Agricultural Impacts: "The FEIR and the resolution certifying the FEIR require clarification as to whether loss of locally important farmland will have a significant direct or cumulative impact on agriculture and, if significant, the FEIR must either explain how proposed mitigation will reduce the impact or why other mitigation is not feasible".

  Cumulative Impacts: "The FEIR should include consideration of recently constructed and proposed large warehouse projects in the summary of projections method and should analyze

whether individually significant impacts may be cumulative considerable".

- In June 2018, a judgement was entered, and a writ issued which ordered the City to set aside the certification of the FEIR. The Revised Sections of the FEIR (RSFEIR), was prepared to correct the deficiencies identified in the February 2018 ruling.
- In July 2018, the RSFEIR was circulated to the public for review and comment.
- In August 2018, the Court of Appeal, Fourth Appellate District, Division One, reversed the trial court judgment in the lawsuits attacking the use of the initiative process to approve the Development Agreement, holding that the initiative process could not be used to approve the Development Agreement, and directed the trial court to issue a writ of mandate ordering the City to vacate its November 2015 approval of the Development Agreement. The Court of Appeal's decision did not affect the validity of the WLC Specific Plan, the GPA, the rezoning or the request for annexation adopted through the initiative process, all of which are still in effect.
- On August 15, 2019, the U.S. Environmental Protection Agency's approval of the use of the California EMFAC2017 air quality analysis model resulted in requiring revisions to portions of the RSFEIR. Because the RSFEIR utilized EMFAC2014 for the Project and cumulative analyses for air quality, greenhouse gas, and energy evaluations, these portions of the RSFEIR using EMFAC2014 were addressed in Draft Recirculated Sections of the RSFEIR ("Recirculated Sections") using EMFAC2017. Other environmental analyses were also added to the Recirculated Sections.
- In December 2019, the Recirculated Sections were circulated to the public for review and comment (Revised Final EIR Part 2).
- On April 30, 2020 in accordance with *Public Resources Code* Section 21092.5, the City provided written responses to public agencies that commented on the Recirculated Sections (Revised Final EIR Part 2) and RSFEIR (Revised Final EIR Part 3).
- On May 2, 2020, the Final Responses to Comments and Errata was published, providing written responses to all comments received on the RSFEIR and the Recirculated Sections (Revised Final EIR Part 1a).
- On May 14, 2020, the Planning Commission held a public hearing to consider the Project and staff recommendations. The Commission, after considering written comments and oral testimony on the Revised Final EIR, determined that no new information was presented that would require recirculation of the Revised Final EIR. Following public testimony, submission of additional written comments, and staff recommendations, the Commission certified the Revised Final EIR, adopted Facts, Findings and the Statement of Overriding Considerations, and the further recommendations in the Staff Report, and approved the Parcel Map and recommended that the City Council approve the Development Agreement.
- The Revised Final EIR serves to evaluate the environmental effects of the construction and operation of the World Logistics Center project.

IV. INDEPENDENT JUDGMENT FINDING

The Applicant originally retained the independent consulting firm of LSA Associates, Inc. ("LSA") to prepare the FEIR for the Project. LSA prepared the FEIR under the supervision, direction and review of the City with the assistance of an independent peer review by Dr. Timothy Krantz, University of Redlands, and Fehr & Peers for the Traffic Impact Analysis. Environmental Science Associates (ESA) was later retained to prepare the RSFEIR and Recirculated Sections. The Applicant retained Kimley-Horn and Associates to assist in reviewing the RSFEIR, Recirculated Sections, and Responses to Comments. The City of Moreno Valley is the Lead Agency for the preparation of the Revised Final EIR, as defined by CEQA, Public Resources Code Section 21067. This Commission has received and reviewed the Revised Final EIR prior to certifying the Revised Final EIR and prior to making any decision to approve or disapprove the Parcel Map.

Finding: Consistent with Public resources Code Section 21082.1 CEQA and Section 15084 of the CEQA Guidelines, the City has conducted its own independent review and analyses of the Revised Final EIR, and circulated draft and proposed final documents, including the responses to comments and the Errata. The Revised Final EIR reflects the City's independent judgment.

A. GENERAL FINDING ON MITIGATION MEASURES

In preparing for the consideration of the Parcel Map, part of the Project, City staff incorporated the mitigation measures set forth in the Revised Final EIR as applicable to that approval for the Project. In the event that the approvals do not use the exact wording of the mitigation measures recommended in the Revised Final EIR, in each such instance, the adopted mitigation measures incorporated into approvals are intended to be identical or substantially similar to the mitigation measure set forth in the MMRP (Exhibit B to the Resolution). Any minor revisions were made for the purpose of improving clarity or to better define the intended purpose.

Finding: Sections 4.8 and 4.9 of the Development Agreement require the developer of the Project to construct or pay for all necessary traffic improvements and a fire station, all as needed, as a result of the development of the Project. In return, section 1.5, 4.8, and 4.9 of the Development Agreement exempts the Project from the payment of development impact fees ordinarily imposed under Municipal Code sections 3.42.030, 040, and 060. These exemptions shall remain in effect only as long as the Development Agreement, is in effect. If the Development Agreement is approved but does not become effective or if it is approved and does become effective and is terminated for any reason, the requirements that the Project pay development impact fees under Municipal Code sections 3.42.030, .040, .050, and .060 shall become effective.

Unless specifically stated to the contrary in these findings, it is this Commission's intent to adopt all mitigation measures recommended in the Revised Final EIR which are applicable to the Project. If a measure has, through error, been omitted from the Approvals or from these Findings, and that measure is not specifically reflected in these Findings, that measure shall be deemed to be adopted pursuant to this paragraph. In addition, unless specifically stated to the contrary in these Findings, all Approvals repeating, or rewording mitigation measures recommended in the Revised Final EIR are intended to be substantially

similar to the mitigation measures identified in the Revised Final EIR and as shown in the MMRP (Resolution Exhibit B) and are found to be equally effective in avoiding or lessening the identified environmental impact. In each instance, the Approvals contain the final wording for the mitigation measures.

V. ENVIRONMENTAL IMPACTS AND FINDINGS

City staff reports, the Revised Final EIR, written and oral testimony at public meetings or hearings, these facts, findings, and statement of overriding considerations, and other information in the administrative record, serve as the basis for the City's environmental determination.

The detailed analysis of environmental impacts defined as potentially significant by CEQA and mitigation measures for the Project is presented in the Revised Final EIR Parts 2, 3 and 4. Responses to comments on the DEIR, along with copies of the comments, are provided in the Revised Final EIR Part 4 Volume 1 (regarding comments on the 2015 DEIR) and Revised Final EIR Part 1 (regarding comments on the 2018 RSFEIR and the 2019 Recirculated Sections).

The DEIR evaluated fourteen major environmental categories for potential impacts including Aesthetics, Agricultural Resources, Air Quality, Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use, Noise, Population and Housing, Public Services and Facilities (including Recreation), Transportation, Utilities and Service Systems, and Greenhouse Gases and Global Climate Change. Both Project-specific and cumulative impacts were evaluated. In addition, the analysis of potentially significant environmental impacts and mitigation measures were further evaluated and/or updated within the RSFEIR and Recirculated Sections, and associated Responses to Comments and Errata, in response to the February 2018 court ruling noted above, and described in detail within the Revised Final EIR Part 1, Topical Response C.

Of these fourteen major environmental categories, the Commission concurred with the conclusions in the Revised Final EIR that the issues and sub issues discussed in Sections V.A and V.B below were either less-than-significant without mitigation or could be mitigated below a level of significance. For the remaining potential environmental impacts that could not feasibly be mitigated below a level of significance discussed in Section V.C, the authority to impose a feasible mitigation measure is vested in another jurisdiction and overriding considerations exist which made these potential impacts acceptable to the Commission. Based on the entire record and having considered the unavoidable adverse impacts of the Project, the City hereby determines that all feasible mitigation has been adopted to reduce or avoid the potentially significant impacts identified in the Revised Final EIR and that no additional feasible mitigation is available to further reduce significant impacts.

A. LESS-THAN-SIGNIFICANT ENVIRONMENTAL IMPACTS NOT REQUIRING MITIGATION

The Moreno Valley Planning Commission hereby finds that the following potential environmental impacts of the Project are less-than-significant and therefore do not require the imposition of mitigation measures.

1. Agricultural and Forestry Resources

a. Forest Land Zoning

Potential Significant Impact: Whether the Project would conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)).

Findings: Potential impacts of the Project related to forest land zoning were analyzed in detail in Section 4.2 of the Revised Final EIR Part 3. Based on the entire record before us, this Commission finds that development of the Project will not result in significant impacts related to forest land and timberland; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.2 of the Revised Final EIR Part 3 and the California Department of Forestry and Fire Protection, there are no areas designated as forest land or timberland on the Project site. Therefore, no significant impacts would occur from the implementation of the Project. (Revised Final EIR Part 3 pg. 4.2-8).

b. Loss or Conversion of Forest Land

Potential Significant Impact: Whether the Project would result in the loss of forest land or conversion of forest land to non-forest use.

Findings: Potential impacts of the Project related to the loss or conversion of forest land are discussed in detail in Section 4.2 of the Revised Final EIR Part 3. Based on the entire record before us, this Commission finds that development of the Project will not result in significant impacts related to the loss or conversion of forest land; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.2 of the Revised Final EIR Part 3 and the California Department of Forestry and Fire Protection, there are no areas of forest land on the Project site. Therefore, no significant impacts would occur from the implementation of the Project (Revised Final EIR Part 3, pg. 4.2-8).

c. Existing Zoning and Williamson Act

Potential Significant Impact: Whether the Project would conflict with existing zoning for agricultural use or a Williamson Act contract.

Findings: Potential impacts of the Project related to conflicts with existing zoning for agricultural uses or Williamson Act properties are discussed in detail in Section 4.2 of the Revised Final EIR Part 3. Based on the

entire record before us, this Commission finds that development of the Project will not result in conflicts with existing agricultural zoning or an existing Williamson Act contract; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.2 of the Revised Final EIR Part 3, while some portions of the 2,610-acre Project site are currently used for agriculture, there were no Williamson Act contracts on either the Project site or any adjacent properties. According to Section 4.2 of the Revised Final EIR Part 3, agriculture is allowed in most areas of the City as an interim land use until it is replaced by development (Revised Final EIR Part 3, pg. 4.2-9). Currently, the City's updated 2019 General Plan Land Use Map shows that there are no agricultural zones identified on the Project site or on any of the surrounding properties. In addition, the Moreno Valley Map Viewer[1] that provides geographic and parcel information via Geographic Information System (GIS) data does not identify the Project site's zoning for agricultural uses. Because the Project would not conflict with any Williamson Act contracts and is consistent with the General Plan's land use and zoning designations, the impacts related to this issue would be less than significant and no mitigation is required. (Revised Final EIR Part 3, pg. 4.2-9).

d. Farmland Conversion

Potential Significant Impact: Whether the Project would result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural land use.

Findings: Potential loss of Farmland (Prime Farmland, Unique Farmland or Farmland of Statewide Importance) is discussed in the Revised Final EIR Part 3, Section 4.2. Based on the entire record before us, this Commission finds that development of the Project will not result in the loss of any Farmland; therefore, no mitigation is required.

Facts in Support of the Finding: According to Section 4.2 of the Revised Final EIR Part 3, while portions of the Project site are currently used for agriculture, there is no land currently designated as Farmland, on the 2,610-acre Project site or in the 104-acre off-site improvement area. Because the Project would not convert any on-site or off-site land designated as Farmland the Project's impacts related to this issue would be less than significant, and no mitigation is required (Revised Final EIR, Part 3, pgs. 4.2-9 and 4.2-10).

[1] Accessed February 2, 2020. Retrieved from: https://moval.geocortex.com/Html5Viewer/index.html?viewer=comv_hv

e. Conversion of Farmland to Non-Agricultural Uses

Potential Significant Impact: Whether the Project would involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use, or conversion of forest land to non-forest use.

Finding: The current agricultural status of the Project site and potential impacts of the Project related to conversion of the Project site to non-agricultural uses are discussed in detail in Section 4.2 of the Revised Final EIR Part 3. The 25 acres of Unique Farmland identified in the FEIR were determined to be Farmland of Local Importance in 2017. The Project would convert approximately 2,361 acres that are designated as Farmland of Local Importance, approximately 2,200 acres of which are being farmed, to nonagricultural uses (Revised Final EIR, Part 3 pg. 4.2-10). However, results of the California Land Evaluation and Site Assessment (LESA) Model indicated a less than significant impact and therefore the conversion of the currently farmed land does not require mitigation. Based on the entire record before us, this Commission finds that potentially significant impacts related to conversion of farmland to non-agricultural use would be a less than significant level without implementation of mitigation.

Facts in Support of the Finding: In addition to the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) designations, Riverside County has established a program through which it classifies various land within the County as Locally Important Farmland. The state uses the County's determination to identify Farmland of Local Importance for its FMMP designations. The factors used by Riverside County to define Locally Important Farmland are provided in Section 4.2.1.1 of the Revised Final EIR, Part 3.

The LESA Model. The California LESA Model was developed to provide lead agencies with an optional methodology to ensure that potentially significant effects on the environment from agricultural land conversions are quantitatively and consistently considered in the environmental review process (Public Resources Code Section 21095), including in CEQA reviews. The California LESA Model evaluates measures of soil resource quality, a given project's size, water resource availability, surrounding agricultural lands, and surrounding protected resource lands. For a given project, the factors are rated, weighted, and combined, resulting in a single numeric score. The project score becomes the basis for making a determination of a project's potential significance.

To assess potential agricultural resource impacts that may result from development of the World Logistics Center site, the LESA model was run by WSP for the 2,610-acre project area. The total LESA score for the Project is 60.4, which is considered significant unless either the Land Evaluation (LE) sub-score or the Site Assessment (SA) sub-score is less than 20. The LE sub-score is 40.9 and the SA sub-score is 19.5, indicating a less than significant impact and therefore does not require mitigation (Revised Final EIR Part 3, pg. 4.2-11).

An independent analysis was conducted on the potential agricultural resource impacts that may result from development of the World Logistics Center site. The LESA model was run by the Agribusiness, Natural Resources & Energy Practice Group of Cushman & Wakefield Western, Inc. (C&WW) for the 2,610- acre Project area. The total LESA score for the project is 58.9, which is considered significant only if the LE and

SA sub-scores are each greater than 20. The LE sub-score is 40.9 and the SA sub-score is 18.0, indicating a less than significant impact and therefore does not require mitigation (Revised Final EIR Part 3, pg. 4.2-11).

The majority of the World Logistics Center Project site is currently designated as Farmland of Local Importance by the state's FMMP as determined by the County. The County's maps do not reflect the City's General Plan Land Use Map, which shows no agricultural designations in the City (Revised Final EIR Part 3, pg. 4.2-12).

Implementation of the Project would result in the permanent conversion of approximately 2,200 acres currently used for dry farming to non-agricultural uses and would result in the permanent conversion of approximately 2,361 acres of land designated as Farmland of Local Importance. While this could have an effect on accelerating the loss of other existing agricultural land, portions of the state-owned lands to the south likely will continue in agricultural production. Likewise, there is no other agricultural use in the Zone of Influence (term used in the State LESA Model) and a majority of the land in that zone is vacant (i.e., in the Badlands to the east and portions of the San Jacinto Wildlife Area and the Lake Perris State Recreation Area to the south). The conversion of agricultural lands to urban uses is supported by the City's General Plan policies, as discussed in Section 4.2 of the Revised Final EIR Part 3. The entire Project site and adjacent lands have been designated for urban uses for nearly 20 years by the City, and the area designated Farmland of Local Importance within the Specific Plan area has been permanently converted to nonagricultural urban uses. Therefore, Project implementation will result in less than significant impacts to conversion of Farmland of Local Importance. No mitigation is required.

2. Air Quality

a. Odors

Potential Significant Impact: Whether the Project would create objectionable odors affecting a substantial number of people.

Findings: Potential impacts of the Project related to odors are discussed in detail in Section 4.3 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that development of the Project will not result in significant impacts related to objectionable odors; therefore, no mitigation is required.

Facts in Support of the Findings: As stated in Section 4.3.5.1 of the Revised Final EIR Part 4 Volume 3, diesel exhaust and volatile organic compounds (VOCs) would be emitted during construction of the Project, which are objectionable to some; however, emissions would disperse rapidly from the Project site and therefore should not reach an objectionable level at the nearest sensitive receptors. Diesel exhaust would also be emitted during operation of the Project from the long-haul trucks that would visit the Project site. However, the concentrations would not be at a level to result in a negative odor response at nearby sensitive or worker receptors. In addition, modern emission control systems on diesel vehicles since 2007 virtually eliminate diesel's characteristic odor. Further, Project mitigation requires that 2010 or newer diesel vehicles be used during construction.

During blow-down maintenance activities, natural gas odors will be present around the SDG&E Compressor Plant located adjacent to the Project site. When the southernmost portion of the WLC Specific Plan area is developed, these odors will occasionally be detectable from the industrial warehouse properties adjacent to the SDG&E facility. These odors will be infrequent and odorized natural gas will not be present in high concentrations. Therefore, potential odor impacts from the adjacent natural gas operations are considered to be less than significant and do not require mitigation.

South Coast Air Quality Management District (SCAQMD) Rule 402 dictates that air pollutants discharged from any source shall not cause injury, nuisance, or annoyance to the health, safety, or comfort of the public. While the application of architectural coatings and installation of asphalt may generate odors, these odors are temporary and not likely to be noticeable beyond the Project boundaries. SCAQMD Rules 1108 and 1113 identify standards regarding the application of asphalt and architectural coatings, respectively.

SCAQMD Rule 1108 sets limitations on ROG (reactive organic gases), which are similar to and interchangeable with VOCs content in asphalt. This rule is applicable to any person who supplies, sells, offers for sale, or manufactures any asphalt materials for use in the South Coast Air Basin. Rule 1113 of the SCAQMD deals with the selling and application of architectural coatings. Rule 1113 is applicable to any person who supplies, sells, offers for sale, or manufactures any architectural coating for use in the Basin that is intended to be applied to buildings, pavements, or curbs. This rule is also applicable to any person who applies or solicits the application of any architectural coating within the Basin. Rule 1113 sets limits on the amount of VOC emissions allowed for all types of architectural coatings, along with a time table for tightening the emissions standards in the future. Compliance with Rule 1113 means that architectural coatings used during construction would have VOC emissions that comply with these limits.

Adherence to applicable provisions of these rules is standard for all development within the Basin. In addition, conditions for the design of waste storage areas on the site would be established through the permit process to ensure enclosures are appropriately designed and maintained to prevent the proliferation of odors. Solid waste generated by the on-site uses will be collected by a contracted waste hauler, ensuring that any odors resulting from on-site uses would be adequately managed.

b. Long-Term Microscale (CO Hot Spot) Emissions

Potential Significant Impact: Whether the Project would violate any air quality standard or contribute substantially to an existing or projected air quality violation.

For carbon monoxide (CO), the applicable thresholds are:

- California State one-hour CO standard of 20.0 ppm; and
- California State eight-hour CO standard of 9.0 ppm.

Findings: Potential impacts of the Project related to long-term microscale (CO Hot Spot) emissions are discussed in detail in Section 4.3 of the Revised Final EIR Part 2. Based on the entire record before us, this Commission finds that development of the Project will not result in significant impacts related to long-term microscale (CO Hot Spot) emissions; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.3 of the Revised Final EIR Part 2, vehicular trips associated with the development of the World Logistics Center Project could contribute to congestion at intersections and along roadway segments in the Project vicinity resulting in potential local CO "hot spot" impacts. The primary mobile source pollutant of local concern is CO, which is a direct function of vehicle travel speeds and idling time and, thus, traffic flow conditions. CO transport is extremely limited; it disperses rapidly with distance from the source under normal meteorological conditions. However, under certain extreme meteorological conditions, CO concentrations proximate to a congested roadway or intersection may reach unhealthful levels affecting local sensitive receptors (residents, schoolchildren, etc.). High CO concentrations are typically associated with roadways or intersections operating at unacceptable levels of service or with very high traffic volumes. In areas with high ambient background CO concentrations, modeling is recommended to determine a project's effect on local CO levels.

For this Project analysis, the intersections with the highest traffic volumes and the LOS E or F before mitigation were identified for 2025 using information from the table in the Traffic Impact Assessment (TIA) "Intersection LOS under 2025 Plus Project Phase 1 Conditions." The intersections with the greatest LOS before mitigation were also identified for buildout using information from the table in the TIA "Intersection LOS under 2040 Plus Build-out Conditions."

The CO concentrations were estimated using the CALINE4 model using 2025 and 2035 emission factors. The emission factors are for "all" vehicle classes and are not adjusted for a project-specific fleet to provide a worst-case scenario. In addition, the emission factors do not take into account the Project mitigation reductions from requiring that all diesel trucks are model year 2010 or newer (Revised Final EIR Part 2, pg. 4.3-35).

As shown in Revised Final EIR Part 2 Table 4.3-6: *Carbon Monoxide Concentrations at Intersections, 2025* and Table 4.3-7: *Carbon Monoxide Concentrations at Intersections, 2035,* the estimated 1-hour and 8-hour average CO concentrations from Project-generated and cumulative traffic plus the background concentrations are below the State and Federal standards (Revised Final EIR Part 2, pgs. 4.3-35 to 4.3-36). No CO hot spots are anticipated because of traffic-generated emissions by the Project in combination with other anticipated development in the area. Therefore, the mobile emissions of CO from the Project are not anticipated to contribute substantially to an existing or projected air quality violation of CO. Therefore, according to this criterion, air pollutant emissions during operation would result in a less than significant impact. No mitigation is required (Revised Final EIR Part 2, pgs. 4.3-34 to 4.3-35).

c. Acute and Chronic Non-Cancer Health Risk Emission Impacts

Potential Significant Impact: Whether the Project would have the potential to result in impacts to sensitive receptors with regards to acute and chronic non-cancer health risk impacts. For non-cancer health risk hazard index (HI); the applicable threshold is a cumulative increase for any target organ system exceeding 1.0 at any receptor location.

Findings: Potential impacts of the Project related to acute and chronic non-cancer health risk emission impacts are discussed in detail in Section 4.3 of the Revised Final EIR Part 2. Based on the entire record before us, this Commission finds that development of the Project will not result in significant impacts related to acute and chronic non-cancer health risks related to Project emissions; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.3 of the Revised Final EIR Part 2, the construction and operation of the Project would not emit any toxic chemicals in any significant quantity other than vehicle exhaust. While there may be other toxic substances in use on-site, risk would be negligible due to intermittent use (i.e., chemicals from periodic maintenance), dispersion of chemicals throughout the project site, and compliance with State and Federal handling regulations.

Exposure to diesel exhaust can have immediate (acute) health effects, such as irritation of the eyes, nose, throat, and lungs, and can cause coughs, headaches, lightheadedness, and nausea. In studies with human volunteers, diesel exhaust particles made people with allergies more susceptible to the materials to which they are allergic, such as dust and pollen. Exposure to diesel exhaust also causes inflammation in the lungs, which may aggravate chronic respiratory symptoms and increase the frequency or intensity of asthma attacks. However, according to the rulemaking on *Identifying Particulate Emissions from Diesel-Fueled Engines as a Toxic Air Contaminant* (CARB 1998), the available data from studies of humans exposed to diesel exhaust are not sufficient for deriving an acute non-cancer Reference Exposure Level (REL).

The analysis, however, does derive an estimate of acute non- cancer risks by examining the acute health effects of the various toxic components that comprise diesel and gasoline emissions. There is specific guidance for estimating the acute non-cancer hazards from these toxic components based on chemical profiles established by the CARB which was used in the revised analysis to determine the Project's acute non-cancer hazards.

To determine the Project's *chronic* non-cancer hazard impact, the highest annual emissions concentrations were determined covering the years 2020 (the commencement of Project construction) to 2035 (the full build-out of the Project). In this regard, the highest annual average concentrations prior to mitigation determined through air dispersion modeling occurred at an existing residence located within the Project boundaries. This concentration was due to the impacts of emissions from the off-road construction equipment and operation equipment. This level of impact results in a chronic non-cancer HI of 0.14. This HI is less than the SCAQMD's significance level of 1.0, and is, therefore, less than significant. The estimation of the *acute* non-cancer HI requires the estimation of the maximum 1-hour impacts of toxic air contaminants (TAC) components in organic gases and particulate matters (PM) emissions. For Project construction, estimates of the maximum 1-hour ROG and PM exhaust emissions were derived from the Project's peak daily construction equipment emissions; for Project operation, estimates of the Project's maximum 1-hour ROG and PM emissions were derived from the Project's peak hour traffic data along the nearly 230 roadway segments contained within the study area and then speciated or broken down into the various TAC components by fuel type, gasoline and diesel, and emission type (i.e., exhaust, evaporative, brake wear and tire wear). The acute non-cancer HI was determined by using the highest annual emissions concentrations assuming that the project would be constructed between 2020 and 2034 and full operation starts in 2035. Based on this information, the maximum acute non-cancer HI found at any receptor within the model domain prior to mitigation was 0.07 during any year of project construction and operation, which is less than the SCAQMD's non-cancer HI of 1.0, and, therefore, is less than significant without mitigation. Therefore, the potential for short-term acute and chronic exposure from TAC emissions are considered to be less than significant and no mitigation is required. (Revised Final EIR Part 2, pgs. 4.3-64 to 4.3-65).

d. Odors - Cumulative

Potential Significant Impact: Whether the Project's contribution to cumulative objectionable odors would be cumulatively considerable.

Findings: Potential cumulative impacts related to odors are discussed in detail in Section 6.3 of the Revised Final EIR Part 2, pg. 6.3-34 to 6.3-35. Based on the entire record before us, this Commission finds that there will be no cumulative impacts related to objectionable odors; therefore, no mitigation is required.

Facts in Support of the Findings: Section 6.3 of the Revised Final EIR Part 2 examined the environmental documents of cumulative projects to determine whether respective projects would result in excessive nuisance odors, as defined under the California Code of Regulations and Section 41700 of the California Health and Safety Code. Of the 173 environmental documents that were evaluated (173 environmental documents were available for the 359 cumulative projects), all found that the respective projects would not create objectionable odors that will affect a substantial number of people and many projects were found to have a less than significant impact or no impact at all. None of the projects were of the type described by the SCAQMD as being associated with substantial odors such as agricultural uses, wastewater treatment plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. Furthermore, Project-specific impacts would be less than significant and would not exceed the AQMD's significance threshold for odors. Therefore, impacts associated with this issue would be considered cumulatively less than significant and no mitigation is required. (Revised Final EIR Part 2 pgs. 6.3-34 to 6.3-35)

e. Cumulative CO Hot Spot Impacts

Potential Significant Impact: Whether the Project's contribution to cumulative impacts associated with the violation of any air quality standard would be cumulatively considerable.

Findings: Potential impacts of the Project related to cumulative CO hot spot impacts are discussed in detail in Section 6.3 of the Revised Final EIR Part 2. Based on the entire record before us, this Commission finds that no significant cumulative impacts related to CO hot spot impacts will occur as a result of development of the Project; therefore, no mitigation is required.

Facts in Support of the Findings: As identified in Section 4.3.5.2 of the Revised Final EIR Part 2, no significant CO hot spot impacts would occur as a result of the Project. The SCAQMD anticipates that CO emissions in the future will decrease with advances in technology. As previously identified, background concentrations in future years are anticipated to continue to decrease as the concerted effort to improve regional air quality progresses. Therefore, ambient CO concentrations, from cumulative projects, in the future years would generally be lower than existing conditions.

Of the 173 environmental documents (173 environmental documents were available for the 359 cumulative projects) that were reviewed, all projects found that no hot spot impacts would occur with their respective projects. Similar to the Project, intersections within the highest traffic volumes and worst LOS were identified and evaluated. No exceedances of significance thresholds were estimated. The traffic volumes utilized in the analysis include other past, present, and reasonably foreseeable projects expected to be constructed by the time Project Phase 1 and buildout is to occur (Revised Final EIR Part 3, Appendix F, pg. 1). Furthermore, Project-

specific impacts would be less than significant and would not exceed the AQMD's significance threshold for CO hot spot emissions. Based on the analysis and SCAQMD methodology, it is reasonable to assume that a less than significant cumulative CO impact would occur. No mitigation is required. (Revised Final EIR Part 2 pgs. 6.3-35 and 6.3-36).

f. Cumulative Non-Cancer Hazard Index

Potential Significant Impact: Whether the Project's contribution to the cumulative exposure of substantial pollutant concentrations on sensitive receptors would be cumulatively considerable with regard to non-cancer hazard index (HI)s.

Findings: Potential impacts of the Project related to cumulative non-cancer hazard index are discussed in detail in Section 6.3 of the Revised Final EIR Part 2. Based on the entire record before us, this Commission finds that no significant cumulative impacts related to non-cancer acute and chronic hazard impacts will occur as a result of development of the Project; therefore, no mitigation is required.

Facts in Support of the Findings: The SCAQMD uses the same significance thresholds for project-specific and cumulative health risk impacts. The only case where the significance thresholds for project-specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for TAC emissions. The project-specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. Because the cumulative HRA included emissions from both the Project and the 359 cumulative projects, the cancer risks and chronic HIs calculated are the cumulative health risk values that will be compared to the selected cumulative HRA threshold. In terms of non-cancer thresholds, the non-cancer HI value at each of the modeled receptor locations is less than SCAQMD cumulative threshold of 3.0. Therefore, the Project is expected to have a less than significant cumulative impact (Revised Final EIR Part 2, pg. 6.3-48 through pg. 6.3-49).

3. Biological Resources

a. Adopted Policies and Ordinances

Potential Significant Impact: Whether the Project would conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Findings: Potential impacts of the Project related to adopted policies and ordinances are discussed in detail in Revised Final EIR Part 3. Based on the entire record before us, this Commission finds that development of the Project will not result in conflict with local policies or ordinances and, therefore, no mitigation is required.

Facts in Support of the Findings: As detailed in Section 4.4 of the Revised Final EIR Part 3, City policies or ordinances identified in the General Plan protecting biological resources are summarized in Table 4.4-5: General Plan and Municipal Code Biological Resource Policies (Revised Final EIR Part 3, pg. 4.4-59 to 4.4-60) As detailed in Table 4.4-5, the Project is consistent with local policies and ordinances protecting biological resources that apply to the Project area. Compliance with State and Federal regulations to ensure protection and preservation of significant biological resources, and the implementation of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) are the applicable policies/ programs that the Project

must implement. As there are no other local policies or ordinances regarding the protection of biological resources identified by the City or other local jurisdiction applicable to the Project site, no impact would occur, and no mitigation is required. (Revised Final EIR Part 3, pgs. 4.4-59 to 4.4-60).

b. Habitat Fragmentation/Wildlife Movement

Potential Significant Impact: Whether the Project would interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.

Findings: Potential impacts of the Project related to habitat fragmentation/wildlife movement are discussed in detail in Section 4.4 of the Revised Final EIR Part 3. Based on the entire record before us, this Commission finds that development of the Project will not result in habitat fragmentation or interfere with wildlife movement; therefore, no mitigation is required.

Facts in Support of the Findings: Habitat fragmentation occurs when a single, contiguous habitat area is divided into two or more areas, or where an action isolates two or more new areas from each other. Isolation of habitat occurs when wildlife cannot move freely from one portion of the habitat to another or to/from one habitat type to another. Habitat fragmentation may occur when a portion of one or more habitats is converted into another habitat, as when scrub habitats are converted into annual grassland habitat because of frequent burning. Wildlife movement includes seasonal migration along corridors, as well as daily movements for foraging. Examples of migration corridors may include areas of unobstructed movement for deer, riparian corridors providing cover for migrating birds, routes between breeding waters and upland habitat for amphibians, and between roosting and feeding areas for birds (Revised Final EIR Part 3, pg. 4.4-64).

According to Section 4.4 of the Revised Final EIR Part 3, the Project area contains no significant cover of native plant communities and currently experiences heavy disturbance associated with agricultural activities. Additionally, the Project area is adjacent to State Route 60 (SR-60) and Gilman Springs Road on the north and east and is bordered by urban development on the west. The nearest linkage area as identified under the MSHCP is Proposed Linkage 5 and is located approximately 3 miles north of the Project and approximately 3.6 miles south of the Project is Proposed Constrained Link 20. The development of the Project area will not impede the movement of any wildlife; therefore, the Project will not affect any wildlife movement corridor.

The San Jacinto Wildlife Area (SJWA) currently provides foraging habitat for various resident and migratory wildlife species. The southern portion of the Project site adjacent to the SJWA lands has been actively farmed for decades and is regularly disked. The northern portion of the SJWA is designated as open space and no development is proposed for this area.

Although the Project area does not contain any designated wildlife movement corridors or MSHCP linkages (i.e., MSHCP, City General Plan, etc.) it is likely that wildlife moves through adjacent properties such as the SJWA and the Mystic Lake area to the south, the Badlands area to the east and the Lake Perris State Recreation Area to the southwest. The MBA original Project biological report concluded, updated in 2018 by ESA's surveys, that development of the Project as proposed would not directly have any significant impact on wildlife movement in the area and would not fragment habitat or adversely affect wildlife movement through the

surrounding areas because the Project site contains limited vegetation cover and minimal resource value for wildlife moving between habitat blocks.

The biological report also determined that the WLC site would not impede or minimize any significant wildlife corridor for the target species associated within the Reche Canyon/Badlands Area plan, which include Bell's sage sparrow (*Amphispiza belli belli*), cactus wren (*Campylorhynchus brunneicapillus sandiegensis*), loggerhead shrike (*Lanius ludovicianus*), southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*), bobcat (*Lynx rufus*), Los Angeles pocket mouse (*Perognathus longimembris brevinasus*), mountain lion (*Puma concolor*), San Bernardino kangaroo rat (*Dipodomys merriami parvus*), Stephens' kangaroo rat (*Dipodomys stephensi*), and Nevin's barberry (*Berberis nevinii*). In addition, although not required, Drainage 9, comprising the most suitable habitat in the eastern portion of the Project site, is being retained to allow for wildlife movement between the Badlands and the SJWA (e.g., relatively natural channel conditions with 50-foot setbacks on either side of the channel through the Project site property). Therefore, impacts related to wildlife movement are less than significant, and no mitigation is needed. (Revised Final EIR Part 3, pg. 4.4-64).

4. Cultural Resources

a. Human Remains

Potential Significant Impact: Whether the Project would disturb any human remains, including those interred outsides of formal cemeteries.

Findings: Potential impacts of the Project related to human remains are discussed in detail in Section 4.5 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that development of the Project will not result in significant impacts to human remains; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.5 of the Revised Final EIR Part 4 Volume 3, the Project site is currently undeveloped. No evidence suggesting the Project site has been utilized in the past for human burials has been identified. In the unlikely event that human remains are discovered during grading or construction activities within the Project site, compliance with State law (Health and Safety Code §7050.5) (HSC §7050.5) would be required. State law requires that no further disturbance shall occur until the County Coroner has made determination of the origin and disposition pursuant to Public Resources Code 5097.98. Because adherence to provisions of HSC §7050.5 is required of all development projects, and because adherence to the requirements in State law sufficiently mitigates for potential impacts to human remains, no significant impact related to this issue will occur. Because potential impacts associated with this issue are less than significant, no mitigation is required. (Revised Final EIR Part 4 Volume 3, pgs. 4.5-16 to 4.5-17).

b. Cumulative Cultural Resources Impacts – Human Remains

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would disturb any human remains, including those interred outside of formal cemeteries.

Findings: Potential cumulative impacts to Project-related cultural resources are discussed in detail in Section 6.5 of the Revised Final EIR Part 3. Based on the entire record before us, this Commission finds that

development of the Project will not result in significant cumulative impacts related to human remains; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 6.5 of the Revised Final EIR Part 3, cumulative ground disturbance in Western Riverside County could disturb human burials. Potentially cumulative projects would be subject to the State laws that protect human remains such as Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98. Because these State laws have been adopted to protect human remains, compliance with them would assure that cumulative impacts related to the disturbance of human remains would be less than significant. Because there is no evidence of human burials on the Project site and ground disturbing activities on the Project site would be subject to the State laws cited above, the Project's less-than-significant incremental contribution to potential cumulative impacts on human burials would not cause or contribute to a significant cumulative effect. (Revised Final EIR Part 3, pg. 6.5-2 to 6.5-21).

5. Geology and Soils

a. Landslides and Rockfalls

Potential Significant Impact: Whether the Project would expose persons or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.

Findings: Potential impacts of the Project related to landslides and rockslides are discussed in detail in Section 4.6 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that development of the Project will not result in significant impacts related to landslides and rockslides that may result in loss, injury or death; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.6 of the Revised Final EIR Part 4 Volume 3, a large older landslide has been mapped primarily off-site on the northeasterly flanks of Mount Russell, near the southwest portion of the property. The landslide appears to have originated on the higher slopes off-site, and moved northeast, partially onto the subject property. The Specific Plan designates 74.3 acres in the southwestern portion of the property as open space. This 74.3 acres includes the steepest slopes on-site (i.e., the Mount Russell foothills), which will reduce the potential for significant landslide or rockfall impacts on the Project to less than significant levels; therefore, no mitigation is required. (Revised Final EIR Part 4 Volume 3, pg. 4.6-12).

b. Soil Erosion or Loss of Top Soil

Potential Significant Impact: Whether the Project would result in substantial soil erosion or the loss of topsoil.

Findings: Potential impacts of the Project related to soil erosion or loss of topsoil are discussed in detail in Section 4.6 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that development of the Project will not result in significant impacts due to soil erosion or loss of topsoil; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.6 of the Revised Final EIR Part 4 Volume 3, development of the site would require the movement of on-site soils. Portions of the site have been and are

being used for dry farming, and several rural residences are present. Prior to the issuance of grading permits, the Project proponent will be required to prepare and submit detailed grading plans as each phase is developed. These plans will be prepared in conformance with applicable standards of the City's Grading Ordinance. Construction of off-site utility and roadway improvements will also result in the movement of soil. Plans are not available at this time for off-site improvements, but that construction will be subject to the same permitting and plan checking processes.

Development of the site and related off-site improvements would involve the disturbance of more than one acre; therefore, the Project is required to obtain a National Pollutant Discharge Elimination System (NPDES) permit. A Storm Water Pollution Prevention Plan (SWPPP) will also be required to address erosion and discharge impacts associated with the proposed on-site grading. Compliance with storm water regulations include minimizing storm water contact with potential pollutants by providing covers and secondary containment for construction materials, designating areas away from storm drain systems for storing equipment and materials and implementing good housekeeping practices at the construction site.

Additionally, a preliminary Water Quality Management Plan (WQMP) was prepared for the WLC Specific Plan and contains the post-construction measures, which will help reduce potential impacts to soil erosion to less than significant levels and identifies measures to treat and/or limit the entry of contaminants into the storm drain system. The WQMP is incorporated by reference and/or attached to the Project's SWPPP as the Post-Construction Management Plan.

As soils covering the Project site have a slight-to-high erosion hazard potential and because the Project would be required to adhere to the City's Grading Ordinance, obtain an NPDES Permit, and prepare an SWPPP and a WQMP, construction and operational impacts associated with soil erosion hazards are considered to be less than significant, and no mitigation is required.

Grading for off-site improvements would require subsequent grading permits or related approvals from both the City and County of Riverside, depending on the improvement and its location. Most roadway and intersection improvements will occur within existing rights-of-way or on land that has been previously disturbed. The SWPPP and the WQMP establish performance standards for future development, and implementation the identified measures in those plans will reduce potential erosion impacts to less than significant levels. (Revised Final EIR Part 4 Volume 3, pgs. 4.6-13 to 4.6-15).

c. Septic Tanks

Potential Significant Impact: Whether the Project would have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

Findings: Potential impacts of the Project related to septic tanks are discussed in detail in Section 4.6 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that development of the Project will not result in significant impacts related to soils that may be incapable of supporting septic tanks or alternative wastewater disposal systems; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.6 of the Revised Final EIR Part 4 Volume 3, all buildings within the Project will be connected to existing wastewater facilities (sewer) owned and operated by the Eastern Municipal Water District. Septic tanks will not be used anywhere within the Project; therefore, no mitigation is required. (Revised Final EIR Part 4 Volume 3, pg. 4.6-15).

d. Seismic-Related Ground Failure

Potential Significant Impact: Whether the Project would expose persons or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic ground failure.

Findings: Potential impacts of the Project related to seismic-related ground failure are discussed in detail in Section 4.6 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that development of the Project will not result in significant impacts related to seismic-related ground failure; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.6 of the Revised Final EIR Part 4 Volume 3, the Project site is located within Seismic Zone 4 as defined by the Uniform Building Code (UBC). Exhibit S4 of the Safety Element of the City's General Plan indicates that the Project site is not located in an area susceptible to landslides or slope instability. The Project site lies on relatively flat terrain (±2% grade) and no landslide areas or mass movement were observed on-site. The only steep topographical features are located in the southwest corner of the Project area. This area is designated for Open Space uses and is not proposed for development.

The Project does not propose any activity known to cause damage by subsidence (e.g., oil, gas, or groundwater extraction). Settlement generally occurs within areas of loose, granular soils with relatively low density. The Project site is underlain by relatively dense alluvial and dense sedimentary bedrock materials at depth and the potential for settlement is considered low. Because the Project site does not exhibit characteristics of a high potential for subsidence or settlement, impacts are considered less than significant. No mitigation is required.

The potential for liquefaction generally occurs during strong ground shaking within relatively cohesionless loose sediments where the groundwater is typically less than 50 feet below the surface. Because the Project site does not exhibit characteristics of a high potential for liquefaction induced settlement (i.e., relatively dense soils with groundwater levels in excess of 100 feet), impacts are considered less than significant. No mitigation is required. (Revised Final EIR Part 4 Volume 3, pg. 4.6-16).

e. Cumulative Geology Impacts – Landslides and Rockfalls

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would expose persons or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.

Findings: Potential cumulative impacts to geologic resources are discussed in detail in Section 6.6 of the Revised Final EIR Part 3. Based on the entire record before us, this Commission finds that development of the Project will not result in significant cumulative impacts related to landslides or rockfalls; therefore, no mitigation is required.

Facts in Support of the Findings: The Project site includes one area that encompasses the lower slopes of Mount Russell. The Project designates these slope areas as Open Space, which would reduce the potential for landslide or rockfalls to less than significant.

Because projects in the cumulative scenario would not expose people or structures to landslides or rockfall impacts, the Project's incremental less-than-significant contribution to potential cumulative effects would not alone cause or create a significant cumulative effect relating to the exposure of people and structures to landslide or rockfall impacts. As a result, the cumulative projects in conjunction with the World Logistics Center project do not constitute a cumulatively considerably effect on exposure of persons or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides (Revised Final EIR Part 3, pg. 6.6-13 through pg. 6.6-14).

c. Cumulative Geology Impacts – Soil Erosion or Loss of Topsoil

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would have a cumulative significant impact on substantial soil erosion or the loss of topsoil.

Findings: Potential cumulative impacts to geologic resources are discussed in detail in Section 6.6 of the Revised Final EIR Part 3. Based on the entire record before us, this Commission finds that development of the Project will not result in significant cumulative impacts with respect to soil erosion or loss of topsoil; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 6.6 of the Revised Final EIR Part 3, projects in the cumulative scenario have the potential to result in short-term erosion of surface soils; however, as appropriate, the cumulative projects include the implementation of erosion control features that comply with National Pollutant Discharge Elimination System (NPDES) and SCAQMD Rule 403 (fugitive dust) requirements and would reduce erosion to less than significant. In addition, those projects include improvements that would not increase long-term erosion of on-site soils and therefore, would result in less than significant impacts.

The implementation of the proposed Project includes specific components to reduce potential impacts of soil erosion or loss of topsoil during construction activities. These components are identified in Section 4.6.5.2 of the Revised Final EIR Part 4 Volume 3. With the implementation of these construction measures/ components, the Project would result in a less than significant soil erosion or loss of topsoil impact. In assessing the cumulative projects in conjunction with the Project, the implementation of erosion control features that would be required to obtain grading permits would reduce the cumulative soil erosion or loss of topsoil impact to less than significant. Further, the Project's incremental less-than-significant contribution to potential cumulative impacts associated with soil erosion or the loss of topsoil alone would not cause a significant cumulative impact. Thus, cumulative erosion and topsoil impacts would not be cumulatively considerable during construction.

Long-term operations of projects in the cumulative scenario have the potential to cause soil erosion or loss of topsoil if soil stabilization measures are not incorporated into ongoing operations. However, based on review of the environmental documentation for the cumulative related projects, each project identifies that the implementation of the urban uses on the project site would result in less than significant soil erosion impacts,

or each project would incorporate soil stabilization measures to reduce soil erosion impacts to less than significant. In assessing the cumulative related projects in conjunction with the Project, the implementation of soil stabilization measures for those projects that require those measures such as the WLC Project, the potential cumulative long-term soil erosion impact would be less than significant. Because the Project includes various detention/retention, treatment and soil stabilization measures to reduce potential long-term soil erosion or the loss of topsoil with the measures identified in Section 4.6.5.2 of the Revised Final EIR Part 4 Volume 3, the Project would not cause a significant cumulative impact. Thus, cumulative erosion and topsoil impacts would not be cumulatively considerable during operation (Revised Final EIR Part 3, pg. 6.6-13 through pg. 6.4-14).

d. Cumulative Geology Impacts – Seismic-Related Ground Failure

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would expose persons or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic ground failure.

Findings: Potential cumulative impacts to geologic resources are discussed in detail in Section 6.6 of the Revised Final EIR Part 3. Based on the entire record before us, this Commission finds that development of the Project will not result in significant cumulative impacts related to seismic ground failure; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 6.6 of the Revised Final EIR Part 3, persons or structures associated with projects in the cumulative scenario could be exposed to geologic conditions that cause ground failure during seismic events. These potential geologic conditions include landslides, settlement, subsidence, or liquefaction, and potential ground failure that could expose people or structures to these effects. The exposure to these impacts could result in significant impacts; however, each of the cumulative projects would be subject to the City of Moreno Valley's grading requirements and building codes. Compliance with these requirements would reduce potential effects to less than significant.

The Project site is located in an area of the City that is not subject to settlement, subsidence or liquefaction. In addition, the majority of the Project site lies on relatively flat terrain. There is one portion of the site that includes steep topographic features that could be subject to landslides; however, the Project designates this area for Open Space (Planning Area 30). In considering the implementation of the Project in combination with the cumulative related projects, no significant cumulative effect of exposing persons and structures to potential seismic ground failure would result. Therefore, impacts would be less than cumulatively considerable (Revised Final EIR Part 3, pg. 6.6-15).

6. Hazards and Hazardous Materials

a. Within Two Miles of a Public Airport or Within an Airport Land Use Plan or Within Two Miles of a Private Airport

Potential Significant Impact: Whether the Project would result in a safety hazard for people residing or working in the Project area or be located within an airport land use plan or where such a plan has not been adopted within two miles of a public airport or public use airport, resulting in a safety hazard for people residing or working in the Project area.

Findings: Potential impacts of the Project related to safety hazards associated with proximity to public and private airports are discussed in detail in Section 4.8 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that development of the Project will not result in significant impacts related to airport safety hazards; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.8 of the Revised Final EIR Part 4 Volume 3, the nearest airport to the Project area is March Air Reserve Base (MARB), approximately 5.5 miles to the southwest. The airfield is operated by two entities, MARB (military) and March Inland Port Airport Authority (quasi- governmental/private). In addition, Perris Valley Airport is located approximate 15 miles southwest of the Project area. Perris Valley Airport is a private airport that is open to the public and is utilized for skydiving and ballooning activities. The WLC Project area is not located within the Airport Influence Area for either airport. Given the distance of the WLC Project area to both airports in the vicinity, the development of the WLC Project area as proposed would not result in private airport safety hazards for people residing or working in the WLC Project area. No impacts associated with this issue would occur and no mitigation is required. (Revised Final EIR Part 4 Volume 3, pg. 4.8-15).

e. Existing or Proposed Schools

Potential Significant Impact: Whether the Project would emit hazardous emissions or handle acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Findings: Potential impacts of the Project related to existing or proposed schools are discussed in detail in Section 4.8 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that development of the Project will not result in significant hazardous materials impacts related to existing or proposed schools; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.8 of the Revised Final EIR Part 4 Volume 3, there are no existing school facilities within one-quarter of a mile of the Project area. The nearest existing school is Calvary Chapel Christian School which is located approximately 1.17 miles northwest of the Project. There is one proposed elementary school site that is located within one-quarter mile of the WLC Project area. The site for proposed Wilmot Elementary School is located on Bay Avenue at Wilmot Street, approximately 0.25-mile west of the Project area.

The amount and type of materials that would be used during Project construction (building and infrastructure) or stored in the high-cube logistics distribution center after construction is unknown at this time. While the warehouse facilities themselves are not expected to utilize acutely hazardous materials, the possibility exists that such materials could be stored or transported to and from the Project site. For the purposes of this analysis, it is assumed that the Project will handle substances that may be acutely hazardous. The handling of hazardous materials or emission of hazardous substances in accordance with the Hazardous Materials Business Emergency Plan (HMBEP) as required by applicable local, State, and Federal standards, ordinances, and regulations will ensure that impacts associated with environmental and health hazards related to an accidental release of hazardous materials or emissions of hazardous substance near existing or proposed schools are less than significant and no mitigation is required. (Revised Final EIR Part 4 Volume 3, pgs. 4.8-15 through 4.8-16).

f. Routine Transport, Use, or Disposal of Hazardous Materials, Reasonably Foreseeable Upset and Accident Conditions

Potential Significant Impact: Whether the Project would create a significant hazard to the public through the routine transport, use, or disposal of hazardous materials, or create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Findings: Potential impacts of the Project related to the routine transport, use, or disposal of hazardous materials and reasonably foreseeable upset and accident conditions are discussed in detail in Section 4.8 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that development of the Project will not result in significant impacts related to the routine transport, use, or disposal of hazardous materials and reasonably foreseeable upset and accident conditions; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.8 of the Revised Final EIR Part 4 Volume 3, exposure to hazardous materials during the operation of the on-site uses may result from (1) the improper handling or use of hazardous substances; (2) transportation accidents; or (3) an unforeseen event (e.g., fire, flood, or earthquake). The severity of any such exposure is dependent upon the type and amount of the hazardous material involved; the timing, location, and nature of the event; and the sensitivity of the individual or environment affected.

Truck-Related Risks. The regulation of the transport of hazardous materials on State highways is governed by the United States Department of Transportation (USDOT), as described in Title 49 of the Code of Federal Regulations and by Title 13 of the California Code of Regulations. Appropriate documentation for all hazardous waste that is transported in connection with Project site activities would be provided as required by hazardous materials regulations. Hazardous waste produced on-site is subject to requirements associated with accumulation time limits, proper storage locations and containers, and proper labeling. Additionally, for removal of hazardous waste from the site, hazardous waste generators are required to use a certified hazardous waste transportation company, which must ship hazardous waste to a permitted facility for treatment, storage, recycling, or disposal. Compliance with applicable regulations would reduce impacts associated with the use, transport, storage, and sale of hazardous materials. The enforcement of applicable local, State, and Federal standards, ordinances, and regulations will ensure that potential impacts associated with environmental and health hazards related to an accidental release of hazardous materials are less than significant and no mitigation is required.

Freeway Accident Risks. According to the California Department of Transportation's Traffic Accident Surveillance and Analysis System (TASAS) report, there are approximately 105 accidents per year along a 3.75-mile stretch of SR-60 between Nason Street and Gilman Springs Road in the general vicinity of the Project area. The data were derived for the three-year span of January 1, 2008, to December 31, 2010.2 During this period, there were 316 accidents (average of 105 per year) along SR-60 (both westbound and eastbound). Of the 316 accidents, approximately 15.8 percent involved trucks (tractor/trailer). There were 127 eastbound

[2] California Department of Transportation, TSAR – Accident Summary 1/1/08-12/31/10

accidents (19 or 15% involving trucks) and 189 westbound accidents (31 or 16.4% involving trucks). It is possible that congestion on the freeway might result in some WLC Specific Plan- related trucks exiting the freeway at off-ramps other than World Logistics Center Parkway or attempting to enter the freeway at on-ramps if the drivers see or hear on their radios that the freeway is congested. In most instances, drivers will use the shortest route indicated on GPS system maps or the route(s) they have used previously, regardless of traffic conditions at the time. In addition, due to the type of uses planned within the WLC Specific Plan area, much of the Project-related traffic will be accessing the WLC site during off-peak times, so the chances of congestion or accidents occurring during the time they are accessing the site would be reduced. The accident database contains no information on whether the truck was the cause of a particular accident or the time of day, the vehicles involved, if hazmat spills occurred, if trucks or other vehicles detoured off the freeway, etc. Without these data, it is overly speculative to extrapolate any particular conclusions. Despite the lack of specific evidence regarding freeway accidents, it is reasonable to conclude that potential environmental impacts in this regard will be less than significant given the regulation of truck traffic on freeways according to State and Federal laws, and truck restrictions on local streets according to the City's Municipal Code (i.e., truck route enforcement) and no mitigation is necessary.

Land Use-Related Hazmat Risks. Both the Federal Government and the State of California require all businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials, to submit a Hazardous Materials Business Emergency Plan (HMBEP) to the local Certified Unified Program Agency (CUPA). The CUPA with responsibility for the City of Moreno Valley is the County of Riverside Community Health Agency, Department of Environmental Health. The HMBEP must include an inventory of the hazardous materials used in the facility, and emergency response plans and procedures to be used in the event of a significant or threatened significant release of a hazardous material. The HMBEP must also include the Material Safety Data Sheet for each hazardous and potentially hazardous substance used. The Material Safety Data Sheets summarize the physical and chemical properties of the substances and their health impacts. The plan also requires immediate notification to all appropriate agencies and personnel of a release, identification of local emergency medical assistance appropriate for potential accident scenarios, contact information of all company emergency coordinators of the business, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel.

HMBEPs are designed to be used by responding agencies, such as the Moreno Valley Fire Department, to allow for a quick and accurate evaluation of each situation for an appropriate response. HMBEPs are also used during a fire to quickly assess the types of chemical hazards that firefighting personnel may have to deal with, and to make decisions as to whether or not the surrounding areas need to be evacuated. Compliance with existing law will ensure that no significant impacts pertaining to the creation of hazards affecting the public will occur. The handling of hazardous materials in accordance with the HMBEP as required by applicable local, State, and Federal standards, ordinances, and regulations will ensure that impacts associated with environmental and health hazards related to an accidental release of hazardous materials are less than significant and no mitigation is required.

Though the uses in the Project area are not expected to utilize acutely hazardous materials in their daily operation, a potential for an accidental release of hazardous materials into the environment is present at the

Project site as it is at any commercial, retail, or industrial site. Compliance with the identified State and Federal transportation safety standards will govern the handling of hazardous materials during truck and freight transfer operations. These standards include procedures to contain, report, and remediate any accidental spill or release of hazardous materials. The handling of hazardous materials in accordance with all applicable local, State, and Federal standards, ordinances, and regulations will ensure that impacts associated with environmental and health hazards related to an accidental release of hazardous materials at the Project site will be less than significant and no mitigation is required.

Hazardous On-site Facilities. The Project site is adjacent to a regional natural gas compressor station operated by San Diego Gas & Electric (SDG&E). At present, the plant occupies a 19-acre site, surrounded by 174 acres of SDG&E-owned open space. There is additional open space around the plant, consisting of land owned by the CDFW as part of the SJWA. There are no plans to expand or otherwise modify the plant and/or its open space zone, which is considered adequate at this time to protect public health and safety, including users of the SJWA and new employees and users of the new warehouses associated with the WLC Specific Plan.

There will be sufficient setback from the plant to future warehouse uses (e.g., 1,000 feet). No development or change in operation has been announced for the property within the SJWA. Existing safety conditions will continue relative to the gas facility as it relates to the SJWA. Compliance with established safety laws and regulations regarding the natural gas facilities will reduce the potential impact to a less than significant level and no mitigation is required.

The Southern California Gas Company (SCGC) operates a natural gas metering station on a one-acre site located one-quarter mile north of the SDG&E Compressor Plant. The land plan will provide 1,000 feet setback from the SCGC station as an additional setback between these uses. These setbacks appear sufficient to protect future uses/users within the WLC Specific Plan area if upset conditions were to occur at this station. Compliance with established safety laws and regulations regarding natural gas plants is expected to reduce this potential impact to a less than significant level and no mitigation is required. The site also contains two natural gas lines that cross the central and southern portions of the site in an east-west direction. They range in size from 16 to 36 inches in diameter and carry natural gas under medium and high pressure. As development occurs in areas with buried natural gas lines, the Project proponent will be required to negotiate with the involved utility provider as to whether these pipelines can be relocated or need to be protected in place. Future development is required to maintain clearance for pipelines depending on their contents and size, in consultation with the serving utility provider. As long as these design restrictions are implemented during the site design and construction process, no significant impacts are expected. However, if a catastrophic accident were to occur involving one or more natural gas lines on-site, there could be property damage and loss of life. While the chance of occurrence is low, there are potential safety risks, mainly to Project employees, if such an accident were to occur. Compliance with established safety laws and regulations regarding pipelines is expected to reduce this potential impact to a less than significant level and no mitigation is required.

Off-site Improvements. A number of off-site improvements will be needed to serve the Project, including three reservoirs, various water, sewer, and drainage improvements within existing rights-of-way, and the SR-60/World Logistics Center Parkway interchange. None of these facilities is expected to create significant hazards or risks to public health or safety. These facilities will require standard improvement plan approvals

through the City of Moreno Valley and/or County of Riverside. Based on these plan reviews, no significant hazard-related impacts are expected, and no mitigation is required.

Hunting Accidents. Immediately south of the Project area is the SJWA, where limited hunting is permitted. Hunting in these areas requires a hunting license issued by the State. The Fish and Game Code provides strict regulations on hunting, including limits on hours, time of year, quantity, and firearms.

Hunting on State lands, such as the SJWA, can only be done with shotguns that are smaller in size (higher in gauge) than 10-gauge shotguns. In addition, Federal law allows no more than three shells in the chamber of the shotgun at any given time during hunting. The SJWA is patrolled by CDFW wardens to ensure that all hunting rules and regulations are followed. The private hunt clubs are also governed by similar rules and regulations to ensure the safety of their members and the general public.

Given the proximity of the Project area to the nearby hunting areas, it is appropriate to consider the possibility of stray gunfire as a possible risk to future employees, visitors, and facilities on the Project site. Accident conditions that could arise from the nearby hunting activities are expected to be less than significant for the following reasons: the most intensive operations at the high-cube logistics center would be during off-peak hours when there is no hunting; the hunting on the adjacent areas to the south of the WLC Project area is in accordance with all applicable local, State, and Federal standards and regulations; and the range for the allowed firearms (shotguns smaller than 10-gauge) would be 60 yards or less providing a safe distance for development to occur in the WLC Project area, which would be a safe distance from the actual hunting areas. It should also be noted that the Specific Plan provides for a minimum 250-foot setback along the southern boundary of the Specific Plan property, which is greater than the minimum safe distance described above. Impacts are less than significant, and no mitigation is required.

Valley Fever. During processing of the Highland Fairview Corporate Park EIR, a local resident expressed concern regarding Valley Fever (*Coccidiomycosis*), a disease caused by fungus spores (*Coccidioides immitis*). The WLC Specific Plan site is adjacent to the Highland Fairview Corporate Park site. These fungal spores most typically lie dormant in relatively undisturbed soil with native vegetation cover in the Central Valley of California.

The likelihood of these spores to occur at this site is remote. The soil at the Project site is not undisturbed and has little, if any, native vegetation cover. The site consists primarily of disturbed agricultural soils (i.e., regularly tilled and occasionally irrigated) and had virtually no native vegetative cover. The local soils will be extensively disturbed during grading and would be regularly watered to control dust. Erosion control measures will be implemented immediately following grading. Under these conditions, it is unlikely that *Coccidioides immitis* spores would survive in the soil. This potential impact appears minimal and no mitigation is required. (Revised Final EIR Part 4 Volume 3, pgs. 4.8-16 to 4.8-20).

g. Located on a List of Hazardous Materials Sites

Potential Significant Impact: Whether the Project would be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

Findings: Potential impacts of the Project related to being located on a hazardous materials site is discussed in detail in Section 4.8 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that development of the Project will not result in significant impacts related to development occurring on a hazardous materials site; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.8 of the Revised Final EIR Part 4 Volume 3, the Project area is not listed in any of the searched regulatory databases provided by Environmental Data Resources (EDR). This included a review of Federal, State, and local environmental databases for information pertaining to documented and/or suspected contaminated sites, known handlers or generators of hazardous waste, waste disposal facilities, releases of regulated hazardous substances and/or petroleum products within specified search distances. Analysis of soil samples obtained during the limited site characterizations conducted as part of the Phase I Environmental Site Assessments (ESAs) indicated there were trace concentrations of pesticides present in near surface soils at some of the sample locations. However, the pesticide concentrations were below the EPA's Preliminary Remediation Goals, for residential properties. No further sampling was deemed necessary and unrestricted use of the property is warranted. Since neither the Project site nor areas in the vicinity of the Project site are listed on any of the hazardous materials sites as defined by Government Code Section 65962.5, there would be a less than significant impact and no mitigation is required. (Revised Final EIR Part 4 Volume 3, pg. 4.8-20).

e. Conflict with Emergency Response Plans

Potential Significant Impact: Whether the Project would impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation

Findings: Potential impacts of the Project related to emergency response plan conflicts are discussed in detail in Section 4.8 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that development of the Project will not result in significant impacts related to emergency response plan conflicts; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.8 of the Revised Final EIR Part 4 Volume 3, the City of Moreno Valley adopted its Local Hazard Mitigation Plan (LHMP) on October 4, 2011. This document identifies known hazards throughout the community and identifies strategies for which to prepare for and respond to these hazards if and when it is necessary. Figure 12-2 of the LHMP maps primary and alternative evacuations routes out of Moreno Valley. There are three (3) routes that either run through or along the Project area that are identified as primary evacuation routes: Redlands Boulevard, World Logistics Center Parkway, and Alessandro Boulevard. The Project will be designed, constructed, and maintained in accordance with applicable standards associated with vehicular access, ensuring that adequate emergency access and evacuation will be provided. Construction activities that may temporarily restrict vehicular traffic would be required to implement appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. Compliance with existing regulations for emergency access and evacuation will ensure that impacts related to this issue are less than significant and no mitigation is required. (Revised Final EIR Part 4 Volume 3, pg. 4.8-20).

f. Wildland Fire Risk

Potential Significant Impact: Whether the Project would expose people or structures to a significant risk or loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

Findings: Potential impacts of the Project related to wildland fire risk are discussed in detail in Section 4.8 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that development of the Project will not result in significant impacts related to wildland fire risk; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.8 of the Revised Final EIR Part 4 Volume 3, the City of Moreno Valley is subject to both wildland and urban fires. Wildfires in particular pose a threat to the northern and eastern portions of the City, near the WLC Project area. Moreno Valley's LHMP documents that three wildland fires have occurred within the WLC Project area since 2003. Although the Project area is not within a mapped fire hazard area, the Badlands directly east of the Project area are considered a High Fire Hazard Area. Development of the eastern portion of the Project could expose persons or property to wildland fire risks given the proximity of the Project area adjacent to a High Fire Hazard Area. Regardless of this proximity, all new structures in the Project area must be constructed in compliance with Title 24 of the California Code of Regulations to safeguard life and property from fire hazards, including the installation of automated fire suppression systems. Compliance with these standards would be enforced during building permit review and the construction inspection period. In addition, no development will be allowed within the San Jacinto Fault Zone, which runs parallel and just west of Gilman Springs Road; this area of limited development will provide a fuel or fire break to help protect future occupied uses within the WLC Specific Plan.

Six fire stations presently serve the City of Moreno Valley and a seventh will be built on the Project site. Station No. 58, the Moreno Beach station, is the closest station to the Project area (approximately a quarter of a mile directly west). Given the proximity of Station No. 58, the construction of the on-site fire station and with all new structures constructed in compliance with Fire and Building Code regulations, the susceptibility and exposure of the Project to wildland fires would be limited and no mitigation is required. (Revised Final EIR Part 4 Volume 3, pg. 4.8-21).

g. Cumulative Hazards and Hazardous Materials Impacts

1. Within Two Miles of a Public Airport or Within an Airport Land Use Plan or Within Two Miles of a Private Airport

Potential Significant Impact: Whether the Project would result in a significant cumulative impacts related to safety hazards for people residing or working in the Project area or be located within an airport land use plan or where such a plan has not been adopted within two miles of a public airport or public use airport, resulting in a safety hazard for people residing or working in the Project area.

Findings: Potential cumulative impacts of the Project related to safety hazards associated with proximity to public and private airports are discussed in detail in Section 4.8 of the Revised Final EIR Part 4, Volume 3.

Based on the entire record before us, the Planning Commission finds that development of the Project will not result in significant cumulative impacts related to airport safety hazards; therefore, no mitigation is required.

Facts in Support of the Findings: The WLC Project area is not located within the Airport Influence Area for either airport. Given the distance of the WLC Project area to both airports in the vicinity, the development of the WLC Project area as proposed would not result in private airport safety hazards for people residing or working in the WLC Project area. No impacts associated with this issue would occur and no mitigation is required. (Revised Final EIR Part 4 Volume 3, pg. 4.8-15).

2. **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school**

Potential Significant Impact: Whether the Project would create a significant cumulative impact related to emitting hazardous emissions or handle acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Findings: Potential impacts of the Project related to safety hazards associated with the emission or handling of hazardous materials are discussed in detail in Section 6.8 of the Revised Final EIR Part 3. Based on the entire record before us, this Planning Commission finds that development of the Project will not result in cumulative significant impacts related to hazardous materials within an existing or proposed school; therefore, no mitigation is required.

Facts in Support of the Findings: The handling of hazardous materials or emission of hazardous substances in accordance with the Hazardous Materials Business Emergency Plan (HMBEP) as required by applicable local, State, and Federal standards, ordinances, and regulations would ensure that impacts associated with environmental and health hazards related to an accidental release of hazardous materials or emissions of hazardous substance near existing or proposed schools would be less than significant. The project would not contribute to cumulative safety hazards for school-age children within ¼-mile of the project because the nearest existing school is 1.17 miles from the Project site, and the nearest proposed school site is the Wilmot Elementary School, located on Bay Avenue at Wilmot Street, approximately 0.25 mile west of the Project area. Therefore, the Project would not cause or contribute to any potential significant cumulative impacts to existing or proposed schools located within 0.25 miles from the Project.

Many of the cumulative projects would use, handle, store, and/or transport hazardous materials or require demolition of structures containing such materials within ¼-mile of a proposed school. Some of the cumulative projects may be on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5. However, each cumulative project would be required to comply with existing Federal, State, and local regulations related to hazardous material sites, including cleanup sites, and hazardous materials generators. As such, cumulative development would account for clean-up of many existing hazardous conditions and would not result in significant cumulative impacts related to the exposure of students to hazardous emissions within 0.25-mile of a proposed school (Revised Final EIR Part 3, pg. 6.8-14).

3. **Create a significant hazard to the public through the routine transport, use, or disposal of hazardous materials, Reasonably Foreseeable Upset and Accident Conditions**

Potential Significant Impact: Whether the Project would create a significant cumulative hazard to the public through the routine transport, use, or disposal of hazardous materials? Would the project create a significant cumulative hazard to the public or the environment through reasonably foreseeable upset and accident?

Findings: Potential impacts of the Project related to safety hazards associated with routine transport, use, or disposal of hazardous materials are discussed in detail in Section 6.8 of the Revised Final EIR Part 3. Based on the entire record before us, this Planning Commission finds that development of the Project will not result in significant cumulative impacts related to airport safety hazards; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 6.8 of the Revised Final EIR Part 3, the Project's incremental less than significant contribution, in combination with the impacts of other cumulative projects, could create a significant impact related to this issue. For example, the substantial increase in trucks in and around the WLC site would incrementally increase the risks of accidents involving truck-related fuels (e.g., fire or explosion). However, the number of trucks containing hazardous materials on the road in a given area at any given time would be difficult if not impossible to calculate, and it would be likewise difficult to estimate the number and/or location of accidental spills and leaks, which, by their nature, are accidental or unplanned occurrences, it would be impossible to predict the specific occurrence of such events on the project site. Despite these uncertainties, it is reasonable to assume that with an increase in vehicles transporting hazardous materials would incrementally increase the potential for accidents on a regional basis. However, the enforcement of applicable local, State, and Federal standards, ordinances, and regulations will ensure that potential cumulative impacts associated with environmental and health hazards related to an accidental release of hazardous materials would be less than significant (Revised Final EIR Part 3, pg. 6.8-15)

4. **Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment;**

Potential Significant Impact: Whether the Project is located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant cumulative hazard to the public or the environment?

Findings: Potential impacts of the Project related to sites included on a hazardous materials sites are discussed in detail in Section 6.8 of the Revised Final EIR Part 3. Based on the entire record before us, this Planning Commission finds the Project is not located on a site compiled pursuant to Government Code Section 65962.5, therefore, no mitigation is required.

Facts in Support of the Findings: Several cumulative projects could be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment. However, these projects would be required to comply with existing Federal, State, and local regulations related to hazardous material sites, including

cleanup sites, and hazardous materials generators. As such, cumulative development would account for clean-up of many existing hazardous conditions and would not result in cumulatively significant impacts.

The Project site is not located on a site compiled pursuant to Government Code Section 65962.5. As a result, the Project's contribution to potential cumulative impacts related to development on a hazardous materials site would not cause or contribute to a significant cumulative effect (Revised Final EIR Part 3, pg. 6.8-16).

5. **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation;**

Potential Significant Impact: Whether the Project would cumulatively impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation.

Findings: Potential impacts of the Project cumulatively-related impairment of an adopted emergency response plan are discussed in detail in Section 6.8 of the Revised Final EIR Part 3. Based on the entire record before us, this Planning Commission finds that development of the Project would not contribute a significant impact to an adopted emergency response plan or emergency evacuation and would not cause or contribute to a significant cumulative effect; therefore, no mitigation is required.

Facts in Support of the Findings: It is anticipated that cumulative projects would request the appropriate approvals and be in conformance with applicable codes and regulations. Therefore, cumulative development would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Cumulative impacts involving wildfires consists of future development adjacent to a High Fire Hazard Area. The risk to each future project is based on the location and interface between urbanized area and wildland areas. The risks associated with development in these areas can only be reduced through conformance with Fire and Building Code regulations, it is anticipated that cumulative development would not create a significant and cumulative impact associated with wildland fire hazards. As a result, the Project's incremental impact is less than significant and its contribution to any potential impacts related to emergency response and evacuation would not cause or contribute to a significant cumulative impact.

6. **Expose people or structures to a significant risk or loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

Potential Significant Impact: Whether the Project would expose people or structures to a significant cumulative risk or loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

Findings: Potential impacts of the Project related to wildland fire risks are discussed in detail in Section 6.8 of the Revised Final EIR Part 3. Based on the entire record before us, this Planning Commission finds that development of the Project would not create significant contribution to cumulative human and structural risks associated with wildland fires; therefore, no mitigation is required.

Facts in Support of the Findings: Development of the eastern portion of the Project site could expose persons or property to wildland fire risks given the proximity of the Project area adjacent to a High Fire Hazard Area.

Regardless of this proximity, all new structures in the Project area must be constructed in compliance with Title 24 of the California Code of Regulations to safeguard life and property from fire hazards, including the installation of automated fire suppression systems. Compliance with these standards would be enforced during building permit review and the construction inspection period. In addition, no development would be allowed within the San Jacinto Fault Zone, which runs parallel to, and west of Gilman Springs Road; this area of limited development would serve as a fuel or fire break to help protect future occupied uses within the Project area. Compliance with existing standards, codes and regulations for fire safety would ensure that cumulative impacts related to this issue would be less than significant. The Project's incremental less-than-significant contribution, in combination with the impacts of other cumulative projects, would not cause or contribute to significant cumulative impacts related to risks from wildland fires (Revised Final EIR Part 3, pg. 6.8-17).

7. Hydrology, Drainage, and Water Quality

a. Seismic Flooding-Related Impacts

Potential Significant Impact: Whether the Project would expose people or structure to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.

Findings: Potential impacts of the Project related to seismic flooding-related impacts are discussed in detail in Section 4.9 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that development of the Project will not result in significant impacts related to seismic flooding-related impacts; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.9 of the Revised Final EIR Part 4 Volume 3, because neither the Project site nor the Project's off-site improvement areas are not identified as being located within the City's mapped dam inundation area; therefore, the Project would not result in the exposure of people or structures to risk of loss, injury, or death involving flooding as a result of failure of either the Poorman Reservoir (Pigeon Pass Dam) or Lake Perris Dam. Impacts related to this issue would be less than significant, and no mitigation is required. (Revised Final EIR Part 4 Volume 3, pg. 4. 9-26 to 4.9-28)

h. Seismic-Related Impacts

Potential Significant Impact: Whether the Project would expose people or structure to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow.

Findings: Potential impacts of the Project related to seismic-related impacts are discussed in detail in Section 4.9 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that development of the Project will not result in significant impacts related to loss, injury, or death involving inundation by seiche, tsunami, or mudflow; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.9 of the Revised Final EIR Part 4 Volume 3, the Project area is not at risk of inundation by a tsunami as it is located approximately 56 miles from the Pacific Ocean. The Project area is located approximately 2.5 miles northeast of Lake Perris. Lake Perris is an enclosed body of water and could be subject to a seiche during a seismic event. However, a seiche event would not affect the Project area because water levels in the lake are not high enough to overtop the Perris Dam in the

event of a seiche.[1] The Perris Dam has been designed to prevent seiche phenomena due to the region's high seismicity. In addition, the topography between the Specific Plan area and Lake Perris has multiple hills and valleys. Given these factors, impacts associated with seiche events are less than significant for the WLC Project.

Except for the far southwest corner, the Project site is located in a gently sloping area where landslides and mudslides would not occur. No development is proposed on the steep slopes of Mount Russell in the southwesterly portion of the property, which is included in the 74.3 acres of open space designated within the WLC Specific Plan. Therefore, a less than significant impact associated with exposure of people or structure to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow would occur, and no mitigation is required. (Revised Final EIR Part 4 Volume 3, pgs. 4.9-27).

c. Groundwater

Potential Significant Impact: Whether the Project would substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin and there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

Findings: Potential impacts of the Project related to groundwater impacts are discussed in detail in Section 4.9 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that development of the Project will not result in significant impacts related to interference with groundwater recharge such that the Project may impede sustainable groundwater management of the basin; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.9 of the Revised Final EIR Part 4 Volume 3, based on the Water Supply Assessment (WSA) prepared for the Project by the Eastern Municipal Water District (EMWD), water demand for the proposed on-site uses would total approximately 1,991.25 acre-feet per year (AFY).[3] The EMWD considers this a worst-case estimate based on the total acres and amount of square footage of logistics uses proposed by the Project. This estimate does not take into account the Project landscaping design with xeriscape drought-tolerant landscaping and on-site collection of runoff and channeling it to landscaped areas to minimize irrigation on the interior of the Project site. The Project will obtain water service from the EMWD. It is anticipated that the Project would primarily utilize imported water purchased from Metropolitan Water District of Southern California (MWDSC). In the event that the supply of imported water is reduced, it would be supplemented with new local supply projects during multiple dry years, if needed. The WSA prepared for the Project indicates that development of the Project will not include groundwater for water supply. Rather, this Project, as well as other new developments in the EMWD's service area, will be supplied exclusively with imported water provided by MWDSC. The imported water may be treated by MWDSC as untreated water and subsequently treated by the EMWD or recharged into the basin for later withdrawal.

The Project will not substantially interfere with groundwater recharge due to the Project implementation of bioretention areas and detention basins with infiltration capacity that mitigates the impact of reduced pervious

[3] *Water Supply Assessment Report for the World Logistics Center Specific Plan in Moreno Valley,* Eastern Municipal Water District, March 21, 2012.

areas. Bioretention areas and detention basins will be implemented in addition to the remaining impervious areas. The only use of groundwater may be to support continued agriculture on portions of the WLC Specific Plan property that have not yet been developed. The EMWD developed the West San Jacinto Groundwater Basin Management Plan (Plan) to help ensure that local groundwater resources are conserved, and groundwater overdraft does not occur, based on projections of future growth and expected water supply conditions. The Plan projects the water consumption demands of existing and future development based on rates of growth assumed by regional planning organizations (i.e., SCAG and WRCOG) and estimates water demand versus available supply under different water supply scenarios (e.g., multiple dry years).

Based on the State Water Supply analysis provided in the Revised Final EIR, the WLC Project is not expected to interfere with groundwater recharge activities or groundwater supplies. Impacts associated with this issue are less than significant, and no mitigation is required. (Revised Final EIR Part 4 Volume 3, pg. 4.9-28 to 4.9-30).

d. 100-Year Flooding Impacts

Potential Significant Impact: Whether the Project would place within a 100-year flood hazard area structures that would impede or redirect flood flows or place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.

Findings: Potential impacts of the Project related to 100-year flood events are discussed in detail in Section 4.9 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that development of the Project will not result in significant impacts related to 100-year flooding events; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.9 of the Revised Final EIR Part 4 Volume 3, the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) identify areas subject to flooding during the 100-year storm.[4] Based on these FIRM maps, the Project site does not fall within a 100-year flood zone.[5] Because the Project site does not lie within a 100-year floodplain impacts related to this issue are less than significant. No mitigation is required. (Revised Final EIR Part 4 Volume 3, pg. 4.9-30 to 4.9-32).

e. Hydrology and Water Quality Cumulative Impacts

1. **Would the Project expose people or structure to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?**

[4] The term "100-year" is a measure of the size of the flood, not how often it occurs. The "100-year flood" is a flooding event that has a one percent chance of occurring in any given year.

[5] FEMA DFIRM Data, 2008.

Potential Significant Impact: Whether the Project would expose people or structure to a significant cumulative risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.

Findings: Potential cumulative impacts of the Project related to flooding, including flooding as a result of the failure of a levee or dam are discussed in detail in Section 6.9 of the Revised Final EIR Part 3. Based on the entire record before us, this Planning Commission finds that development of the Project would not cause or contribute to a significant cumulative effect associated with the exposure of people or structures to potential flooding from the failure of a levee or dam; therefore, no mitigation is required.

Facts in Support of the Findings: Cumulative development within the watershed that encompasses the Project site and off-site improvement areas could be subject to potential flooding due to a failure of the nearest dam. The nearest dams to the Project site are Pigeon Pass Dam at Poorman's Reservoir located approximately five miles northwest of the Project site and Lake Perris Dam located approximately four miles southwest of the Project site. Although cumulative development could be exposed to inundation flooding, the Project is not within anticipated inundation areas of either dam or any other dam as mapped within the City of Moreno Valley General Plan Final Program EIR. Therefore, the implementation of the Project would not contribute to the exposure of people or structures to risk of loss, injury, or death involving flooding as a result of failure of either the Poorman Reservoir (Pigeon Pass Dam) or Lake Perris Dam. Therefore, the Project would not cause or contribute to any cumulative effect associated with the exposure of people or structures to flooding (Revised Final EIR Part 3, pg. 6.9-25 through 6.9-26).

2. **Would the Project expose people or structure to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow?**

Potential Significant Impact: Whether the project would expose people or structure to a significant cumulative risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow.

Findings: Potential cumulative impacts of the Project related to safety hazards associated with significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow are discussed in detail in Section 6.9 of the Revised Final EIR Part 3. Based on the entire record before us, this Planning Commission finds that development of the Project would not cause or contribute to a significant cumulative impact relating to the exposure of people or structures to potential significant cumulative inundation impacts from seiche, tsunami, or mudflow; therefore, no mitigation is required.

Facts in Support of the Findings: Cumulative development within the watershed that encompasses the Project site and off-site improvement areas would not be subject to potential inundation by seiche or tsunami. As described in Section 4.9.5.2, the nearest enclosed body of water that could be subjected to seiche conditions is Lake Perris, but the Perris Dam has been designed to prevent seiche phenomena. The watershed is not located near the Pacific Ocean which is where tsunami risks occur. Therefore, cumulative development would not expose people or structures to inundation flooding due to seiche or tsunamis. As a result, the Project would not cause or contribute to any significant cumulative seiche or tsunami inundation impacts. Cumulative development within the watershed could expose people and structures to mudflow inundation due to the presence of steep slopes within the watershed. This exposure could result in significant cumulative impacts.

However, because the Project site as well as off-site improvement areas do not have steep slopes, the Project's contribution to potential cumulative mudflow inundation impacts would not be cumulatively considerable (Revised Final EIR Part 3, pg. 6.9-26).

3. **Would the Project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level?**

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would have significant cumulative impacts relating to the depletion of groundwater supplies or interference with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

Findings: Potential cumulative impacts of the Project related to the depletion of groundwater supplies or interference with of groundwater recharge are discussed in detail in Section 6.9 of the Revised Final EIR Part 3. Based on the entire record before us, this Planning Commission finds that development of the Project would not cause or contribute to a significant cumulative depletion of groundwater supplies or the interference with groundwater recharge; therefore, no mitigation is required.

Facts in Support of the Findings: Cumulative development within the Eastern Municipal Water District (EMWD) service area is planned to be supplied exclusively with imported water provided by the Metropolitan Water District. Therefore, cumulative development would not deplete groundwater supplies from use of groundwater. As a result, the Project would not contribute to cumulative impacts to groundwater supplies. Cumulative development would reduce the amount of pervious surfaces within the EMWD service area. This reduction of potential groundwater infiltration areas could cause a significant impact on groundwater recharge. However, because the Project includes the implementation of bioretention areas and detention basins that would provide for infiltration opportunities, the Project's contribution to potential significant cumulative groundwater infiltration impacts would not be cumulatively considerable (Revised Final EIR Part 3, pg. 6.9-26 through 6.9-27).

4. **Would the Project place within a 100-year flood hazard area structures that would impede or redirect flood flows?**

   Would the Project place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would have significant cumulative impacts relating to the placement of structures within a 100-year flood hazard area that would impede or redirect flood flows or the placement of housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.

Findings: Potential cumulative impacts of the Project related to the placement of structures on 100-year flood hazard areas are discussed in detail in Section 6.9 of the Revised Final EIR Part 3. Based on the entire record

before us, this Planning Commission finds that development of the Project would not cause or contribute to significant cumulative impacts relating to the placement of structures within a 100-year flood hazard area that would impede or redirect flood flows; therefore, no mitigation is required.

Facts in Support of the Findings: Cumulative development within the watershed that encompasses the project site and off-site improvement areas include areas subject to 100-year storms according to the FEMA FIRM maps. Therefore, cumulative development could expose structures or housing to flood hazards and result in significant cumulative flood hazard impacts. However, because the Project site and off-site improvements are not located in any areas subject to flooding during a 100-year storm, the implementation of the Project would not cause or contribute to any potential significant cumulative flood hazard to structures or housing (Revised Final EIR Part 3, pg. 6.9-27).

5. **Would the Project substantially alter the existing local drainage patters of the site and substantially increase the rate or amount of surface runoff in a manner which would result in substantial erosion, siltation, or flooding on-site or off-site?**

   Would the Project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would have significant cumulative impacts relating to existing local drainage patters of the site and substantially increasing the rate or amount of surface runoff in a manner which would result in substantial erosion, siltation, or flooding on-site or off-site or create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

Findings: Potential impacts of the Project related to the alteration of existing local drainage patterns and creation of runoff water are discussed in detail in Section 6.9 of the Revised Final EIR Part 3. Based on the entire record before us, this Planning Commission finds that development of the Project would not cause or contribute to significant cumulative impacts to erosion, siltation, or flooding due to alterations of existing drainages or exceedance of drainage capacities or the addition of pollutant runoff; therefore, no mitigation is required.

Facts in Support of the Findings: Cumulative development within the watershed will result in an increase in impervious surfaces in addition to changes in land use and associated pollutant runoff characteristics. Increased impervious surfaces are likely to alter existing hydrology by potentially increasing surface water runoff and increase potential pollutant loads. Following are the evaluations of cumulative hydrology and cumulative erosion, siltation and flooding impacts.

Hydrology

The proposed Project is located in the San Jacinto River watershed and is tributary to two separate sub-watershed areas, the Perris Valley Storm Drain (PVSD) Watershed and the SJWA watershed, prior to flows reaching the San Jacinto River. For the area to the west, the PVSD is the most downstream drainage facility

that the WLC Project is tributary to before flows reach the San Jacinto River. It is necessary to consider the downstream drainage areas and their facilities when evaluating cumulative impacts for hydrology. The PVSD is a major drainage facility draining a large area including the City of Moreno Valley and any flow impacts to the facility would be important to analyze the effects. For this reason, on the west side, the area tributary to the PVSD was selected as the geographic area for the cumulative impacts analysis. On the east side, flows drain to the SJWA before reaching the San Jacinto River. The SJWA is an important habitat and water feature within the watershed and it is necessary to analyze any potential flow impacts to the area. For this reason, for flows draining to the east, the area tributary to the SJWA was chosen as the geographic area for considering potential cumulative effects. This area includes the upstream portion of the San Jacinto Watershed as the SJWA extends to the south side of the San Jacinto River.

As discussed in Section 4.9 of the Revised Final EIR, runoff from the western portion of the Project site flows west toward the Perris Valley Storm Drain (PVSD), while runoff from the eastern portion of the Project site flows south into Mystic Lake, and (during times of high storm flow), reaches the San Jacinto River south of the San Jacinto Wildlife Area. Table 6.9-1 identifies the cumulative projects that are located in each watershed (Revised Final EIR Part 3, pg. 6.9-28).

PVSD Watershed Area

The volume of runoff after the Project is constructed would be less than the existing volume of runoff and the amount of infiltration and groundwater recharge would increase by a small amount, which would provide a net benefit to groundwater recharge. The proposed Project's drainage improvements would be designed to have sufficient capacity to accommodate and convey storm water runoff flows generated by the Project as well as expected future storm water runoff flows associated with buildout of the Moreno Master Drainage Plan (MDP) area. All of the cumulative projects in the Moreno MDP and Sunnymead MDP areas would be required to mitigate flows to equal to or less than existing and/or demonstrate that storm drain capacity is available to service their anticipated flows and that their project is consistent with the MDPs. The Project's compliance with the Moreno MDP meets this requirement. In addition, there would be zero hydrologic impact on downstream drainage facilities due to the Project; therefore, the Project would not contribute to any cumulative impacts. As such, cumulative impacts would be less than significant (Revised Final EIR Part 3, pg. 6.9-28 through 6.9-29).

SJWA Watershed Area

The portion of the Project site located east of the topographic divide drains to the SJWA. In addition to the Project, one current and one potential project are tributary to the SJWA. They are the Badlands Landfill Improvements Project located north of the Project site and the Quail Ranch Specific Plan project located southeast of the Project site. Runoff from the Badlands Landfill flows through the Project site. The hydrologic study for the Project considered flows from the Badlands Landfill. The Badlands Landfill Improvement project does not change the pervious cover of the site. As such, flows from the Landfill Improvements Project would not increase above existing and would be consistent with the existing flows north of the Project.

Downstream of the Project site, the Quail Ranch Specific Plan Project is proposed. This cumulative Project consists of a planned residential community. Currently, there are no specific details on this cumulative project.

Stormwater flows generated by the cumulative project site could increase. However, the developer would be required to alleviate any increase in flows leaving the site and demonstrate that the cumulative Project does not increase storm flows such as peak flow, velocities, and volume for each of the 2, 5, 10, 25, and 100-year storms. The cumulative Project would be required to demonstrate that storm drain capacity is available to service the anticipated flows and that the Project is consistent with the MDPs. As such, cumulative downstream capacity impacts within the SJWA watershed area would be less than significant. Because the Project would reduce storm flows leaving the Project site so that they do not exceed existing flows, the Project's contribution to potential cumulative erosion and siltation impacts within the SJWA watershed area would be less than significant (Revised Final EIR Part 3, pg. 6.9-29).

8. Land Use and Planning

a. Conflict with Any Applicable Habitat or Natural Community Conservation Plan

Potential Significant Impact: Whether the Project would conflict with any applicable habitat conservation plan or natural community conservation plan.

Findings: Potential impacts of the Project related to the conflict with any applicable habitat conservation plan are discussed in detail in Section 4.10 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that development of the Project will not result in significant impacts due to a conflict with any applicable habitat or natural community conservation plan; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.10 in the Revised Final EIR Part 4 Volume 3, the Project site is located within the MSHCP area, Mead Valley and Reche Canyon/Badlands Plan Area. Portions of the Project area occur in 14 criteria cells of the MSHCP. The Project site is not located within any special linkage areas identified by the MSHCP. The Project applicant, the City, and the County are required to use the Joint Project Review (JPR) process established in the MSHCP to identify and acquire habitat as part of the development review process. The JPR process involves negotiations between a landowner and the Western Riverside County Regional Conservation Authority (RCA) so the County can acquire land with important habitat or other biological resources while providing fair compensation and/or reasonable development opportunities on the remaining land for the landowner.

The Project site is located within areas requiring burrowing owl surveys, within the MSHCP Criteria Area Species Survey Area (CASSA), and Narrow Endemic Plant Species Survey Area (NEPSSA). Because the Project site is within an MSHCP CASSA and is considered to be a covered activity, the Project is subject to provisions of the MSHCP. In particular, the Project proponent will be required to provide payment of mitigation fees and adhere to the BMPs found in Appendix C of the MSHCP. Pursuant to agreements with the U.S. Fish and Wildlife Service (USFWS) and the CDFW, the payment of the mitigation fees and compliance provisions of the MSHCP provides full mitigation under CEQA, the Federal Endangered Species Act (FESA), and the California Endangered Species Act (CESA) for impacts to the species and habitats covered by the MSHCP. Since the City has adopted the MSHCP and its requirements and provisions, and since the Project is within Moreno Valley, the WLC Project would be required to adhere to applicable MSHCP requirements and

fees. Therefore, the WLC Project was determined to be consistent with the MSHCP. (Revised Final EIR Part 4 Volume 3, pgs. 4.10-11 to 4.10-12).

b. Conflict with Land Use Plans, Policies, or Regulations (Regional)

Potential Significant Impact: Whether the Project would conflict with any applicable regional land use plan, policy, or regulation of any agency with jurisdiction over the Project (including but not limited to, the General Plan, Specific Plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

Findings: Potential impacts of the Project related to the conflict with any applicable land use plans, policies, or regulations are discussed in detail in Section 4.10 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that development of the Project will not result in significant impacts due to a conflict with any applicable regional land use plan, policies, or regulations; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.10 in the Revised Final EIR Part 4 Volume 3, pursuant to *CEQA Guidelines* Section 15125 (d), the Project's Revised Final EIR includes an evaluation of the consistency of the WLC Project with pertinent goals and policies of relevant adopted local and regional plans. The analysis evaluates the Project against all the applicable regional planning documents and processes which include: airport regulations associated with MARB and Riverside County Airports; Southern California Council of Governments' (SCAG) 2008 Regional Comprehensive Plan (RCP), Regional Transportation Plan (RTP), and Compass Growth Vision; SCAG's 2012 RTP and Sustainable Communities Plan, Santa Ana Water Quality Control Plan (Basin Plan); Riverside County Drainage Area Management Plan (DAMP); and EMWD's Urban Water Management Plan (UWMP).

The analysis in the Revised Final EIR demonstrates that the Project is generally consistent with the goals of SCAG's Regional Comprehensive Plan, Compass Plan and Regional Transportation Plan in that it seeks to add employment in an area that has historically been "jobs poor," which will help reduce worker commute trips from Moreno Valley over the long term. The Project is generally consistent with these plans because the Project will generate fewer emissions than the previously approved Moreno Highland Specific Plan, and it will provide for a better balance of jobs versus housing in Moreno Valley, which will incrementally improve regional commuting directions and distances by providing almost 24,000 new jobs (direct, indirect and induced) in an area previously planned for housing. No other conflicts with the applicable plans were identified. (Revised Final EIR Part 4 Volume 3, pgs. 4.10-12 to 4.10-26).

c. Conflict with Applicable Land Use Plans, Policies, or Regulations (Local)

Potential Significant Impact: Whether the Project would conflict with any applicable local land use plan, policy, or regulation of any agency with jurisdiction over the Project (including but not limited to, the General Plan, Specific Plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

Findings: Potential impacts of the Project related to the conflict with any applicable land use plans, policies, or regulations are discussed in detail in Section 4.10 of the Revised Final EIR Part 4 Volume 3. Based on the

entire record before us, this Commission finds that development of the Project will not result in significant impacts due to a conflict with any applicable local land use plan, policies, or regulations; therefore, no mitigation is required.

NOTE: As discussed in Section I, Introduction, the Project's Specific Plan has been adopted and therefore, the Project is consistent with the General Plan and zoning which currently show the site as the World Logistics Center.

Potential impacts of the Project related to the conflict with any applicable local land use plans, policies, or regulations are discussed in detail in Section 4.10 of the Revised Final EIR Parts 3 and 4 Volume 3. The Project is consistent with the City's General Plan, which shows the site as World Logistics Center Specific Plan, and its goals and policies. It will add significant employment opportunities, facilitate significant economic growth, establish well-planned attractive new development, establish a broader and more stable tax base for the City, expand recreational trail systems, increase permanent open space, provide for alternative forms of transportation, implement extensive sustainable design features and advance the progress of the City's annexation program. These are specifically identified and discussed in Section VI of this document including statements about how the Project helps the City to achieve these goals, objectives and policies.

Facts in Support of the Findings: The Project is consistent with the goals, objectives, and policies of the City of Moreno Valley General Plan. According to the Figure 2-2, *Land Use Map*[6] updated in October 2019, the land is currently planned for Business Park (BP), and zoning land use designations of WLCSP-LD (World Logistics Center Specific Plan – Logistics Development) and WLCSP – LL (World Logistics Center Specific Plan – Light Logistics). This would allow the development of the WLC Project which will introduce 40.6 million square feet of logistics warehousing onto existing agricultural land that is adjacent to existing residential uses to the west and the San Jacinto Wildlife Area to the south.

Housing Element. During the NOP period, several group representatives expressed concern that the WLC Specific Plan would eliminate 7,700 housing units in the Moreno Highlands Specific Plan that would have to be replaced elsewhere in the City. The City adopted an updated Housing Element in February 2011 identifying the Moreno Highlands area as a potential location for future jobs-producing land uses rather than housing (affordable or otherwise).

The 2011 Housing Element update indicated the Moreno Highlands area would likely be rezoned to support employment-generating uses rather than housing. It also stated that "pursuing any land use changes with the Moreno Highlands Specific Plan area will not hinder the City's ability to meet its Regional Housing Needs Allocation (RHNA) obligations." The term RHNA refers to the Regional Housing Needs Allocation (affordable housing allocations) from the SCAG. The State Department of Housing and Community Development (HCD) certified the City's Housing Element on May 31, 2011.

[6] City of Moreno Valley. (2019). *Moreno Valley General Plan; Figure 2-2: Land Use Map.* Figure accessed from: http://www.moreno-valley.ca.us/city_hall/general-plan/landuse-map.pdf

In April 2011 and April 2013, the City adopted its Economic Development Action Plan, which also identified the eastern part of the City as a potential area for major job-producing land uses. The *Fiscal and Economic Impact Study World Logistics Center Moreno Valley, California* ("Study") prepared by David Taussig & Associates, Inc., in 2014 concluded that the WLC Project would generate 24,000 jobs/ employees to the area, which includes the creation of direct, indirect, and induced jobs/employees to the City. (Revised Final EIR Part 4 Volume 3, Appendix O)

The City's 2006 Housing Element identified the Moreno Highlands Specific Plan as a potential source of vacant land that could accommodate possible future residential growth in the City. However, in 2011 the City updated its Housing Element and (i) anticipated possible land use changes from mixed-use and residential to jobs producing warehouses in the eastern part of the City, and (ii) concluded that redesignating the entire land east of Redlands Boulevard to the eastern City border for warehouse uses would not impede the City's Housing Element Objectives. The HCD certified the City's Housing Element as compliant with State law on May 31, 2011. In February 2014, the Housing Element was updated again, however this update did not include any changes relating to the Moreno Highlands property.

Therefore, because the land use and zoning designations for the Project site are in full compliance with all applicable plans, policies, and regulations and would not impede the City's housing goals as set forth in its Housing Element, no mitigation is required. (Revised Final EIR Part 4 Volume 3, pg. 4.10-26-34).

d. Cumulative Land Use Impacts

1. **Would the proposed WLC Project conflict with any applicable habitat conservation plan or natural community conservation plan?**

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would have significant cumulative impacts relating to conflicts with any applicable habitat conservation plan or natural community conservation plan.

Findings: Potential cumulative impacts of the Project related to the conflict with any applicable habitat conservation plan or natural community conservation plan are discussed in detail in Section 6.10 of the Revised Final EIR Part 3. Based on the entire record before us, this Planning Commission finds that development of the Project would not contribute to a significant cumulative effect relating to conflicts with a habitat or natural community conservation plan; therefore, no mitigation is required.

Facts in Support of the Findings: Cumulative projects are located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and the Stephens' Kangaroo Rat (SKR) Habitat Conservation Plan (HCP) areas. Based on a review of each of the potentially cumulative projects, each that would be subject to the MSHCP and/or SKR HCP would be required to pay a fee to sustain the plant and wildlife populations within the MSHCP and the species population in the SKR HCP areas.

Projects subject to the MSHCP are required to pay a fee that will eventually result in an MSHCP Conservation Area in excess of 500,000 acres and focuses on conservation of 146 species including amphibians, reptiles, birds, mammals, invertebrates, and plants. Certain species require additional measures to ensure that the population of the species is sustained. Because each of the cumulative projects within the MSHCP area is

required to comply with the provisions of the MSHCP, no significant cumulative impact would result. In addition, since the Project also would be required to comply with the MSHCP, the Project's incremental impact on the species within the MSHCP would not combine with the incremental impacts of the other cumulative projects to cause or contribute to a significant cumulative impact.

Projects subject to the SKR HCP are required to pay a fee so that the funds can be used to acquire and permanently conserve, maintain and fund the conservation, preservation, restoration and enhancement of SKR occupied habitat. The implementation of the HCP has demonstrated the acquisition of habitat and sustaining the population of the SKR. Therefore, implementation of the cumulative projects would not result in a significant cumulative impact. In addition, because the Project also would be subject to the SKR HCP, including the requirement to pay a conservation fee, the Project's incremental impact on the SKR program would not combine with the incremental impacts of the other cumulative projects to cause or contribute to a significant cumulative impact (Revised Final EIR Part 3, pg. 6.10-14).

2. **Would the Project conflict with any applicable regional land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to, the General Plan, Specific Plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (Regional)**

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would have significant cumulative impacts relating to conflicts with any applicable regional land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the General Plan, Specific Plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

Findings: Potential cumulative impacts of the Project related to the conflict with any applicable regional land use plan, policy, or regulation of an agency with jurisdiction are discussed in detail in Section 6.10 of the Revised Final EIR Part 3. Based on the entire record before us, this Planning Commission finds that development of the Project would not contribute to potential significant cumulative impacts related to conflicts with regional plans or policies; therefore, no mitigation is required.

Facts in Support of the Findings: The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) includes policies that provide a strong commitment to reduce emissions from traffic and transportation. The RTP/SCS provides a blueprint for improving quality of life for residents by providing more choices for where they will live, work, play, and how they will move around. Many of the cumulative projects include the development of residential uses within the City of Moreno Valley. These projects are expected to be consistent with some of the policies identified in the RTP/SCS; however, cumulatively, the cumulative projects are not assisting in reducing potential commute traffic emissions. Therefore, development of the cumulative projects could result in significant cumulative impacts. With the implementation of the Project, approximately 25,000 new jobs would be eventually created, which would nearly double the number of jobs within the City. This increase in jobs would positively affect commute patterns for residents within the City as well as within the region by reducing commuter trips. The Project is consistent with the applicable policies of

the RTP/SCS. Because the Project would be consistent with the applicable RTP/SCS policies, the project would not contribute to any adverse cumulative conflicts associated with the RTP/SCS.

SCAGs Regional Comprehensive Plan's (RCP) overall goal is to reinvigorate the region's economy, avoid social and economic inequities and the geographical dislocation of communities, and to maintain the region's quality of life. Because the applicability of the RCP is to projects of "regional significance," the cumulative projects that include warehousing would be applicable. These warehousing projects would result in the creation of employment opportunities that would assist the City in balancing the current housing rich condition. These cumulative projects could modify commuting patterns to reduce overall vehicle miles travelled. These projects of "regional significance" would be consistent with the RCP and therefore would be less than cumulatively significant. The Project is also considered a project of "regional significance." The Project's anticipated increase of approximately 25,000 new employment opportunities would also modify commuting patterns so that overall vehicle miles travelled could be reduced. Because the Project would be consistent with the policies of the RCP, the Project would not contribute to potential adverse cumulative impacts to the implementation of the RCP.

Overall, the Project would not contribute to potential adverse cumulative impacts related to the implementation of the policies of the applicable regional plans (Revised FEIR Part 3, pg. 6.10-15).

3. **Would the Project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to, the General Plan, Specific Plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (Local)**

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would have significant cumulative impacts conflicts with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the General Plan, Specific Plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

Findings: Potential cumulative impacts of the Project related to the conflict of any applicable land use plan, policy, or regulation of an agency with jurisdiction are discussed in detail in Section 6.10 of the Revised Final EIR Part 3. Based on the entire record before us, this Planning Commission finds that development of the Project would not contribute to potential significant cumulative conflicts with the City of Moreno Valley General Plan; therefore, no mitigation is required.

Facts in Support of the Findings: Cumulative projects (including MV 4 and MV 24, for example) were consistent with the City's General Plan as they were proposed; others required amendments to the City's General Plan to become compliant. Based on a review of the available environmental documents for the cumulative projects that included an amendment, the amended land uses were still consistent with the goals, policies and objectives of the City's General Plan. The cumulative projects resulted in less than significant environmental effects related to the City's General Plan land use goals, policies and objectives.

As stated in Section 4.10.5.3 of the Final EIR, the Project originally sought amendments to the General Plan; however, in November 2015, the City Council approved the proposed amendments through the initiative process. Even prior to the adoption, the FEIR identified that the Project was consistent with the goals, policies and objectives of the General Plan. Therefore, the Project would not contribute to any potential cumulative impacts relating to consistency with the City of Moreno Valley General Plan (Revised Final EIR Part 3, pg. 6.10-16).

9. Mineral Resources

a. Loss of Statewide, Regional, or Locally Important Mineral Resources

Potential Significant Impacts: Whether the Project would result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State or result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plans.

Findings: Potential impacts of the Project relating to mineral resources are discussed in detail in Section 4.11 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that no significant impacts related to mineral resources will occur as a result of development of the Project; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.11 of the Revised Final EIR Part 4, Volume 3, lands within the City of Moreno Valley and its Sphere of Influence are designated Mineral Resources Zone–3 (MRZ-3) and MRZ-4, which are not defined as significant mineral resource areas. No sites have been designated as locally-important mineral resource recovery sites on any local plan.[7] In addition, Figure OS-5 of the Riverside County General Plan shows that the Project area is also located within MRZ-3. The development of the Project site would not result in the loss of identified regional or local mineral resources, conversion of an identified mineral resource use, or conflict with existing mineral resource extraction activities. Therefore, the development of the Project site would not result in a loss of statewide, regional, or locally important mineral resources. No impacts associated with this issue would occur and no mitigation is required. (Revised Final EIR Part 4 Volume 3 pg. 4.11-3).

b. Cumulative Mineral Resource Impacts

Potential Significant Impact: Whether the Project in connection with past, current, and foreseeable future projects would have significant cumulative impacts related to mineral resources.

Findings: Potential cumulative impacts of the Project related to mineral resource are discussed in detail in Section 4.11 of the Revised Final EIR Part 4 Volume 3 and Section 6.11 of the Revised Final EIR Part 3. Based on the entire record before us, this Commission finds that development of the Project will not result in significant cumulative impacts related to mineral resources; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.11 of the Revised Final EIR Part 4 Volume 3, the cumulative area for mineral resources is the City of Moreno Valley and part of western Riverside County. As population levels increase in the region, greater demand for aggregate and other mineral materials will be placed on mineral resources, especially sand and gravel. Similarly, development pressures in areas where these

materials are known or expected to occur would result in the loss of availability of these mineral resources. However, because the Project site is not identified as a significant source of sand/gravel deposits and development subsequent to the adoption of the land use actions on any of the sites would not decrease the local or regional availability of mineral resources, potential future development of any of the sites would have no significant cumulative mineral resources impact. (Revised Final EIR Part 4 Volume 3, pg. 4.11-3 and 4.11-4). Further, because the Project would result in no impact related to the loss of availability of a known mineral resource that would be of valued to the region and the residents of the state or of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan, it could not cause or contribute to any potential cumulative impact. (Revised FEIR Part 3, pg. 6.11-1.)

10. Noise

a. Groundborne Vibration or Groundborne Noise Impacts

Potentially Significant Impact: Whether the Project would result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. [7]

Findings: Potential impacts of the Project relating to groundborne vibration and groundborne noise is discussed in detail in Section 4.12 of Revised Final EIR Part 4, Volume 3. Based on the entire record before use, this Commission finds that no significant impacts related to groundborne vibration and groundborne noise will occur as a result of development of the Project; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.12 of the Revised Final EIR Part 4, Volume 3, roadways in the vicinity of the Project area are either paved or would be paved as the area develops and would not result in Project traffic driving over rough or dirt roads. Well maintained roads typically do not result in substantial vibration levels. Even roads with irregularities typically only generate substantial levels of vibration very near, less than 50 feet from the irregularity. Construction activities that would occur within the WLC Specific Plan area are not anticipated to require blasting or pile driving. Roadway vibrations are typically not perceptible more than 50 feet from the roadway except in very unusual circumstances. Generally, the interface between the soft tire of a truck or automobile will not generate significant vibration unless the road is in poor shape (e.g., potholes or pavement joints). Therefore, impacts associated with this issue are anticipated to be less than significant, and no mitigation is required (Revised Final EIR Part 4, Volume 3, pg. 4.12-34).

b. Airport Noise

Potentially Significant Impact: Whether a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would result in exposure of people residing or working in the Project area to excessive noise levels or if a Project within the vicinity of a private airstrip, would expose people residing or working in the Project area to excessive noise levels.

Findings: Potential impacts of the Project relating to airport noise are discussed in detail in Section 4.12 of Revised FEIR Part 4, Volume 3. Based on the entire record before use, this Commission finds that no

[7] "Groundbourne noise" is the noise radiating from structures as a result of groundbourne vibrations. It is absent when groundbourne vibrations are small.

significant impacts related to airport noise will occur as a result of development of the Project; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.12 of the Revised FEIR Part 4, Volume 3, the Project area is located approximately 5.5 miles northeast of the March Airfield (MAF) and is not located within two miles of a private airstrip. The MAF is a joint-use airport, used for both military and civilian purposes. The March Air Reserve Base (MARB) is the military operator of the MAF and March Inland Port (MIP) is the civilian operator of the airport. This facility is anticipated to play an increasingly important role in the transportation of goods and cargo for the Southern California region. Existing flight patterns affect a large portion of the City of Moreno Valley, along a path that affects the western portion of the City in a northwest/southeast alignment. Aircraft operations from the airport currently contribute intermittent single-event noise.

There is potential for single-event noise exposure levels from MAF activity to affect the Project. The exposure levels will vary dependent upon the type of aircraft and flight track flown for each operation at MAF. However, the Project is not identified as being within the noise or safety contours delineated for the MAF. In addition, the Project is not considered to contain sensitive receptors and, therefore, the impacts from these single-event noise levels are considered to be below the level of significance. The City's exterior noise standard for industrial uses is 70 dBA CNEL. MAF noise levels are less than 60 dB CNEL within the Project area. Therefore, the Project would not have the potential to expose people to excessive noise levels from airport operations. Therefore, no significant noise impacts would occur regarding these issues from implementation of the Project, and no mitigation is required (Revised Final EIR Part 4, Volume 3, pg. 4.12-35).

c. Cumulative Groundborne Vibration

Potentially Significant Impact: Whether the Project's contribution to the cumulative exposure of persons to or generation of excessive groundborne vibration levels would be cumulatively considerable.

Findings: Potential impacts of the Project relating to groundborne vibration is discussed in detail in Section 4.12 of Revised Final EIR Part 4 and potential cumulative impacts are discussed in Section 6.12 of the Revised Final EIR Part 3. Based on the entire record before use, this Commission finds that there is no potential for cumulative impacts with respect to groundborne vibration; therefore, no mitigation is required.

Facts in Support of the Findings: As discussed in Section 6.12 of the Revised Final EIR Part 3, two cumulative projects are located at distances that could undergo construction activities during the project's construction period: P06-158/Gascon and MV-6: Highland Fairview Corporate Park, and MV-126: TTM 33222. Due to the rapid attenuation characteristics of ground-borne vibration and distance from each of the Related Projects to the Project site, there is no potential for cumulative construction impacts with respect to ground-borne vibration. Therefore, cumulative impacts would be less than significant (Revised Final EIR Part 3, pg. 6.12-23).

The Project's operations would include typical commercial-grade stationary mechanical and electrical equipment, such as air handling units, condenser units, and exhaust fans, which would produce vibration. In addition, the primary sources of transient vibration would include truck circulation within the proposed parking

areas and internal drive aisles. Ground-borne vibration generated by each of the above-mentioned activities would generate up to approximately 0.005 in/sec at 50 feet from the source. The potential vibration levels from all Project operational sources at the closest existing sensitive receptor locations would be less than the significance threshold of 0.5 in/sec peak particle velocity (PPV) significance threshold for potential residential building damage and 0.1 in/sec PPV significance threshold for human annoyance. As such, vibration impacts associated with operation of the Project would be below the significance threshold and would not be cumulatively considerable (Revised Final EIR Part 3, pg. 6.12-23).

d. Cumulative Airport Noise

Potentially Significant Impact: Whether the Project in connection with past, current, and probable future projects would have significant cumulative impacts related to exposure of people to excessive airport noise levels.

Findings: Potential cumulative impacts of the Project relating to airport noise are discussed in detail in Section 6.12 of Revised Final EIR Part 3. Based on the entire record before use, this Commission finds that no significant cumulative impacts related to airport noise will occur as a result of development of the Project; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 6.12 of the Revised Final EIR Part 3, the Project area is located approximately 5.5 miles northeast of the March Airfield (MAF) and is not located within two miles of a private airstrip. The MAF is a joint-use airport, used for both military and civilian purposes. The March Air Reserve Base (MARB) is the military operator of the MAF and March Inland Port (MIP) is the civilian operator of the airport. This facility is anticipated to play an increasingly important role in the transportation of goods and cargo for the Southern California region. Existing flight patterns affect a large portion of the City of Moreno Valley, along a path that affects the western portion of the City in a northwest/southeast alignment. Aircraft operations from the airport currently contribute intermittent single-event noise.

There is potential for single-event noise exposure levels from MAF activity to affect the Project. The exposure levels will vary dependent upon the type of aircraft and flight track flown for each operation at MAF. However, the Project is not identified as being within the noise or safety contours delineated for the MAF. In addition, the Project is not considered to contain sensitive receptors and, therefore, the impacts from these single-event noise levels are considered to be below the level of significance. The City's exterior noise standard for industrial uses is 70 dBA CNEL. MAF noise levels are less than 60 dB CNEL within the Project area. Therefore, the Project would not have the potential to expose people to excessive noise levels from airport operations in the cumulative setting. Therefore, no cumulative significant noise impacts would occur regarding these issues from implementation of the Project, and no mitigation is required (Revised Final EIR Part 3, pg. 6.12-24).

e. Cumulative Long-Term Utility Noise

Potential Significant Impact: Whether the Project's contribution to long-term utility noise impacts in excess of City standards is less than cumulatively considerable.

Findings: Potential cumulative impacts related to long-term utility noise impacts are discussed in detail in Section 6.12 of the Revised Final EIR Part 3. Based on the entire record before use, this Commission finds that there is no potential for cumulative impacts with respect to long-term utility noise; therefore, no mitigation is required.

Facts in Support of the Findings: There is one existing SDG&E compressor station and two existing SCGC facilities located adjacent to the WLC Specific Plan area.

The L_{eq} noise level generated by the compressor station does not exceed 60 dBA L_{eq} beyond the property lines of the facility. For SCGC blow-down events, noise generated could reach as high as 130 dBA just outside the fence line of the southern facility and in excess of 135 dB just outside the fence line of the northern facility. People within approximately 250 feet of the blow-down points would be exposed to noise levels greater than 115 dBA. No sensitive receptors are located such that noise levels from the compressor station and on-site project activity would result in cumulatively considerable impacts. Therefore, noise impacts associated with the operation of the compressor station in conjunction with Project operations would not be cumulative considerable and would be less than significant. (Revised Final EIR Part 3 pg. 6.12-31)

SCGC blow-down events also have the potential to produce groundborne vibration. However, the effect of the blow-down groundborne vibration would be limited to within 100 feet of the equipment and would not be perceived beyond the facility fence line, resulting in a less than significant impact and no mitigation is required. (Revised Final EIR Part 3 pg. 6.12-31)

11. Population and Housing

a. Population Growth

Potential Significant Impact: Whether the Project would induce substantial unplanned population growth in an area, either directly (e.g., new homes and businesses) or indirectly (e.g., extension of roads and infrastructure).

Findings: Potential impacts of the Project related to population growth are discussed in detail in Section 4.13 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that no significant impacts related to population growth will occur as a result of development of the Project and, therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.13 of the Revised Final EIR Part 4 Volume 3, population projections developed by SCAG estimate the City's population will reach approximately 213,700 persons by the year 2020 and approximately 255,200 persons by the year 2035. The extent to which the new jobs created by a Project are filled by existing residents is a factor that tends to reduce the growth-inducing effect of a Project. Construction of the WLC Project will create short-term construction jobs. These short-term positions are anticipated to be filled by workers who, for the most part, reside in the Project area; therefore, construction of the WLC Project will not generate a permanent increase in population within the Project area.

An economic study of the Project prepared by DTA concluded that the WLC Project could generate up to 20,307 new direct on-site jobs within the City.[9] In addition to the projected on-site job creation, the DTA study

estimates the WLC Project could generate new off-site jobs (i.e., indirect/induced employment) in all industries of the economy. The DTA study also estimated that an additional 7,386 indirect/induced jobs could be created in the County, of which 3,693 jobs were projected to be within the City as a result of Project implementation. While the specific location of the potential additional indirect/induced jobs created within the County cannot be specifically determined, it is reasonable to assume that some percentage of these jobs will be support service jobs and are likely to be located in the WLC Project vicinity, and therefore the City.

The WLC Project does not include a residential component. The WLC Project is located within an area that is currently largely vacant and previously planned for a mix of residential, commercial, business park, and open space land uses.

The WLC Specific Plan supplanted the approved Moreno Highlands Specific Plan (MHSP) Project that did have a residential component. The EIR for that project indicated it would have increased the City's population by 17,019 persons over 15 years (7,736 units × 2.2 persons/unit). However, because the City is considered housing rich (and jobs poor) by SCAG, the loss of that projected population growth is not considered a significant impact and, in fact, a number of State policies (e.g., SB 375) encourage the creation and development of jobs-producing development in areas with poor jobs/housing numbers such as that which exists in the City.

Currently, there are six single-family homes in various locations on the Property along with associated ranch/farm buildings. Streets, water and sewer utilities, and municipal services would be extended to serve the WLC Project. The WLC Project may benefit other development projects in the Project area by the installation of infrastructure (e.g., roads and utilities), but is not expected to induce substantial population growth into the area since there would be no large areas of vacant land left in the east end of the City (south of SR-60) that could be developed with residential uses.

It should be understood that the actual eventual number of employees generated by the Project will vary depending on a variety of economic factors (e.g., actual companies that relocate and current hiring conditions). The projected employment estimate also does not take into account relocation of existing employees from other jurisdictions as a result of existing businesses relocating into the WLC Project. However, these would be counted as "new" employees for the City of Moreno Valley. For the purposes of this analysis, the Revised Final EIR used 20,307 direct employees working at the WLC or one employee per 2,000 square feet as a conservative estimate (in terms of environmental impacts) for future employment growth from the Project's development.

The new employment opportunities resulting from development of the high-cube logistics warehouse and general warehouse uses will raise the City's current jobs-to-housing ratio by providing additional jobs to local residents. While the place of residence of the persons accepting employment provided by the proposed uses is uncertain, due to the City's projected jobs/housing ratio, it is reasonable to assume and therefore expect that some percentage of these jobs would be filled by persons already living within the City or near the Project area. Therefore, no significant increase in population of the City would result from the development or operation of the WLC Project, resulting in a less than significant impact associated with growth inducement and no mitigation is required.

Indirect City Population Impacts Related to Fiscal and Economic Changes. If the WLC Project is not built, it could be argued that the City may experience a financial impact from the loss of higher property tax, sales tax, and other revenues related to growth and development.

Potential economic impacts that may occur with Project implementation include permanent employment (direct on-site and indirect/induced), permanent output (gross receipts; total direct output plus output produced by suppliers and employee spending), and construction jobs over 15 years.

The DTA study indicates that the creation of new jobs will lead to more consumer spending by employees in existing retail establishments within the City, as well as new retail development that will be attracted to the City as a result of this spending. Job creation also results in increased tax revenues to the City through increased property taxes and sales taxes associated with development of the WLC Project. However, it is important to note that because of the difference in timing of the development of the various phases of the WLC Project, the number of employees summarized above will not be realized all at once.

Development of the WLC Project is projected to create approximately 16,521 construction-related full- time equivalent (FTE) jobs within the City. Similar to recurring employment (i.e., permanent), it is likely that some percentage of these jobs will be associated with support services and are likely to be located in the vicinity of the WLC Project and therefore within the City.

The WLC Project does not include a residential component, so it would not directly generate additional new housing. Employees of the Project that choose to live in the City would likely utilize the existing supply of housing within the City.

Based on the potential increase in jobs (additional 20,307 direct jobs) within the City and no substantial increase in population as a result of the Project, the City's jobs-to-housing ratio would improve from the 2011 ratio of 0.47 to 0.91, thus achieving a greater jobs-to-housing balance within the City. Similarly, the potential new County employees that may be generated by the WLC Project would increase the total County employment to 571,799 from 551,492 resulting in a ratio of 0.74 from 0.69.

As development of the WLC Project is expected to occur over the course of many years, the jobs-to-housing ratio will not significantly change immediately. The City's current jobs-to-housing ratio is exceptionally low when compared to SCAG standards; therefore, the need for employment is immediate. A balance between jobs and housing within the City would have a positive impact by decreasing costs associated with commuting and traffic congestion. It also provides savings to consumers in the operation and maintenance of automobiles and saving to local public agencies in terms of the need to construct and maintain new road improvements.

Based on the foregoing discussion, implementation of the WLC Project would not result in a deficit in the City's General Fund even after City costs to provide public services to the development are considered. The estimated surplus is approximately $5.7 million annually, which is about two times the projected annual City General Fund costs. Additionally, the WLC Project is expected to generate sizeable, substantial, and lasting employment, wages, output, and revenues for the City and region. Therefore, potential fiscal and economic changes that could affect the City's population or housing are considered to be less than significant, and no mitigation is required. (Revised Final EIR Part 4 Volume 3, pgs. 4.13-11 to 4.13-17).

b. Displace Substantial Housing/People

Potential Significant Impact: Whether the Project would displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere.

Findings: Potential impacts of the Project related to displacement of housing or people are discussed in detail in Section 4.13 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that no significant impacts related to displacement of housing or people will occur as a result of development of the Project; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.13 of the Revised Final EIR Part 4 Volume 3, the WLC Project site currently contains seven rural residences. At the Commission meeting on May 22, 2012, some of the existing residents stated that they did not want to be included in the Specific Plan. After deliberation, the Commission decided to include the rural properties in the Specific Plan in the interest of comprehensive land planning for the WLC property. These properties continue as non- conforming uses, and the WLC Specific Plan designates these properties as "Light Logistics" (LL), which allows for future industrial-related uses (vehicle storage, light assembly, etc.). In this way, the WLC Specific Plan does not remove or displace any of the existing residents or residences from the Project site. As large warehouse buildings are developed near or adjacent to these residences, it may become less desirable to reside within the WLC Specific Plan area; however, the Project itself does not cause housing displacement.

Therefore, impacts to the seven on-site residences would not be considered a significant housing impact. For these reasons, the WLC Specific Plan will not have significant population or housing impacts related to displacing substantial numbers of people or existing housing.

The *Fiscal and Economic Impact Study World Logistics Center Moreno Valley, California* ("Study") prepared by DTA in 2014 concluded that the WLC Project would generate 20,307 direct jobs/employees to the City. Section 4.13.5.3 of the 2015 FEIR determined that the WLC Project is consistent with the 2011 Housing Element, and it will not displace substantial numbers of existing housing or necessitate the construction of replacement housing elsewhere. Therefore, no significant displacement impacts relative to people or housing are expected to occur, and no mitigation is required. (Revised Final EIR Part 4 Volume 3, pgs. 4.13-18 to 4.13-19).

c. Cumulative Population and Housing Impacts

Potential Significant Impact: Whether the Project could cause an increase in population and housing that is substantial in relation to the past, current, and probable future projects.

Findings: Potential impacts of the Project related to cumulative impacts of the Project on housing or population are discussed in detail in Section 4.13 of the Revised Final EIR Part 4 Volume 3 and Section 6.13 of the Revised Final EIR Part 3. Based on the entire record before us, this Commission finds that no significant impacts related to cumulative impacts on housing or population will occur as a result of development of the Project and, therefore, no mitigation is required.

Fact Supporting the Findings: The cumulative area for the discussion of population and housing impacts is the City of Moreno Valley. The development of the WLC Project site is governed by the existing WLC Specific Plan. The Project would not contribute to substantial population growth and therefore would not result in an increased demand on the current or future housing in the region. In addition, the Moreno Valley area is considered housing rich and jobs poor by the Southern California Association of Governments, so the loss of population (and planned housing) would actually be a regional benefit according to its Regional Transportation Plan. The Project may result in an influx of new workers who would need to locate temporarily or permanently in the area, but the City has an overabundance of existing housing stock due to current market conditions. Implementation of the WLC Project would actually benefit population and housing conditions relative to employment and jobs/housing ratio and, therefore, not result in cumulatively adverse impacts to population or housing. The WLC Project would also not significantly induce growth into areas where growth was not previously anticipated since the WLC Project area represents the last largest remaining vacant land in the City of Moreno Valley. (Revised Final EIR Part 4 Volume 3, pg. 6.13-1 to 6.13-10).

12. Public Services and Facilities

a. Law Enforcement Services and Facilities

Potential Significant Impact: Whether the Project would result in substantial adverse physical impacts associated with the provision of new or physically altered law enforcement facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police services.

Findings: Potential impacts of the Project related to law enforcement services and facilities are discussed in detail in Section 4.14 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that no significant impacts related to law enforcement services or facilities will occur as a result of development of the Project; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.14 of the Revised Final EIR Part 4 Volume 3, the WLC Specific Plan requires building and site design characteristics that specifically support police services by encouraging buildings that are safe and can be secured by design, fencing, security services, etc. The WLC Specific Plan design guidelines are consistent with the goals of the General Plan relative to police protection and site design. In addition, future development within the WLC Specific Plan will be required to comply with the City's Development Impact Fee (DIF) requirements as new development is constructed. It is anticipated that DIF revenues will help fund additional equipment needs and increased property taxes would help fund increased service or staffing needs. Therefore, the Project will have less than significant impacts relative to police service, and no mitigation is required. (Revised Final EIR Part 4 Volume 3, pgs. 4.14-4 to 4.14-7).

b. Fire Protection Services and Facilities

Potential Significant Impact: Whether the Project would result in substantial adverse physical impacts associated with the provision of new or physically altered fire-fighting facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police services.

Findings: Potential impacts of the Project related to fire-fighting services and facilities are discussed in detail in Section 4.14 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that no significant impacts related to fire protection or facilities will occur as a result of development of the Project; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.14 of the Revised Final EIR Part 4 Volume 3, the WLC Specific Plan will dedicate a new 1.5-acre urban fire station site within its boundaries to allow for expansion of fire protection services as the Project develops (see WLC Specific Plan Section 2.2.6). The WLC Specific Plan indicates the new fire station will be at the north end of Planning Area 11. The WLC Specific Plan also requires building and site design characteristics that specifically support fire services by encouraging buildings that are safe and can be secured by design, fencing, security services, etc. The WLC Specific Plan design guidelines are consistent with the goals of the General Plan relative to fire protection and site design. Finally, future development within the WLC Specific Plan area will be required to comply with the City's DIF requirements as new development is constructed. Therefore, the Project will have less than significant impacts relative to fire protection service, and no mitigation is required. (Revised Final EIR Part 4 Volume 3, pgs. 4.14-10 to 4.14-13).

c. School Facilities

Potential Significant Impact: Whether the Project would result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, the construction of which could cause significant environmental impacts.

Findings: Potential impacts of the Project related to school facilities are discussed in detail in Section of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that no significant impacts related to school facilities will occur as a result of development of the Project; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.14 of the Revised Final EIR Part 4 Volume 3, the Project contains no residential development, so it would not cause a significant increase in the local population that would increase the number of students attending local schools. Since payment of the school impact fees is required of all projects within Moreno Valley Unified School District and San Jacinto Unified School District boundaries, impacts to school services and facilities would not occur. The WLC Project is also consistent with the applicable General Plan policies as it will assist in the provision of adequate school facilities by providing legally required development impact fees. Accordingly, impacts to the environment resulting from new or expanded school facilities would not occur, resulting in a less than significant impact and no mitigation is required. (Revised Final EIR Part 4 Volume 3, pg. 4.14-15 to 4.14-17).

d. Parks, Recreation, and Trails

Potential Significant Impact: Whether the Project would result in increased use of existing neighborhood and regional parks or other recreational facilities (e.g., trails) where substantial physical deterioration would occur or be accelerated or result in construction or expansion of recreational facilities that would have an adverse physical effect on the environment.

Findings: Potential impacts of the Project related to parks, recreation, and trails are discussed in detail in Section 4.14 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that no significant impacts related to parks, recreation, or trails will occur as a result of development of the Project; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.14 of the Revised Final EIR Part 4 Volume 3, there is a potential for the Project to indirectly generate new residents in the City, although predicting the exact number would be too speculative. Increases in the City's population from future residential development will help fund new parks and trails through dedications of land and the payment of Development Impact Fees.

In November 2015, the City Council approved a General Plan Amendment to the Master Plan of Trails to reduce the extent of trail systems in the area to reflect the change from a residential neighborhood (Moreno Highlands) to a non-residential neighborhood (World Logistics Center). Trail linkages are provided in the WLC Project to extend existing trail routes from the western edge of the Project to the east, providing for future linkages to Gilman Springs Road, to the Lake Perris State Recreation Area, and to the San Jacinto Wildlife Area.

Implementation of these new trails and the General Plan Amendment (i.e., revised Master Plan of Trails) will allow the Project to be consistent with the General Plan policies relative to trails. The Project is consistent with the City General Plan policies relative to parks, recreation, and trails.

The WLC Specific Plan provides connections to existing trails to the west and southwest, and a connection to and trailhead for a future planned trail in the San Jacinto Wildlife Area south of the site, as outlined in Section 3.4.2, *Multi-Use Trails*, and as shown on Figure 3-17 of the Specific Plan. In addition, future development within the WLC Specific Plan area will pay applicable DIFs to offset any potential impacts to parks or recreational services. Based on this, the Project will not create significant impacts on parks, recreation, or trails.

The Project does not include the construction or expansion of a recreational facility since it would not create any substantial demands on recreational facilities. The Project would have a less than significant impact on population or housing; therefore, no new demand on existing park facilities would occur, and no expansion of existing parks or the construction of new parks would be required. (Revised Final EIR Part 4 Volume 3, pgs. 4.14-17 to 4.14.25).

e. Cumulative Public Services and Facilities and Parks, Recreation, and Trails Impacts

Law Enforcement Services and Facilities

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would have significant cumulative impacts associated with the provision of new or physically altered law enforcement facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police services.

Findings: Potential cumulative impacts of the Project related to law enforcement services and facilities are discussed in detail in Section 6.14 of the Revised Final EIR Part 3. Based on the entire record before us, the

Planning Commission finds that the Project contribution to significant environmental effects from new or altered law enforcement facilities would be less than cumulatively considerable; therefore, no mitigation is required.

Facts in Support of the Findings: The cumulative impact geographic area for police protection services is the City of Moreno Valley. Police protection services for the City, including the project and cumulative development, is provided by the City of Moreno Valley Police Department (MVPD), which contracts police services from the Riverside County Sheriff's Department (RCSD).

In general, impacts to the MVPD services and facilities during the construction of cumulative development would be addressed as part of each cumulative project's development review process conducted by the City. During construction of cumulative development, equipment and building materials could be temporarily stored on the cumulative project sites, which could result in theft, graffiti, and vandalism. Many cumulative project sites are located in areas of moderate to high vehicular activity from nearby streets. In addition, the construction sites of the cumulative projects would be fenced along the perimeters, when applicable, with the height and fence materials subject to review and approval by the City. Temporary lane closures may be required for right-of-way frontage improvements and utility construction. However, these closures would be temporary in nature and in the event of partial lane closures, both directions of travel on area roadways and access to the cumulative project sites would be maintained. Due to their proximity to the Project site, should project construction occur concurrently with the construction of cumulative projects MV-4, MV-5, MV-6, and MV-126, coordination with these construction sites would be implemented through each cumulative project's respective construction traffic management plan, if applicable, which would ensure emergency access and traffic flow are maintained on adjacent right-of-ways. In addition, construction-related traffic generated by the cumulative development would not significantly impact the MVPD responses within the vicinities of the cumulative projects as emergency vehicles normally have a variety of options for avoiding traffic, such using sirens to clear a path of travel or driving in the lanes of opposing traffic.

According to the MVPD, there are no planned improvements for the MVPD facilities.1,2 If expanded police facilities were determined warranted by the MVPD, and were foreseeable, the impacts of the construction and operation of such a station would be analyzed at that time under CEQA as a project independent of the cumulative development. Moreover, the expansion of any police station would likely be on an infill lot potentially less than an acre in size. Generally, development associated with typical police stations is unlikely to result in significant unavoidable impacts, and projects involving the construction or expansion of a police station are typically anticipated to be addressed pursuant to CEQA through the use of a Class 32 categorical infill exemptions (CEQA Guidelines Section 15332) or (mitigated) negative declarations since they are likely relatively small structures on infill parcels. Accordingly, the need for additional police protection services as part of an unplanned or expanded police station at this time is not an environmental impact of a project or one that a project is required to be mitigated.

It is expected that the cumulative projects (particularly those of a larger nature) would be subject to discretionary review by the MVPD on a project-by-project basis to ensure that sufficient security measures are implemented to reduce potential impacts to police protection services. Many of the cumulative projects would also be expected, when applicable, to provide on-site security, personnel and/or design features for their

residents and patrons per standard development practices for the given uses. Further, the City would collect development impact fees from the cumulative projects that would be used to fund the MVPD expenditures as necessary to offset any cumulative incremental impact from each cumulative project on police protection services. The protection of public safety is the first responsibility of local government, and local officials have an obligation to give priority to the provision of adequate public safety services, which are typically financed through the City general funds.

With regard to emergency response times, cumulative projects would introduce new uses which would generate additional traffic in the vicinity of the cumulative development. Traffic from the cumulative development could have the potential to affect emergency vehicle response times to the cumulative project sites and surrounding properties due to travel time delays caused by the additional traffic. Emergency vehicles would access the cumulative project sites directly from the surrounding roadways. The drivers of emergency vehicles have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. As such, emergency access to the vicinity of cumulative development would be maintained at all times, and the increase in cumulative traffic generated by cumulative development would not significantly impact emergency vehicle response times. Further, consistent with the *City of Hayward v. Trustees of California State University*, 242 Cal.App.4th 833 (2015), potential impacts on emergency response times are not an environmental impact that CEQA requires a project to mitigate.

The Project is located in an area of high vehicular activity and would provide construction fencing and private security during construction. As such, the Project would not cause a significant impact to police protection services during construction. Therefore, the Project's contribution to cumulative impacts during construction on the MVPD's emergency response would not be cumulatively considerable.

The Project would be designed and operated per applicable standards required by the City for new development in regard to public safety. The Project would be required to pay the applicable development impact fees to the City. Similar to cumulative development, the drivers of emergency vehicles would have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. Therefore, the Project's contribution to cumulative impacts to MVPD facilities would not be cumulatively considerable. Therefore, the Project would result in a less than cumulatively considerable contribution to the need for the construction of new, or expanded police facilities and, as such, cumulative impacts on police protection services would be less than significant. (Revised Final EIR Part 3, pg. 6.14-19 through 6.14-20).

Fire Protection

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would have significant cumulative impacts associated with the provision of new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection.

Findings: Potential cumulative impacts of the Project related to fire protection services and facilities are discussed in detail in Section 6.14 of the Revised Final EIR Part 3. Based on the entire record before us, the Planning Commission finds that no significant cumulative impacts related to fire protection services or facilities will occur as a result of development of the project; therefore, no mitigation is required.

Facts in Support of the Findings: The cumulative impact geographic area for fire protection is the City of Moreno Valley. Fire protection for the City, including the Project and cumulative development, is provided by the City of Moreno Valley Fire Department (MVFD), which contracts with the Riverside County Fire Department (RCFD).

In general, impacts to the MVFD services and facilities during the construction of cumulative development would be addressed as part of each cumulative project's development review process conducted by the City. Construction activities associated with cumulative development may temporarily increase the demand for fire protection and emergency medical services, and may cause the occasional exposure of combustible materials, such as wood, plastics, sawdust, covering and coatings, to heat sources including machinery and equipment sparking, exposed electrical lines, welding activities, and chemical reactions in combustible materials and coatings. However, in compliance with the requirements of the California Occupational Safety and Health Administration (OSHA), all construction managers and personnel of cumulative development would be trained in fire prevention and emergency response. Further, fire suppression equipment specific to construction of the cumulative development would be maintained on the cumulative project sites. As applicable, all cumulative construction activities would be required to comply with the 2013 California Building Code (CBC); the 2013 California Fire Code (CFD); and the City's Fire Code.

Construction activities may involve temporary lane closures of right-of-way frontage improvements and utility construction. However, these closures would be temporary in nature and in the event of partial lane closures, both directions of travel on area roadways and access to the cumulative project sites would be maintained. Due to their proximity to the Project site, should project construction occur concurrently with the construction of cumulative projects MV-4, MV-5, MV-6, and MV-126, coordination with these construction sites would be implemented through each cumulative project's respective construction traffic management plan, if applicable, which would ensure emergency access and traffic flow are maintained on adjacent right-of-ways. In addition, construction-related traffic generated by the cumulative development would not significantly impact MVFD response within the vicinities of the cumulative projects as emergency vehicles normally have a variety of options for avoiding traffic, such using sirens to clear a path of travel or driving in the lanes of opposing traffic.

During operation, although the cumulative demand on MVFD services would increase, cumulative impacts on fire protection and emergency medical services would be reduced through each cumulative project's regulatory compliance and site-specific design and safety features. Each cumulative project would be subject to the required review by the MVFD for compliance with Fire Code and Building Code regulations related to emergency response, emergency access, fire flow, and fire safety that would reduce potential cumulative impacts to fire protection and emergency services. Further, the City would collect development impact fees from cumulative projects that would be used to fund MVFD expenditures as necessary to offset any cumulative incremental impact from each cumulative project on fire protection services. The protection of public safety is the first responsibility of local government, and local officials have an obligation to give priority to the provision of adequate public safety services, which are typically financed through the City general funds.

Cumulative project sites which are located in Very High Fire Severity Zone (VHFSZ) and susceptible to wildland fire hazards would adhere to the special construction features set forth in Chapter 7A of the CBC. Further, any significant risk of loss, injury, or death involving wildland fires, would be minimized to the

maximum extent feasible through implementation of cumulative project-specific fuel modification plans, if applicable, that would be subject to review and approval by the MVFD.

The Project would be subject to the required review of the MVFD for compliance with the Fire Code and Building Code regulations related to emergency response, emergency access, fire flow, and fire safety that would reduce potential impacts to fire protection and emergency services. The Project includes a future 1.5-acre urban fire station within its boundaries to be dedicated to the City to help offset increased fire service needs. The new fire station will be located at the north end of Planning Area 11 and is required to be built during Phase I. Placement of the new fire station is subject to review and approval by the Fire Chief. As portions of the Project site are located within a State-designated VHFSZ, the Project would comply with Chapter 7A of the CBC. Further, the Project would be required to pay the applicable development impact fees to the City. Compliance with payment of fees could further offset the cumulative impact from the cumulative projects on the Project's proposed fire station. Therefore, the Project would result in a less than cumulatively considerable contribution to the need for the construction of new, or expanded fire facilities and, as such, cumulative impacts on fire protection services would be less than significant (Revised Final EIR Part 3, 6.14-21 through 6.14-22).

Schools

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would have significant cumulative impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools.

Findings: Potential cumulative impacts of the Project related to school facilities are discussed in detail in Section 6.14 of the Revised Final EIR Part 3. Based on the entire record before us, the Planning Commission finds that the Project's contribution to significant environmental effects from new or altered school facilities would be less than cumulatively considerable; therefore, no mitigation is required.

Facts in Support of the Findings: Construction of the cumulative development would require the participation of construction employees who would be hired from a mobile regional construction work force that moves from project to project. Typically, construction workers pass through various development projects on an intermittent bass as their particular trades are required. Given the mobility and short durations of work at a particular site, and a large construction labor pool that can be drawn upon in the region, construction employees would not be expected to relocate their residences within this region or move from other regions as a result of their work on the cumulative development. Accordingly, construction of cumulative development is not anticipated to generate new students needing to attend local schools within the MVUSD or SJUSD.

The MVUSD and SJUSD monitors enrollment numbers at all schools within their districts. Seating shortages can be addressed through changes in attendance boundaries and new/expanded school facilities. Nonetheless, cumulative development is expected to generate students that would attend local schools within the MVUSD and SJUSD. As such, this cumulative development could require new or expanded school facilities. The cumulative projects would be required to pay development fees for schools to the MVUSD or SJUSD prior to the issuance of grading permits pursuant to SB 50. Pursuant to Government Code Section 65995, the payment

of developer fees would be considered full and complete mitigation of schools impacts by cumulative development.

Construction of the Project is not anticipated to generate new students needing to attend local school within the MVUSD or SJUSD. The project does not include residential uses but is expected to generate approximately 15,000 to 25,000 new jobs in the City. According to Section 4.14.3.5 of the Revised Final EIR Part 4 Volume 3, it is speculative to estimate how many workers would actually live within the City and how many would commute from the surrounding area. Although the exact number is speculative, any increase is not expected to be substantial and would not generate significant new demands related to the need for new or altered schools. Further, the Project would be required to pay development fees pursuant to SB 50. Therefore, the Project's contribution to cumulative impacts to school facilities would be less than cumulatively considerable (Revised Final EIR Part 3, pg. 6.14-23).

Parks, Recreation, and Trails.

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would have significant cumulative impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks, recreation, and trails.

Findings: Potential cumulative impacts of the Project related to parks, recreation, and trails are discussed in detail in Section 6.14 of the Revised Final EIR Part 3. Based on the entire record before us, the Planning Commission finds that the Project's contribution to the deterioration of existing park, recreation and trail facilities would be less than cumulatively considerable; therefore, no mitigation is required.

Facts in Support of the Findings: Most park visits originate from residential uses. Typically, employees are engaged in their work during the day and do not contribute substantial demand for parks. If employees use the parks, such usage would occur during the week rather the weekend. Construction workers may visit a park to eat lunch or for recreation after a day of work. Cumulative development would increase the residential and visitor population which could create new demand on parks and recreation space in the vicinities of the cumulative projects. Some cumulative projects could include recreational facilities and open space features that would serve cumulative project residents and guests and would thereby reduce cumulative demand on public parks. Pursuant to the Quimby Act, the City would require the dedication of land, or the payment of fees for park and/or recreational facilities from the cumulative projects to offset any cumulative incremental impact from each cumulative project on parks, recreation, and trails. Therefore, with the dedication of land, or the payment of development fees, cumulative development would not substantially deteriorate or accelerate the deterioration of recreational facilities or resources.

The Project includes the development of a master-planned logistics center; no residential development is proposed. There is a potential for the Project to indirectly generate new residents in the City, although predicting the exact number would be too speculative. Trail linkages are provided as part of the Project for future linkages to Gilman Springs Road, to the Lake Perris State Recreation Area, and to the San Jacinto Wildlife Area. Future development within the Project site will pay the applicable development impact fees for

parks or recreational services. Therefore, the Project's contribution to cumulative impacts to parks, recreation, and trails would be less than cumulatively considerable.

The Project would result in less than cumulatively considerable contribution to increased use of existing neighborhood and regional parks or other recreational facilities where substantial physical deterioration would occur or be accelerated. As such, cumulative impacts on parks, recreation, and trails would be less than significant (Revised Final EIR Part 3, pg. 6.14-24).

13. Transportation

Introduction

As discussed in Section 1, Introduction, the Revised Final EIR reflects information found in the 2015 FEIR, the July 2018 RSFEIR and the responses to comments on both. The Revised Final EIR Part 3 found the discussion of transportation impacts to be in compliance with CEQA The FEIR and he RSFEIR relied upon the then governing CEQA Guidelines, including Appendix G for applicable thresholds of significance, using the Level of Service (LOS), a measure of delay,

In 2013 (effective January 1, 2014), the Legislature adopted SB 743, a new CEQA provision with respect to the criteria for determining the significance of transportation impacts of projects, mandating the preparation of revisions to the CEQA Guidelines, including the potential use of "vehicles miles traveled" (VMT) or other metrics to evaluate transportation impacts. (Cal. Publ. Res. Code § 21099.) In response to Section 21099, the 2018 revisions to the CEQA Guidelines included Section 15064.3, entitled "Determining the Significance of Transportation Impacts" which defines VMT as "the amount and distance of automobile travel attributable to a project. (Section 15064.3(a).) Importantly, under Section 21099, with the certification of the new Guidelines, "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment" under CEQA. Thus, as of December 2018, "automobile delay" is not to be considered a significant impact on the environment under CEQA. (See *Citizens for Positive Growth & Preservation v. City of Sacramento*, 43 Cal.App.5th 609, 626 (2019) (court applied Section 21099 or "existing law," holding that impacts on LOS or "automobile delay" cannot constitute a significant environmental impact under CEQA.)

CEQA Guidelines. Section 15007(b) states:

> "Amendments to the Guidelines apply prospectively only. New requirements in amendments will apply to steps in the CEQA process not yet undertaken by the date when agencies must comply with the amendments."

Section 15007(c) clarifies the timing for implementing Guideline amendments with respect to documents sent out for public review prior to the effective date of the amendments, but proposed for certification after the effective date of the amendments:

> "If a document meets the content requirements in effect when the document is sent out for public review, the document shall not need to be revised to conform to any new content requirements in Guideline amendments taking effect before the document is finally approved."

On April 23, 2020, the City of Moreno Valley Planning Commission adopted Resolution No. 2020-18 and recommended that specified VMT thresholds be adopted by the City Council, pursuant to SB743. However, the City's new VMT thresholds are not yet in effect, until such time as they are adopted by the City Council.

These Findings consider Section 21099 and the proposed City's new VMT thresholds. When the FEIR, Revised Final EIR Part 4 Volume 3 was certified in 2015 and when the RSFEIR, Revised Final EIR Part 3 was circulated for public review in July 2018, the use of "Level of Service" criteria was an accepted threshold of significance for the evaluation of transportation impacts and LOS criteria were relied upon in those documents. In addition, although the transportation section was updated in the July 2018 RSFEIR, the transportation section of the 2015 FEIR, Revised Final EIR Part 4, Volume 3 was upheld by the Superior Court (see Topical Response C to the December 2019 Recirculated Draft RSFEIR). Accordingly, for consistency with those prior CEQA documents and in conformance with the Superior Court's decision, these Findings consider "Level of Service" criteria for purposes of evaluating the significance of transportation impacts. In addition, however, these Findings also consider transportation impacts based on the City's proposed VMT thresholds. However, because the RSFEIR and the Draft Recirculated RSFEIR were sent out for public review before the effective date of CEQA Guidelines Section 15064.3, VMT is not considered to be a significant impact under CEQA. Therefore, the analysis of the Project's VMT impact is provided for information purposes only.

Qualitative Considerations Regarding VMT

Internal Trip Capture. The 2018 TIA does not assume any internal trip capture, as a conservative estimate of total daily trips, and therefore provides a conservative estimate of VMT. The Project is a master-planned logistics campus with forward-thinking provisions to take advantage of modern technology, logistics and telecommunications. Based on other similar logistics campuses in the United States and globally, it is anticipated that a number of its larger tenants will seek to minimize external truck traffic (and therefore reducing VMT) by collaborating on tenant to tenant supply needs, some of which will be met through transferring supplies between tenants within WLC, without leaving the campus. In addition, it is WLC anticipated that industry clusters will form, where several similar industries would co-locate to provide added efficiencies in logistics, including allowing for internal fulfillment of material shipping needs, again avoiding external trips and associated VMT. The net effect of this VMT reduction through internal trip capture is difficult to estimate and was therefore not factored into the VMT analysis. However, there is reasonably foreseeable certainty that some level of internal trip capture will occur.

Efficiencies in Logistics Operations. In addition to internal trip capture, it is reasonably foreseeable that some WLC tenants will coordinate inbound and outbound truck shipments to combine loads, minimize empty inbound and outbound trucks, and collaborate in other ways to maximize logistics efficiencies and minimize shipping costs, in part by minimizing the frequency of truck shipments, thereby reducing truck trips and associated VMT. As with internal trip capture, although this is difficult to estimate and therefore was not factored into the EIR, it is reasonable to expect some level of truck trip and VMT reduction due to efficiencies in logistics operations with a large master-planned campus such as WLC.

Employee commute trips. Most often an important strategy for reducing VMT in a community is to improve the local jobs/housing balance by increasing the number of employment opportunities. As such, it is reasonable

to expect that increasing local employment opportunities will reduce the average commuter trip lengths of residents, resulting in a net decrease to regional net VMT. This is discussed at length within the Revised Final EIR Part 3 (pages 4.15-50 through page 4.15-51), as well as in Response to Comment 2-F1-15 and Response to Comment 2-F1-46 (addressing The Sustainable Freight Action Plan) of the Responses to Comments to the 2019 Recirculated Sections, Revised Final EIR Part 2, and the supplemental VMT memo provided as Attachment A to these Findings.

Truck trips related to shipping activities. Page 4 of the Office of Planning and Research (OPR) concerning VMT analysis guidance indicates that, although heavy vehicle traffic can be included for analysis convenience, the provided analysis requirements are specific to passenger-vehicles and light duty trucks.[8] While it may be appropriate to consider heavy vehicle traffic if directed by the lead agency, it is generally understood that Interstate commerce and related heavy vehicle traffic are regulated by the federal government as it relates to commerce. Irrespective of this and considering that the end-users are unknown at this time (so the nature of the business enterprise and its probable origins and destinations are unknown), it is reasonable to assume that the ultimate end users will select this location, at least in part, as to how it affects their transportation costs. Most often businesses which have shipping as a significant part of their operations are sensitive to transportation costs and their relative proximity to customers and suppliers. Accordingly, it is reasonable to assume that warehouses are often located in a manner to reduce VMT given that it is the interest of the business.

Discussion of Transportation Findings

a. Air Traffic Patterns

Potential Significant Impact: Whether the Project would result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

Findings: Potential impacts of the Project related to air traffic patterns are discussed in detail in Section 4.15 of the Revised Final EIR Part 3. Based on the information contained in the Revised Final EIR, the Project is allowed to occur within Airport Influence III of the March Inland Port (MIP) and this Planning Commission finds that no significant impacts related to air traffic patterns will occur as a result of development of the Project; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.15 of the Revised Final EIR Part 3, airport facilities within the vicinity of the Project site include the March Air Field (MAF), which is part of the March Air Reserve Base (MARB). The MARB Redevelopment Project Area includes the entire 6,500-acre former active duty base area, and approximately 450 acres adjacent to the base in the industrial area of the City of Moreno Valley. To implement the MARB Redevelopment Project Area and to facilitate the transition of a portion of the MARB from military to civilian uses, the March Joint Powers Authority, (March JPA) consisting of the County of Riverside and the Cities of Moreno Valley, Perris, and Riverside, was formed. The March JPA along with the U.S. Air Force pursued the establishment of March Air Field as a joint use airport.

The Department of the Defense (Air Force) completed an Air Installation Compatible Use Zone (AICUZ) study for MARB in 1998 (updated in 2005). The AICUZ study was designed and is intended to aid in the

[8] http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf (accessed March 31, 2020).

development of compatible land uses in non-government areas surrounding military airfields to protect public safety and health. The study established three zones based on potential crash patterns: a Clear Zone and two Accident Potential Zones (APZs). The Clear Zone reaches from along the extended runway centerline to a distance of 3,000 feet, APZ 1 extends from 3,000 feet to 8,000 feet, and APZ II extends from 8,000 feet to 15,000 feet. According to the AICUZ, outside of the Clear Zone and APZs "the risk of aircraft accidents is not significant enough to warrant special consideration in land use planning." The Project site is not located within a Clear Zone, APZ 1, or APZ 2 for MAF as designated by the Air Force 2005 AICUZ Study. In addition to the AICUZ, Airport Influence Area boundaries around MAF have been adopted by County of Riverside Airport Land Use Commission (ALUC) in its Airport Land Use Plan (ALUP). Portions of the Project within the foothills are located within the High Terrain Area of Influence.

The Project site is approximately 5.5 miles east of MAF. A portion of the Project is in the foothills to the south of where Brodiaea Avenue ends, over to World Logistics Center Parkway, and is located within the High Terrain Influence Area. As part of the standard process for development within High Terrain Influence Areas for MAF, Projects are required to be reviewed by the ALUC for consistency with the ALUP when objects are higher than 35 feet. As a standard condition imposed during ALUC reviews, development located within the boundaries of the High Terrain Influence Area are required to provide navigation easements. Development that is allowed to occur within the High Terrain Airport Influence Area would not include any features that would alter air traffic patterns or the level of air traffic; therefore, a less than significant air safety impact would occur, and no mitigation is required. (Revised Final EIR Part 3, pp. 4.15-47 to 4.15-48).

b. Design Features or Incompatible Uses

Potential Significant Impact: Whether the Project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Findings: Potential impacts of the Project related to design features or incompatible uses are discussed in detail in Section 4.15 of the Revised Final EIR Part 3. Based on the entire record before us, this Planning Commission finds that no significant impacts related to design features or incompatible uses will occur as a result of development of the Project and, therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.15 of the Revised Final EIR Part 3, the design of roadways must provide adequate sight distance and traffic control measures. This provision is normally realized through roadway design to facilitate roadway traffic flows. Roadway improvements in and around the Project site would be designed and constructed to satisfy all City and Caltrans requirements for street widths, corner radii, intersection control as well as incorporate design standards tailored specifically to Project access requirements. Adherence to applicable City requirements would ensure the Project would not include any sharp curves or dangerous intersections.

Temporary impacts associated with the construction of infrastructure improvements included as a part this Project may temporarily restrict vehicular traffic or cause temporary hazards. The construction of infrastructure would coincide with roadway improvements, which would include road or lane closures as well as the presence of construction workers and equipment on public roads. Construction operations would be required to implement adequate measures to facilitate the passage of people and vehicles through/around any required

road or lane closures. Site-specific activities, such as temporary construction activities, are finalized on a project-by-project basis by the City and are required to ensure adequate traffic flow. At the time of approval of any site-specific plans required for the construction of infrastructure as a part of typical conditions of approval, the Project would be required to implement measures that would maintain traffic flow and access. In the absence of a roadway design hazard, no impact would occur; therefore, no mitigation is required.

As identified in the Project TIA, the Project would not produce a significant safety risk and appropriate safety features are already present on roads near local schools. Other than Perris Boulevard, which would experience a small number of Project trucks (22 and 25 medium and heavy-duty trucks in the a.m. and p.m. peak hours, respectively), none of the other truck routes would result in Project trucks traveling near local schools. The safety impact of Project-related passenger cars along streets near local schools was also evaluated by reviewing existing pedestrian facilities and collecting pedestrian counts at the intersections along Project truck routes. All pedestrian crossings at signalized intersections near schools are protected. Crosswalks near schools are striped in yellow (per the California Manual on Traffic Control Devices page 1,282). In most cases, sidewalks exist along roadways and lead to the striped, protected crosswalks at the intersections. Intersection and roadway features along Project truck routes were reviewed and it was determined that adequate pedestrian amenities already exist in the form of protected crossings, crosswalks, curb ramps, and pedestrian signals. For these reasons, Project passenger cars and trucks would not create unsafe conflicts with pedestrians. (Revised Final EIR Part 3 pgs. 4.15-48 to 4.15-49). Therefore, project implementation would cause a less than significant impact due to design hazard features.

c. Inadequate Emergency Access

Potential Significant Impact: Whether the Project would result in inadequate emergency access.

Findings: Potential impacts of the Project related to emergency access are discussed in detail in Section 4.15 of the Revised Final EIR Part 3. Based on the entire record before us, this Planning Commission finds that no significant impacts related to emergency access will occur as a result of development of the Project; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.15 of the Revised Final EIR Part 3, construction activities that may temporarily restrict vehicular traffic would be required to implement adequate measures to facilitate the passage of people and vehicles through/around any required road closures. Site- specific activities such as temporary construction activities are finalized on a project-by-project basis by the City and are required to ensure adequate emergency access.

The roadway improvements that will take place as a part of this Project will improve the traffic circulation in the area. For example, emergency vehicles that currently pass through the site using either World Logistics Parkway or Alessandro Boulevard would continue to have those routes available to them, and these roads will be upgraded to arterial standards within the Project limits. Access to Alessandro Boulevard would be provided by a connection to Redlands Boulevard at Cactus Avenue instead of a direct extension to Alessandro Boulevard. The change would not lengthen the distance between Gilman Springs Road and the Riverside Community Regional Medical Center on Cactus Avenue or the route to and from the Kaiser Moreno Valley Community Hospital on Iris Avenue. The extension of Eucalyptus Avenue through the Project area would

improve access between the Project site and the nearest existing fire station (the Moreno Beach fire station). As a condition of approval, the Project will also be required to construct a fire station on site.

These roadway improvements of the Project would enhance the ability of emergency vehicles to access the Project as well as the surrounding properties. Access to the Project site is designed to accommodate large trucks with trailers used for the distribution of goods to and from the warehouses. This would provide ample vehicular access for emergency vehicles. During the operational phase of the Project, on- site access would be required to comply with standards established by the City Public Works Department. The size and location of fire suppression facilities (e.g., hydrants) and fire access routes would be required to conform to Fire Department standards. As required of all development in the City, the operation of the Project would conform to applicable Uniform Fire Code standards. The submittal of such plans would be considered a condition of approval, which would be part of the permitting process initiated by the applicant and approved by the City in accordance with City standards. As with any development, access to and through the Project would be required to comply with the required street widths, as determined in the California Building Code (CBC), Master Plan of Streets, and the Uniform Fire Code. Therefore, implementation of the Project would not significantly impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; therefore, no mitigation is required. (Revised Final EIR Part 3 pp. 4.15-49)

d. Alternative Transportation

Potential Significant Impact: Whether the Project would conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Findings: Potential impacts of the Project related to alternative transportation are discussed in detail in Section 4.15 of the Revised Final EIR Part 3. Based on the entire record before us, this Planning Commission finds that no significant impacts related to alternative transportation will occur as a result of development of the Project; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.15 of the Revised Final EIR Part 3, the Project would result in the development of employment opportunities and would therefore reduce vehicle miles traveled for the region. The provision of additional employment options in proximity to existing residential development in the City will help reduce local vehicle miles traveled as the employment generated by the Project slowly improves the City's job/housing ratio, and more local jobs are created for City residents.

Although there is currently no transit service in the Project area, the proposed Project would be designed to accommodate bus access on all Project streets. Bus turnouts and shelters would be provided at all active bus stops. It is expected that transit service would be provided once the Project reaches a transit-supportable level of operations. Candidate streets for future bus routes within the project limits are Eucalyptus Avenue, Street C, Street E, and Street F as shown in WLC Specific Plan Figure 3-14 of the Revised Final EIR Part 3. Therefore, the proposed project is consistent with City policies encouraging alternative transportation.

The WLC Specific Plan provides for connections to existing trails to the west along Redlands Boulevard, and to the southwest along Cactus Avenue. In addition, the WLC Specific Plan provides for a new trail connection

from the southwest corner of the site around the land designated as open space under the WLC Specific Plan, to connect to a future planned "trailhead" at the northwest corner of the state-owned property to the south. The WLC Specific Plan also includes a "loop" trail segment through the WLC Specific Plan along Street F to Eucalyptus Avenue and back to Redlands Boulevard (see Revised Final EIR Part 4 Volume 3 Figure 3-12, Non-Vehicular Circulation). In addition, the Project will be conditioned to provide sidewalks and landscaping treatments to allow for pedestrian access throughout the site. With these planned improvements, the Project will have less than significant impacts regarding non-vehicular circulation and no mitigation is required. Refer to discussion above for additional discussion regarding VMT and the Project's relationship to SB743.

e. Freeway Impacts from Truck Trips to the Ports of Los Angeles and Long Beach.

Potential Significant Impact: Whether the Project could cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the freeway system.

Findings: Potential impacts of the Project related to the increase in traffic volumes are discussed in detail in Section 4.15 and Appendix F of the Revised Final EIR Part 3. Based on the entire record before us, this Planning Commission finds that the Project would result in a less than significant impact for freeways segments from truck trips to the Ports of Los Angeles and Long Beach and no mitigation is required.

Facts in Support of the Findings: The potential for traffic impacts along the SR-60 and SR-91 corridors was assessed by manually adding the forecasts for WLC trucks under 2040 buildout conditions to and from the port to the No-Project condition from the SCAG model. Because the ports and the freeways leading to them are in Los Angeles County, the threshold of significance for the analysis was taken from the Los Angeles County Congestion Management Program (CMP). The CMP states that a significant impact would be deemed to occur if the project increased demand on a highway by at least 2 percent causing LOS F or, if the highway facility already operates at LOS F, then a significant impact would be deemed to occur if the project increases traffic demand by 2 percent or more of capacity.

The Revised Final EIR Section 4.15.6.5 included an analysis of the Project's impacts to each section of the SR-60 and SR-91 corridors and in each direction, for both the a.m. and p.m. peak periods, for the 2018, 2025, and 2040 scenarios. The addition of the WLC traffic would increase freeway traffic volume ranging from 0.03 percent to 0.48 percent of non-project traffic, and therefore would not cause a significant impact on any segment of these freeways.

14. Utilities and Service Systems

a. Construction or Expansion of Water Treatment Facility

Potential Significant Impact: Whether the Project would require the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.

Findings: Potential impacts of the Project related to construction or expansion of water treatment facilities are discussed in detail in Section 4.16 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before

us, this Commission finds that no significant impacts that would cause the construction or expansion of water treatment facilities will occur as a result of development of the Project; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.16 of the Revised Final EIR Part 4 Volume 3, the Metropolitan Water District has analyzed the reliability of water delivery through the State Water Project (SWP) and the Colorado River Aqueduct. Metropolitan's Integrated Resources Plan and 2010 and 2015 Regional Urban Water Management Plan conclude that, with the storage and transfer programs developed by Metropolitan, there will be a reliable source of water to serve its member agencies' needs through 2040. [9]

All necessary water distribution facilities would be installed simultaneously with required roadway frontage improvements for each phase of development of the WLC Project. Therefore, the connection to the existing water delivery system would not result in substantial disturbance of existing roadways or water facilities. As previously identified, the potable water demand that would be required for the WLC Project would total 1,991.25 acre-feet per year (AFY). The amount of water demand would be within the existing available supply even with a reduction in deliveries from the State Water Project (SWP). Imported sources of water will be supplemented by an increase in desalination of brackish groundwater, recycled water use, and water use efficiency, and implementation of aggressive conservation measures by the EMWD. The WLC Project would not require the construction of new water treatment facilities or expansion of existing facilities, which could cause significant environmental effects. (Revised Final EIR Part 4 Volume 3, pgs. 4.16-13 to 4.16-15).

b. Wastewater Treatment Requirements

Potential Significant Impact: Whether the Project would exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board (RWQCB).

Findings: Potential impacts of the Project related to construction or expansion of water treatment facilities are discussed in detail in Section 4.16 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that no significant impacts that would exceed wastewater treatment requirements of the applicable RWQCB as a result of development of the Project; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.16 of the Revised Final EIR Part 4 Volume 3, The WLC Project would result in a connection to the sewer line underlying Redlands Boulevard in the vicinity of the intersection of Redlands Boulevard and Brodiaea Avenue. It is anticipated that all wastewater generated by the WLC Project would be routed to and treated by the Moreno Valley Regional Water Reclamation Facility (MVRWRF). The MVRWRF is a publicly owned treatment works (POTW), so operational discharge flows treated at the MVRWRF would be required to comply with waste discharge requirements contained within the waste discharge requirements for that facility. Compliance with condition or permit requirements established by the City, and waste discharge requirements at the MVRWRF would ensure that discharges into the wastewater treatment facility system from the operation of the WLC Project would not exceed applicable Santa Ana RWQCB wastewater treatment requirements. Expected wastewater flows from the WLC Project will not

[9] Metropolitan Water District of Southern California. 2015 Urban Water Management Plan. Available online: https://wuedata.water.ca.gov/public/uwmp_attachments/9284070670/Metropolitan%20Water%20District%20of%20Southern%20Califonia%202015%20UWMP.pdf. [Accessed April 2020]

exceed the capabilities of the serving treatment plant, so no significant impact related to this issue would occur and no mitigation would be required. (Revised Final EIR Part 4 Volume 3, pgs. 4.16-28).

c. Wastewater Treatment Capacity and/or New or Expanded Wastewater Treatment Facilities

Potential Significant Impact: Whether the Project would result in a determination by the wastewater treatment provider, which serves or may serve the Project, that it lacks adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments or require the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Findings: Potential impacts of the Project related to adequate water supply are discussed in detail in Section 4.16 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that no significant impacts related to wastewater treatment capacity or need for new or expanded wastewater treatment facilities will occur as a result of development of the Project; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.16 of the Revised Final EIR Part 4 Volume 3, the WLC Project would connect to the existing sewer pipeline underlying Redlands Boulevard in the vicinity of the intersection of Redlands Boulevard and Brodiaea Avenue. Wastewater flows from the WLC Project site would be handled by the EMWD and would be conveyed to the MVRWRF located in the southwestern portion of the City, southwest of the WLC Project site. Current capacity at this facility is 16 million gallons per day (mgd)[10]with an existing average inflow of approximately 11.2 mgd.[11] Under current conditions, the average daily surplus treatment capacity is approximately 4.5 mgd. Generally, water use, and wastewater flows are related in that wastewater is generated from indoor water uses.

Based on a square footage of 40.6 million, the wastewater generated from the logistics uses on the site is 812,000 gallons per day (gpd). An additional 5,100 gpd of flow was added to account for the in-Project fueling station. Thus, the total wastewater generated from the site is 817,100 (0.82 mgd). The additional wastewater treatment demand of 0.82 mgd resulting from development of the WLC Project totals approximately 18.2 percent of current surplus treatment capacity. The previous treatment capacity at the MVRWRF was 16 mgd. Improvements to this facility have increased capacity at this facility to 21 mgd. Ultimate expansion of this facility is expected to be 41 mgd (Revised Final EIR Part 3, pg. 6.16-45). Impacts associated with wastewater facilities would be less than significant because the amount of wastewater generated by the Project would be within the existing surplus treatment capacity at the MVRWRF. The WLC Project would not require the construction of new wastewater treatment facilities or expansion of existing facilities, which could cause

[10] *5.13 Public Services and Utilities*, City of Moreno Valley General Plan Final EIR, July 2006.

[11] Eastern Municipal Water District Moreno Valley Regional Water Reclamation Facility, http://www.emwd.org/modules/showdocument.aspx?documentid=1423, website accessed April May 4, 2020. .

significant environmental effects. Therefore, impacts associated with wastewater facilities would be less than significant and no mitigation is required. (Revised Final EIR Part 4 Volume 3, pgs. 4.16-29).

d. Solid Waste Facilities

Potential Significant Impact: Whether the Project would be served by a landfill with insufficient permitted capacity to accommodate the Project's solid waste disposal needs.

Findings: Potential impacts of the Project related to solid waste facilities are discussed in detail in Section 4.16 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that no significant impacts related to solid waste facilities will occur as a result of development of the Project; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.16 of the Revised Final EIR Part 4 Volume 3, the WLC Project is anticipated to generate approximately 104.6 tons of solid waste per day (38,164 tons/year).[12] Solid waste from the WLC Project would be hauled by Waste Management of Inland Valley and transferred to the Badlands Sanitary Landfill, located in Moreno Valley. The Badlands Sanitary Landfill has a daily permitted throughput of 4,800 tons per day, a remaining capacity of 15,748,799 cubic yards, and an estimated closure date of 2022.[13]

The volume of solid waste generated by the WLC Project per day represents 2.6 percent of the current permitted throughput and 4.5 percent of the current surplus capacity at the Badlands Sanitary Landfill. As adequate daily surplus capacity exists at the receiving landfill, development of the WLC Project would not significantly affect current operations or the expected lifetime of the landfill serving the Project area. No significant solid waste disposal impact would occur, and no mitigation is required. (Revised Final EIR Part 4 Volume 3, pgs. 4.16-32 to 4.16-33).

e. Solid Waste Reduction

Potential Significant Impact: Whether the Project would fail to comply with applicable Federal, State, and local statutes and regulations related to solid waste.

Findings: Potential impacts of the Project related to solid waste reduction are discussed in detail in Section 4.16 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that no significant impacts related to solid waste reduction will occur as a result of development of the Project; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 4.16 of the Revised Final EIR Part 4 Volume 3, the City of Moreno Valley is responsible for meeting the requirements of AB 939 and SB 1016, which includes a 50 percent reduction in disposal by the start of 2000 and preparation of a solid waste reduction plan to help

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[12] South Coast Air Quality Management District. CalEEMod Manual, Appendix D, Table 10.1, Solid Waste Disposal Rate for Unrefrigerated Warehouse. http://www.aqmd.gov/caleemod/user's-guide. Calculation: 0.94 tons/thousand square feet/year × 40,600 thousand square feet = 38,164 tons per year.

[13] *Badlands Sanitary Landfill Facility/Site Summary Details, CalRecycle website, https://www2.calrecycle.ca.gov/swfacilities/Directory/33-AA-0006, website accessed April 2020.*

reduce the amount of solid waste disposed of at the landfills. Various programs are implemented by the City of Moreno Valley to satisfy the mandated reduction in solid waste.

The WLC Project would be required to coordinate with the waste hauler to develop collection of recyclable materials for the Project on a common schedule as set forth in applicable local, regional, and State programs. Recyclable materials that would be recycled by the Project include paper products, glass, aluminum, and plastic. Additionally, the Project would be required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991) and other applicable local, State, and Federal solid waste disposal standards, thereby ensuring that the solid waste stream to the Badlands Sanitary Landfill is reduced in accordance with existing regulations. Impacts are considered less than significant and require no mitigation. (Revised Final EIR Part 4 Volume 3, pg. 4.16-33 to 4.16-34).

f. Cumulative Impacts – Public Services

Water Supply

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would have significant cumulative impacts associated with the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.

Findings: Potential cumulative impacts related to new or expanded water treatment facilities are discussed in detail in Section 6.16 of the Revised Final EIR Part 3. Based on the entire record before us, the Planning Commission finds that the Project's incremental contribution to environmental effects associated with the construction of new water treatment facilities or expansion of existing facilities would not cause or contribute to a significant cumulative effect; therefore, no mitigation is required.

Facts in Support of the Findings: According to Revised Final EIR Part 4 Volume 3 Section 4.16, the Project would require the construction of new water reservoirs to serve each of three water pressure zones (1967, 1860, and 1764). All three reservoir sites are located outside of the Specific Plan boundary. As development proceeds within the Project area, new waterlines, ranging in size from 12 to 24 inches, will be constructed in the existing and future street rights-of-way to connect the future water tanks to the development area. The water system will require a new pump station at the 1764 reservoir and an upgrade to the existing EMWD pump station near Cottonwood Avenue and Redlands Boulevard. All water facilities for the Project would be constructed to EMWD standards and would be subject to a Plan of Service approval by EMWD (Specific Plan Section 3.5.1). Potential significant environmental impacts associated with such construction include air quality, traffic, biological resources, cultural resources, noise, hydrology, water quality, and other impacts and were analyzed in Chapters 4.0, 5.0 and 6.0 of the Revised Final EIR Part 3. None of those sections identified construction or operation of the Project's new or expanded water facilities as resulting in significant impacts

Annually, a 5-year Capital Improvement Plan (CIP) is prepared by the EMWD. The EMWD's CIP outlines specific projects and their funding sources. Each project is also submitted individually to the Board for authorization and approval. This allows the EMWD to match needed facilities with development trends accurately. Funding for the EMWD's microfiltration plants, distribution pipes, and the recharge and recovery

program is listed in the most recent EMWD CIP. Development and construction of the cumulative scenario would be included in the most recent EMWD CIP. Each applicant also would have to fund the costs of the water-related infrastructure needed to serve a particular site. All new facilities proposed or necessitated by projects in the cumulative scenario would be subject to applicable CEQA review and would be required to comply with all applicable laws and regulations protecting environmental resources. Cumulative project CEQA documents within the district boundary have been reviewed and the findings have been incorporated into this analysis.

Overall, the impacts of the Project would not combine with other projects in the cumulative scenario to cause or contribute to a significant cumulative impact to water treatment facilities (Revised Final EIR Part 3, pg. 6.16-33).

Adequate Water Supply

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would have significant cumulative impacts related to sufficient water supplies from existing entitlements and resources or are new or expanded entitlements needed.

Findings: Potential cumulative impacts of the Project related to sufficient water supplies are discussed in detail in Section 6.16 of the Revised Final EIR Part 3. Based on the entire record before us, the Planning Commission finds that the Project's incremental contribution to cumulative demand on water supplies requiring the need for new or expanded entitlements would not cause or contribute to a significant cumulative effect; therefore, no mitigation is required.

Facts in Support of the Findings: The WSA prepared for the project by the EMWD concluded that the water demand for the proposed on-site uses would be approximately 1,991.25 AFY. The EMWD considers this a "worst-case" estimate based on the total acres and amount of square footage of warehousing proposed by the Project. Taking into account the proposed water xeriscape landscaping plan, it is likely that actual water use for development within the WLC Specific Plan would be substantially less than the worst-case EMWD estimate. As identified in Table 4.16.A of the Revised Final EIR Part 4 Volume 3, anticipated water supplies in the EMWD total 213,900 and 302,200 AFY in 2015 and 2035, respectively. The water demand required for the proposed Project would total 0.93 and 0.66 percent of the EMWD's 2015 and 2035 supplies under worst-case conditions. The demand estimated for this Project is substantially less and therefore still within the limit of growth projected in the 2015 UWMP.

Existing and future development within the EMWD's service area would demand additional quantities of water. The Project, along with any projects in the cumulative scenario, would be required to provide availability and commitment letters demonstrating sufficient water resources and access to available water facilities prior to building permit issuance. The 2015 UWMP addresses the water supply sources, projected demand, and supply reliability for Eastern EMWD service area. The 2015 UWMP estimates population within the EMWD service area to increase to 1,111,729 persons by the year 2035. Increases in population, square footage, and intensity of uses would contribute to increases in the overall regional water demand. The anticipated conversion of water-intensive uses (e.g., agriculture) and the implementation of existing water conservation measures and recycling programs would reduce the need for increased water supply. Demand

projections for EMWD were developed using information about planned development and land use (UWMP 2015) and would include the water demand for the cumulative projects listed in Table 6.16-1. CEQA documents for projects in the cumulative scenario have been reviewed and the findings have been incorporated into the cumulative impact analysis.

Based on the information provided in the 2015 UWMP, EMWD has the ability to meet current and projected water demand through 2040 during normal, historic single-dry and historic multiple-dry year periods using imported water from MWD with existing supply resources. Planned local supplies will supplement imported supplies and improve reliability for EMWD and the region. In addition, adherence to regulations would ensure that cumulative projects would not result in a demand for water that exceeds existing entitlements and resources, or any new or expanded water-related infrastructure would be funded by the respective applicant. Therefore, projects in the cumulative scenario, together with the Project, would not cause significant cumulative impacts associated with adequate water service and supplies (Revised Final EIR Part 3, pg. 6.16-33 through 6.16.-34).

Storm Water Drainage Requirements

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would have significant cumulative impacts from the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Findings: Potential cumulative impacts of the Project related storm water drainage requirements are discussed in detail in Section 6.16 of the Revised Final EIR Part 3. Based on the entire record before us, the Planning Commission finds that the Project's incremental contribution to environmental effects from the construction of new storm water drainage facilities or expansion of existing facilities would not cause or contribute to a significant cumulative effect; therefore, no mitigation is required.

Facts in Support of the Findings: The cumulative impact geographic area for storm water drainage facilities is the watershed the project site is located in. The Revised Final EIR Part 4 Volume 3, Section 4.16, analyzes the storm water drainage facilities necessary to serve the Project site. To reduce flows to below or equal to pre-development conditions, the on-site storm water flows would be routed to a series of on-site detention and infiltration basins by phase before flows are routed off site. While the increase in impervious surfaces attributable to the proposed WLC project would contribute to a greater volume and higher velocity of storm water flows, the proposed WLC project's detention and infiltration basins would accept and accommodate runoff that would result from Project construction at pre-project conditions.

Potential significant environmental impacts associated with such construction include air quality, traffic, biological resources, cultural resources, noise, hydrology, water quality, and other impacts as identified were analyzed in Chapters 4.0, 5.0 and 6.0 of the Revised Final EIR Part 4 Volume 3. None of those sections identified construction or operation of the Project's new storm water drainage facilities as resulting in significant impacts. All new storm water drainage facilities proposed or necessitated by cumulative projects would be subject to applicable CEQA review and would be required to comply with all applicable laws and

regulations protecting environmental resources. CEQA documents prepared for projects in the cumulative scenario have been reviewed and the findings have been incorporated into this analysis.

The impacts of the Project would not combine with the impacts of other projects in the cumulative scenario to cause or contribute to significant cumulative impacts resulting from construction of storm water drainage facilities. As such, cumulative impacts to stormwater drainage facilities would be less than significant.

Wastewater Treatment Requirements

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would have significant cumulative impacts resulting from exceedances of wastewater treatment requirements of the applicable Regional Water Quality Control Board.

Findings: Potential cumulative impacts of the Project related wastewater treatment requirements are discussed in detail in Section 6.16 of the Revised Final EIR Part 3. Based on the entire record before us, the Planning Commission finds that the Project's incremental contribution would not cause or contribute to any significant cumulative impact resulting from exceedance of wastewater treatment requirements of the Santa Ana Regional Water Quality Control Board; therefore, no mitigation is required.

Facts in Support of the Findings: The cumulative area for wastewater-related issues is the MVRWRF service area. Cumulative population increases and development within the area serviced by the MVRWRF would increase the overall regional demand for wastewater treatment service. The previous treatment capacity at the MVRWRF was 16 mgd. Improvements to this facility have increased capacity at this facility to 21 mgd. Ultimate expansion of this facility is expected to be 41 mgd. The MVRWRF is expected to have adequate capacity to service the City's wastewater needs through 2030. Any proposed changes to capacity of the MVRWRF or any facility maintained by EMWD are reviewed throughout the year. EMWD has a funding and construction mechanism in place that ensures improvements to EMWD facilities occurs in a timely manner. This funding mechanism is referred to as EMWD's Sewer Financial Participation Charge Program. For all new development within the EMWD service area, the Sewer Financial Participation Charge is allocated to assist in the financing of any future collection and disposal facilities and any future sewer treatment plant facilities. Cumulative development would not exceed the capacity of the wastewater treatment system because the MVRWRF would expand as growth occurred. CEQA documents for other projects in the cumulative scenario have been reviewed and the findings have been incorporated into this analysis.

The proposed Project would not require the expansion of existing wastewater infrastructure: only connections to existing infrastructure would be required by the Project. By adhering to the wastewater treatment requirements established by the Santa Ana RWQCB through the NPDES permit, wastewater from the Project site that is processed through the MVRWRF would meet established standards. As the wastewater from all development within the service area of the MVRWRF would be similarly treated under the NPDES, no cumulatively significant exceedance of wastewater treatment requirements would occur (Revised Final EIR Part 3, pg. 6.16-36).

Wastewater Treatment Capacity and/or New or Expanded Wastewater Treatment Facilities

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would have significant cumulative impacts based on a determination by the wastewater treatment provider, which serves or may serve the cumulative projects, that it lacks adequate capacity to serve the cumulative demand in addition to the provider's existing commitments; or

Whether the Project in connection with past, current, and probable future projects would have significant cumulative impacts related to the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Findings: Potential cumulative impacts of the Project related wastewater treatment capacity and/or new or expanded wastewater treatment facilities are discussed in detail in Section 6.16 of the Revised Final EIR Part 3. Based on the entire record before us, the Planning Commission finds that the Project's incremental contribution to impacts on wastewater treatment capacity would not cause or contribute to a significant cumulative effect. Additionally, the project's contribution to environmental effects from the construction of new wastewater treatment facilities or expansion of existing facilities would be less than cumulatively considerable; therefore, no mitigation is required.

Facts in Support of the Findings: The cumulative area for wastewater-related issues is the MVRWRF service area. Cumulative population increases and development within the area serviced by the MVRWRF would increase the overall regional demand for wastewater treatment service. The previous treatment capacity at the MVRWRF was 16 mgd. Improvements to this facility have increased capacity at this facility to 21 mgd. Ultimate expansion of this facility is expected to be 41 mgd. The MVRWRF is expected to have adequate capacity to service the City's wastewater needs through 2030. Any proposed changes to capacity of the MVRWRF or any facility maintained by EMWD are reviewed throughout the year. EMWD has a funding and construction mechanism in place that ensures improvements to EMWD facilities occurs in a timely manner. This funding mechanism is referred to as EMWD's Sewer Financial Participation Charge Program. For all new development within the EMWD service area, the Sewer Financial Participation Charge is allocated to assist in the financing of any future collection and disposal facilities and any future sewer treatment plant facilities. Cumulative development would not exceed the capacity of the wastewater treatment system because the MVRWRF would expand as growth occurred.

The proposed Project would not cause or contribute to a cumulatively significant impact on wastewater infrastructure because the proposed Project would not combine with the demands of other projects in the cumulative scenario to require the expansion of existing infrastructure. The Project would require only connections to existing infrastructure. Potential significant environmental impacts associated with such construction include air quality, traffic, biological resources, cultural resources, noise, hydrology, water quality, and other impacts as identified were analyzed in Chapters 4.0 and 6.0 of the Revised Final EIR Part 4 Volume 3. None of those sections identified construction or operation of the Project's new or expanded wastewater infrastructure as resulting in significant impacts. CEQA documents for other projects in the cumulative scenario have been reviewed and the findings have been considered in this analysis.

By adhering to the wastewater treatment requirements established by the Santa Ana RWQCB through the NPDES permit, wastewater from the Project site that is processed through the MVRWRF would meet established standards. As the wastewater from all development within the service area of the MVRWRF would be similarly treated under the NPDES, no cumulatively significant exceedance of Santa Ana RWQCB wastewater treatment requirements would occur. As such, cumulative impacts to wastewater treatment facilities would be less than significant (Revised Final EIR Part 3, pg. 6.16-37).

g. Solid Waste Facilities

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would have significant cumulative impacts related to insufficient permitted landfill capacity to accommodate the project's solid waste disposal needs.

Findings: Potential cumulative impacts of the Project related to solid waste facilities are discussed in detail in Section 6.16 of the Revised Final EIR Part 3. Based on the entire record before us, the Planning Commission finds that the Project's incremental contribution to landfill impacts would not cause or contribute to a significant cumulative effect; therefore, no mitigation is required.

Facts in Support of the Findings: The cumulative impact geographic area for solid waste services is the City of Moreno Valley. Solid waste disposal and recycling services for the proposed project site would be provided by Waste Management of the Inland Empire. Waste Management of the Inland Empire separates and markets recyclable materials collected within its service area. The project, in combination with other cumulative projects, would increase the amount of solid waste being transferred to landfills within the City. The volume of solid waste generated by the proposed WLC project per day represents 2.6 percent of the current permitted throughput and 4.5 percent of the current surplus capacity at the Badlands Sanitary Landfill. As adequate daily surplus capacity exists at the receiving landfill, development of the proposed project would not significantly affect current operations or the expected lifetime of the landfill serving the project area. CEQA documents for other projects in the cumulative scenario have been reviewed and the findings have been considered in this analysis.

AB 939 mandates the reduction of solid waste disposal in landfills. While the Badlands Sanitary Landfill has an estimated closure date of 2024, as previously identified, the City's waste hauler will also use other County landfills in the area (e.g., Lamb Canyon Landfill and El Sobrante Landfill). The estimated closure date of the Lamb Canyon Landfill is 2023 and the estimated closure date of the El Sobrante Landfill is 2030. With planned expansion activities of landfills in the Project vicinity and projected growth rates contained in the City's General Plan EIR, sufficient landfill capacity would exist to accommodate future disposal needs through City buildout in 2030. Buildout of the City General Plan would not create demands for solid waste services that would exceed the capabilities of the County's waste management system. Therefore, although the Project and cumulative projects would result in an increase in the amount of solid waste sent to landfills, compliance with state and local waste diversion requirements would contribute to the longevity of existing and proposed landfills that would serve the projects and ensure that cumulative impacts would be less than significant (Revised Final EIR Part 3, pg. 6.16-37 through 6.16-38).

h. Solid Waste Reduction

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would have significant cumulative impacts related to compliance with applicable federal, state, and local statutes and regulations related to solid waste.

Findings: Potential cumulative impacts of the Project related to solid waste reductions are discussed in detail in Section 6.16 of the Revised Final EIR Part 3. Based on the entire record before us, the Planning Commission finds that the Project's incremental contribution to cumulative solid waste regulation impacts would not cause or contribute to a significant cumulative impact; therefore, no mitigation is required.

Facts in Support of the Findings: The Project, in combination with other cumulative projects, would increase the amount of solid waste being transferred to landfills within the City. Federal, State and local governments have enacted a variety of laws and established programs to deal with the transport, use, storage, and disposal of hazardous materials to reduce the risks to public health and the environment. AB 939 and SB 1016 mandates the reduction of solid waste disposal in landfills. While the Badlands Sanitary Landfill has an estimated closure date of 2024, as previously identified, the City's waste hauler will also use other County landfills in the area (e.g., Lamb Canyon Landfill and El Sobrante Landfill). Additionally, the proposed project would be required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991) and other applicable local, State, and Federal solid waste disposal standards. CEQA documents for other projects in the cumulative scenario have been reviewed and the findings have been considered in this analysis. The estimated closure date of the Lamb Canyon Landfill is 2023 and the estimated closure date of the El Sobrante Landfill is 2030. With planned expansion activities of landfills in the project vicinity and projected growth rates contained in the City's General Plan EIR, sufficient landfill capacity would exist to accommodate future disposal needs through City buildout in 2030. Buildout of the City General Plan would not create demands for solid waste services that would exceed the capabilities of the County's waste management system. Therefore, although the Project and cumulative projects would result in an increase in the amount of solid waste sent to landfills, compliance with state and local waste diversion requirements would contribute to the longevity of existing and proposed landfills that would serve the projects and ensure that cumulative impacts would be less than significant (Revised Final EIR Part 3, pg. 6.16-38).

i. Cumulative Impacts to Water Supply Services

Potential Significant Impact: Whether the Project could result in cumulative impacts to the water supply.

Findings: Potential impacts of the Project related to cumulative impacts to water supply impacts are discussed in detail in Section 6.16 of the Revised Final EIR Part 3. Based on the entire record before us, this Commission finds that no significant impacts related to cumulative water supply services will occur as a result of development of the Project; therefore, no mitigation is required.

Facts in Support of the Findings: According to Section 6.16 of the Revised Final EIR Part 3, the cumulative impact geographic area for water supply is the EMWD service area. Cumulative projects also could result in potential water supply impacts, and incrementally increase the long-term demand for water service.

The WSA prepared for the Project by the EMWD concluded that the water demand for the proposed on-site uses would be approximately 1,991.25 AFY. The EMWD considers this a "worst-case" estimate based on the total acres and amount of square footage of warehousing proposed by the Project. Taking into account the proposed water xeriscape landscaping plan, it is likely that actual water use for development within the WLC Specific Plan would be substantially less than the worst-case EMWD estimate. Anticipated water supplies in the EMWD total 213,900 and 302,200 AFY in 2015 and 2035, respectively. The water demand required for the proposed Project would total 0.93 and 0.66 percent of the EMWD's 2015 and 2035 supplies under worst-case conditions. The demand estimated for this Project is substantially less and therefore still within the limit of growth projected in the 2015 UWMP.

Existing and future development within the EMWD's service area would demand additional quantities of water. The 2015 UWMP addresses the water supply sources, projected demand, and supply reliability for Eastern EMWD service area. The 2015 UWMP estimates population within the EMWD service area to increase to 1,111,729 persons by the year 2035. Increases in population, square footage, and intensity of uses would contribute to increases in the overall regional water demand. The anticipated conversion of water-intensive uses (e.g., agriculture) and the implementation of existing water conservation measures and recycling programs would reduce the need for increased water supply. Demand projections for EMWD were developed using information about planned development and land use (UWMP 2015) and would include the water demand for the cumulative projects. CEQA documents for projects in the cumulative scenario have been reviewed and the findings have been incorporated into the cumulative impact analysis.

Based on the information provided in the 2015 UWMP, EMWD has the ability to meet current and projected water demand through 2040 during normal, historic single-dry and historic multiple-dry year periods using imported water from MWD with existing supply resources. Planned local supplies will supplement imported supplies and improve reliability for EMWD and the region. In addition, adherence to regulations would ensure that cumulative projects would not result in a demand for water that exceeds existing entitlements and resources, or any new or expanded water-related infrastructure would be funded by the respective applicant. Therefore, projects in the cumulative scenario, together with the Project, would not cause significant cumulative impacts associated with adequate water service and supplies. No mitigation measures are required.

15. Cumulative Energy

a. Cumulative Energy Consumption – Electricity

Potential Significant Impact: Whether the Project would contribute to cumulative environmental impacts related to electricity consumption, supply, energy standards and expansion of facilities.

Findings: Potential cumulative impacts of the Project regarding energy consumption are discussed in detail in Section 6.17 of the Revised Final EIR Part 2. Based on the entire record before us, this Commission finds that no significant cumulative impacts to electricity consumption, supply, energy standards and expansion of facilities will occur as a result of development of the Project; therefore, no mitigation is required.

Fact Supporting the Findings: The geographic context for the cumulative analysis of electricity is Moreno Valley Utility's (MVU) service area. Electricity demand for all cumulative projects located within the MVU's

service area has been estimated. Growth within this geography is anticipated to increase the demand for electricity and the need for infrastructure, such as new or expanded facilities.

The cumulative projects would require electricity for water conveyance during ground-moving activities which would require a relatively large amount of water to cover the affected construction areas. Electrical consumption due to the conveyance of water used for dust control is presented in Table 6.17-2 (Revised Final EIR Part 2, as revised by Section 4, Errata, of the Revised Final EIR Part 1, pg. 821 to 823).

Buildout of the Project, the cumulative projects, and additional growth forecasted to occur in the City would increase electricity consumption during Project construction and operation and may cumulatively increase the need for electricity supplies. Estimated electrical use for the cumulative projects do not take into account electricity use from electric vehicle (EV) charging stations as the specifics of EV stations are not known for the cumulative projects.

Water use related to dust control is regulated under SCAQMD's Rule 402 and 403 and is required to limit fugitive particulate matter generated by construction activities. The Project would be in compliance with Rules 402 and 403 and would require a relatively large amount of water to cover the entire acreage of the Project site. The expected electricity consumption associated with water use during construction equates to only 0.43 percent of MVU's forecasted sales for 2020 (expected starting year of construction).

MVU forecasts that its peak demand in 2037, the latest available forecast from the Integrated Resource Plan (IRP), would be approximately 231,555 MWh/year. The Project's estimated net new electrical consumption would account for between 74 to 113 percent of MVU's projected electricity sales in 2024 depending on the electric vehicle (EV) penetration scenario. Total energy consumption from all cumulative projects is estimated at 565,690 MWh annually and is 161 percent of MVU's forecasted sales in 2037 (Section 4, Errata, of the Revised Final EIR Part 1, pg. 819). Nonetheless, as the utility provider for the Project and cumulative projects, MVU has determined that the increased electricity demand would be minor compared to existing supply and infrastructure within its service area and would be consistent with growth expectations for its service area. MVU's 2018 IRP predicts an increase in electricity demand over a 10-year period that is planned to be met by increasing solar, wind, and geothermal power, and supplementing with natural gas as needed. MVU's IRP specifically mentions the World Logistics Center and states that, "a portion of the anticipated demand [of the Project] is incorporated in MVU's load forecast. MVU will monitor development progress at the World Logistics Center and other local projects to determine potential impacts to customer energy requirements".[14] MVU forecasts projected growth in the region and with its 2018 IRP already has plans in place that account for future development including the Project and cumulative projects.

Furthermore, like the Project, other future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including CALGreen and State energy standards under Title 24, and incorporate mitigation measures, as necessary. As discussed above and based on evidence from MVU, the Project would not have a cumulatively considerable impact on existing energy resources either individually or incrementally when considering the anticipated growth in the service area. Accordingly, the

[14] Moreno Valley Utility, Integrated Resource Plan (2015).

impacts related to electricity consumption would not be cumulatively considerable, and thus would be less than significant and no mitigation is required.

b. Cumulative Energy Consumption – Natural Gas

Potential Significant Impact: Whether the Project would contribute to cumulative environmental impacts related to natural gas consumption, supply, energy standards and expansion of facilities.

Findings: Potential cumulative impacts of energy consumption are discussed in detail in Section 6.17 of the Revised FEIR Part 2. Based on the entire record before us, this Commission finds that no significant cumulative impacts to natural gas consumption, supply, energy standards and expansion of facilities will occur as a result of development of the Project; therefore, no mitigation is required.

Fact Supporting the Findings: The geographic context for the cumulative analysis of natural gas is Southern California Gas's (So Cal Gas) service area. All of the cumulative projects identified by the traffic impact analysis (TIA) are in So Cal Gas' service area. Growth within this geography is not anticipated to increase the demand for natural gas and the need for infrastructure, such as new or expanded facilities.

Buildout of the Project, the cumulative projects, and additional growth forecasted to occur in the City could increase natural gas consumption during Project construction and operation and may cumulatively increase the need for natural gas supplies.

Though electricity usage is predicted to rise, natural gas demand is expected to decline overall from 2016-2035 accounting for population and economic growth as well as efficiency improvements and the State's transition away from fossil fuel-generated electricity to increased renewable energy. SoCalGas predicts a decline in every sector (residential, industrial, commercial, electricity generation, and vehicular), with the exception of wholesale and international gas sales to Mexico. The 2016 California Gas Report states, "SoCalGas projects total gas demand to decline at an annual rate of 0.6% from 2016 to 2035. The decline in throughput demand is due to modest economic growth, CPUC-mandated energy efficiency (EE) standards and programs, renewable electricity goals, the decline in commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure (AMI)."[15] Buildout of the Project and cumulative projects in the Statewide service area is not expected to increase natural gas consumption and the need for natural gas supplies from building energy.

Natural gas consumption from the Project was compared to Statewide natural gas fuel consumption since natural gas as a fuel can be procured from anywhere and is not limited to the service provider's resources. The Project would not generate any natural gas use for building operations, as shown in Table 6.17-3 (in Section 6.17 of the Revised Final EIR Part 2, as revised by Section 4, Errata, of the Revised Final EIR Part 1, pg. 827 to 830). Natural gas consumption would primarily be from operation of on-site equipment and the planned CNG/LNG fueling station which will be publicly accessible and are included as transportation fuels. From a cumulative standpoint, natural gas consumption from all cumulative projects (including the Project) would be

[15] California Gas and Electric Utilities, *2016 California Gas Report.* https://www.socalgas.com/regulatory/documents/cgr/2016-cgr.pdf. Accessed May 2018.

3,239,659 MMBtu or 0.37 percent of the SoCalGas's total natural gas use (Section 4, Errata, of the Revised Final EIR Part 1, pg. 830).

Although future development projects would result in use of nonrenewable natural gas resources which could limit future availability, the use of such resources would be on a relatively small scale and would be consistent with regional and local growth expectations for SoCal Gas's service area and would not strain Statewide natural gas resources. Further, like the Project, other future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including CALGreen and State energy standards in Title 24, and incorporate mitigation measures, as necessary. While initially the Project and cumulative projects could result in increased natural gas demand compared to existing uses on each specific project site, the overall demand for natural gas over time is expected to decline due to increases in regional natural gas efficiencies and the transition to renewable energy on a statewide basis displacing fossil fuels including natural gas. Therefore, the Project would not have a cumulatively considerable impact related to natural gas consumption, and impacts would be less than significant, and no mitigation is required.

c. Cumulative Energy Consumption – Transportation Energy

Potential Significant Impact: Whether the Project would contribute to cumulative environmental impacts related to transportation energy consumption, supply, energy standards and expansion of facilities.

Findings: Potential cumulative impacts of energy consumption are discussed in detail in Section 6.17 of the Revised Final EIR Part 2. Based on the entire record before us, this Commission finds that no significant cumulative impacts to transportation energy consumption, supply, energy standards and expansion of facilities will occur as a result of development of the Project; therefore, no mitigation is required.

Fact Supporting the Findings: Buildout of the Project, the cumulative projects, and additional growth forecasted to occur in the City could increase gasoline, diesel, and natural gas consumption during Project construction and operation, and may cumulatively increase the need for supplies.

As stated in the traffic impact analysis (TIA) (Revised Final EIR Part 3, Appendix F, pg. 93), approximately 80 percent of the vehicles entering or leaving warehouse sites are passenger cars, mostly used for commute trips by employees of the warehouses. The WLC would create much needed local jobs, which would affect commute patterns in the area by reducing VMT because people would work closer to where they live. Thus, the TIA demonstrates that regional VMT is reduced due to the net effect the Project has on regional automobile travel. Nonetheless, buildout of the Project and cumulative projects in the region would be expected to increase overall VMT; however, the effect on transportation fuel demand would be minimized by future improvements to vehicle fuel economy pursuant to federal and state regulations. By 2025, vehicles are required to achieve 54.5 mpg (based on USEPA measurements), which is a 54 percent increase from the 2012-2016 standard of 35.5 mpg. As discussed in detail in Section 4.07, *Greenhouse Gas Emissions*, the Project would be consistent with the 2016 RTP/SCS for the region. Cumulative projects would need to demonstrate consistency with the goals in the 2016 RTP/SCS and incorporate project design features or mitigation measures as required under CEQA, which would also ensure cumulative projects contribute to transportation energy efficiency.

According to the USEIA's International Energy Outlook 2016, the global supply of crude oil, other liquid hydrocarbons, and biofuels is expected to be adequate to meet the world's demand for liquid fuels through 2040.[16] CARB's analyses and the State's 2017 Climate Change Scoping Plan show a 45 percent decrease in fossil fuel demand by 2030.[17] The State's Mobile Source Strategy aims to displace fossil fuel reliant vehicles with 1.5 million zero emission vehicles (ZEVs) by 2025 and 4.2 million ZEVs by 2030.[18] Considering the State's goals of displacing transportation fuels, overall fossil fuel use will decrease and the current refining capacity would be sufficient to support the demand of the Project and cumulative projects (Revised FEIR Part 2, Section 6.17, pg. 6.17-22).

The Project's annual gas and diesel consumption from construction would represent approximately 0.57 percent of County diesel sales and 0.005 percent of County gasoline sales in 2018.[19] Cumulative construction consumption for diesel and gasoline would result in 25 million gallons of diesel and 15 million gallons of gasoline representing approximately 9 percent of county diesel and 1 percent of county gasoline respectively (Section 6.17, Revised Final EIR Part 2, pg. 6.17-22). The Project's annual gas and diesel consumption from operational activities would represent approximately 0.02 percent of county diesel sales and 0.003 percent of county gasoline sales in 2018.[20] Cumulative construction and operational consumption for diesel and gasoline would result in 80 million gallons of diesel and 147 million gallons of gasoline representing approximately 29 percent of county diesel and 14 percent of county gasoline respectively (Section 4, Errata, of the Revised Final EIR Part 1, pg. 853). The Project's transportation fuel consumption from construction and operations consists of 7 percent of the total overall cumulative consumption of projects (total consumption of cumulative projects plus the proposed Project). Therefore, as the Project would incorporate land use characteristics consistent with state goals for reducing VMT and would represent a small fraction of transportation sales, the Project would not have a cumulatively considerable impact related to transportation energy, and impacts would be less than significant.

B. ENVIRONMENTAL IMPACTS MITIGATED TO A LEVEL OF LESS-THAN-SIGNIFICANT

Public Resources Code Section 21081 states that no public agency shall approve or carry out a project for which an EIR has been completed which identifies one or more significant effects unless the public agency makes one or more of the following findings:

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16 EIA, International Energy Outlook 2016, https://www.eia.gov/outlooks/ieo/pdf/0484(2016).pdf; Accessed April 2018.

17 CARB, *California's 2017 Climate Change Scoping Plan: The strategy for achieving California's 2030 greenhouse gas target*, November, 2017, https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf; Accessed May 2018.

18 CARB, *California's 2017 Climate Change Scoping Plan: The strategy for achieving California's 2030 greenhouse gas target*, November, 2017, https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf; Accessed May 2018.

19 California Energy Commission, California Retail Fuel Outlet Annual Reporting (CEC-A15) Results, 2018. Available at: https://ww2.energy.ca.gov/almanac/transportation_data/gasoline/piira_retail_survey.html. Accessed September 2019. Diesel is adjusted to account for retail (52%) and non-retail (48%) diesel sales.

20 California Energy Commission, California Retail Fuel Outlet Annual Reporting (CEC-A15) Results, 2018. Available at: https://ww2.energy.ca.gov/almanac/transportation_data/gasoline/piira_retail_survey.html. Accessed September 2019. Diesel is adjusted to account for retail (52%) and non-retail (48%) diesel sales.

I. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment. (Finding 1).

II. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. (Finding 2).

III. Specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or alternatives identified in the EIR, and overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment. (Finding 3).

Certain of the following issues from the environmental categories analyzed in the Revised Final EIR, including aesthetics, air quality (cancer risk), biological resources, cultural and paleontological resources, hazards and hazardous materials, hydrology, drainage, water quality, noise (short-term construction during the night), transportation (local intersections), utilities, and global climate change (individually and cumulatively) were found to be potentially significant, but can be mitigated to a less-than-significant level with the imposition of mitigation measures. This Planning Commission hereby finds pursuant to *Public Resources Code* Section 21081 that all potentially significant impacts listed below can and will be mitigated to below a level of significance by imposition of the mitigation measures in the Revised Final EIR; and that these mitigation measures are included as Conditions of Approval and set forth in the Mitigation Monitoring and Reporting Program (MMRP) adopted by this Planning Commission. Specific findings of this Planning Commission for each category of such impacts are set forth in detail below.

1. Cumulative Agricultural Impacts

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use, or conversion of forest land to non-forest use.

Findings: Potential impacts of the Project related to cumulative agricultural impacts are discussed in detail in Section 6.2.3 of the Revised Final EIR Part 3. Based on the entire record before us, this Commission finds that potentially significant impacts related to the cumulative loss of farmland would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment (Finding 1). Each mitigation measure is adopted by the Planning Commission and is set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: According to Section 6.2 of the Revised Final EIR Part 3, implementation of the Project would result in the permanent conversion of approximately 2,200 acres currently used for dry farming to non-agricultural uses and would result in the permanent loss of approximately 2,361 acres of land designated as Farmland of Local Importance.

Implementation of the cumulative related projects includes farmlands that are proposed to be converted to a non-agricultural use with two resulting in potential impacts that would remain significant and unavoidable subsequent to mitigation. Many of the remaining cumulative projects within the cumulative geographic area for agriculture include residential or commercial type projects, and the associated environmental documents found the impacts to be less than significant. Because there are cumulative related projects that would result

in significant farmland conversion impacts, the cumulative related projects would result in significant cumulative impacts due to the conversion of an agricultural use to a non-agricultural use.

The implementation of **Mitigation Measure 6.2.1** however would conserve agricultural land that is as productive as the onsite designated Farmland of Local Importance. This measure would conserve land located off-site that has equivalent or better agricultural economic productivity compared to the agricultural economic productivity of the Project site. Although cumulative related projects would cause a significant and unavoidable impact, the implementation of this measure would reduce the project's contribution to the cumulative impact on Farmlands and land designated as Farmland of Local Importance to less than cumulatively considerable.

2. Aesthetics

a. Light and Glare

Potentially Significant Impact: Whether the Project has the potential to introduce a significant new source of light and glare into the Project area.

Finding: Potential impacts of the Project related to light and glare impacts are discussed in detail in Section 4.1 of the Revised Final EIR Part 4, Volume 3. Based on the entire record before us, this Planning Commission finds that potentially significant impacts related to light and glare would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Finding: According to Section 4.1 of the Revised Final EIR Part 4 Volume 3, development of the Project site would introduce numerous new sources of light and glare into the area in the form of street lighting, parking lots, and security lighting for the buildings and nighttime traffic.

The WLC Specific Plan requires that all site lighting be oriented downward so as to not project direct light rays upward into the sky or onto adjacent properties. The development of the Project will cause a significant increase in light and glare in the area. This new lighting will incrementally affect nighttime conditions in the area.

Exterior surfaces of the concrete tilt-up structure would be finished with a combination of architectural coatings, trim, and/or other building materials such as concrete and brushed metal. The Project will incrementally increase the amount of daytime glare in the Project area by introducing windows and metal fixtures into the area. All development in the City, which includes light generated from warehouse buildings and parking lots, is required to adhere to lighting requirements contained in the City's Municipal Code (Section 9.08.100 Lighting), which states that any outdoor lighting associated with nonresidential uses shall be shielded and directed away from the surrounding residential uses. Such lighting shall not exceed one-quarter (0.25) foot-candle at property lines and shall not blink, flash, oscillate, or be of unusually high intensity or brightness. Lighting in parking areas and drive aisles must be at least 1.0-foot candle and cannot exceed a maximum of 8.0-foot candles.

Adherence to the City's Zoning Code would help reduce potential building or parking lighting impacts, but the location of industrial uses adjacent to residential uses would not reduce potential lighting impacts on adjacent residential uses to less than significant levels prior to the implementation of mitigation measures.

The WLC Specific Plan also requires the installation of roof-mounted solar panels on future warehouse buildings and these panels may produce unintended glare to the southeast, south, and southwest of the site, depending on the angle of the sun, the number and location of panels, and the degree to which the building parapet blocks views of the panels from surrounding land uses. Without additional information, this impact is determined to be potentially significant and requires mitigation.

Light and glare impacts of the Project can be reduced to less than significant levels by compliance with the lighting requirements of the City Municipal Code and implementation of **Mitigation Measures 4.1.6.4A** and **4.1.6.4B.** (Revised Final EIR Part 4 Volume 3 pgs. 4.1-80 to 4.1-82).

b. Cumulative Aesthetics – Light and Glare

Potential Significant Impact: Whether the Project could result in cumulative impacts in connection with past, present, and probable future projects create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.

Findings: Potential cumulative impacts of the Project-related aesthetics are discussed in detail in Section 6.1 Revised Final EIR Part 2. Based on the entire record before us, this Commission finds that potentially significant impacts related to cumulative aesthetics would be reduced to a less than significant level, with implementation of Mitigation Measures Mitigation Measures 4.1.6.1A, 4.1.6.1B, 4.1.6.4A, and 4.1.6.4B. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program.

Fact Supporting the Findings: The Project in conjunction with the cumulative development of other projects could significantly degrade the existing visual character (including light and glare) of the area, including both daytime glare and nighttime lighting. Development of cumulative projects within the eastern Moreno Valley area would result in the conversion of open space/vacant land to urbanized land uses. The environmental document for MV-3 identified existing visual character/light and glare, and surroundings as being a significant and unavoidable impact. Because MV-3 identified significant and unavoidable impacts to the existing visual character, cumulative development within the cumulative geographic areas for aesthetics would result in a significant cumulative impact associated with visual character.

Development of the Project would substantially alter the existing character and create light and glare impacts from conversions of the Project site from open space to an urbanized setting with many large logistics buildings. Because the Project would result in a significant impact on the visual character and light and glare from development of the area and cumulative development will also result in a significant impact on visual character, the Project's contribution to cumulative impacts to/ the existing visual character and surroundings would be cumulatively considerable, prior to the application of mitigation.

The Project will be required to comply with the City's General Plan, the City's Municipal Code (Section 9.08.100, Lighting) and the WLC Specific Plan's development guidelines for lighting and building materials. Mitigation Measures 4.1.6.1A and 4.1.6.1B would help reduce related visual impacts. Mitigation Measures 4.1.6.4A and 4.1.6.4B will help reduce light and glare associated with the new buildings near the San Jacinto Wildlife Area to the south. Mitigation Measure 4.1.6.4A requires a photometric plot of all proposed exterior lighting demonstrating that the Project is consistent with the requirements of Section 9.08.100 of the Municipal Code. The lighting study will be required to indicate the expected increase in light levels at the property lines of the adjacent residential uses. Mitigation Measure 4.1.6.4B requires an analysis of proposed solar panels demonstrating the glare from the panels will not negatively affect adjacent residential uses or motorist along perimeter roadways. Therefore, with compliance with the City's General Plan, the City's Municipal Code, and implementation of the mitigation measures, the Project's contribution to cumulative light and glare impacts would be less than cumulatively considerable. (Revised Final EIR Part 2, pg. 6.1-9 to pg. 6.1-10)

3. Air Quality

a. Cancer Risk and Cancer Burden

Potential Significant Impact Whether the Project would expose residential receptors to substantial pollutant concentrations resulting in cancer risk impacts.

Finding: Potential impacts of the Project related to cancer risk and cancer burden impacts are discussed in detail in Section 4.3 of the Revised Final EIR Part 2. Based on the entire record before us, this Commission finds that potentially significant impacts related to cancer risk impacts would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure is adopted by the Planning Commission set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Finding: As set forth in Section 4.3 of the Revised Final EIR Part 2, adverse health effects related to cancer would exist, in the absence of mitigation, as a result of the construction and operation of the Project.

As noted in Section 4.3.3, Methodology, the Project Health Risk Assessment (HRA) examined the following condition for impacts to both sensitive/residential and worker receptors: Project Development condition which evaluates the impacts of Project-related construction and operational traffic diesel PM emissions as if the Project were built out in accordance with its proposed phased construction and operational buildout schedule commencing with the construction of Phase 1 in 2020 and the full build-out in 2035. This HRA has been provided to allow decision-makers to see the cancer-related impacts of the World Logistics Center project based on in the assumption that new technology diesel exhaust causes cancer, contrary to what was found by the HEI study. The mitigation conditions require that all diesel-fueled haul trucks during construction be 2010 or newer, that diesel trucks accessing the Project during operation be model year 2010 or newer, and that all on-site equipment greater than 50 horsepower be Tier 4 (see MM 4.3.6.2A[h] and MM 4.3.6.2A[a], respectively), and that the installation of air filtration system meeting ASHRAE Standard 52.2 MERV-13 standards are installed for specified residential units (MM 4.3.6.5A) (Revised Final EIR Part 2,pg. 4.3-72).

For reference, a risk level of 1 in a million implies a likelihood that up to one person, out of one million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the specific concentration of TAC emissions over the duration of the exposure. This risk would be an excess cancer risk that is in addition to any cancer risk borne by a person not exposed to these air toxics (USEPA, 2017).

Table 4.3-26 presents the estimated unmitigated cancer risks for the 30-year exposure scenario that starts from the beginning of Project construction (Construction + Operation HRA), which uses updated construction and operational emissions values. The results are provided separately for Project construction emissions, operational emissions, and the total project emissions prior to the application of emission mitigation. Table 4.3-27 shows the estimated unmitigated cancer risk for the 30-year residential exposure scenario that starts from the beginning of Project full operation in 2035 (Operational HRA), which used the 2035 emission levels to represent the emissions for 2035 to 2064.

On the basis of the results shown in Table 4.3-26, the overlap of Project construction and operation would exceed the SCAQMD's cancer risk significance threshold of an incremental increase of 10 in a million prior to the application of mitigation and would represent a significant impact. Table 4.3-27 shows that during full Project operation, the estimated maximum cancer risk would exceed the 10 in a million threshold within and outside of the Project boundary and would represent a significant impact. Overall, without mitigation, the Project is expected to have a significant impact mainly due to diesel PM emissions from construction and heavy-duty diesel truck activities. Figures 4.4-3 and 4.3-4 show the incremental cancer risks for the Project location. The figures show the results prior to the application of mitigation (Revised Final EIR Part 2, pg. 4-3-65 to 4.3-68).

The mitigation measures previously identified under other impact sections are required **(Mitigation Measures 4.1.6.1A, 4.3.6.2A, 4.3.6.2B, 4.3.6.2D, 4.3.6.3A, 4.3.6.3B, 4.3.6.3C, 4.3.6.3D, and 4.3.6.3E)** to reduce construction and operational emissions of criteria pollutants and would reduce the estimated cancer risks associated with the Project. Additionally, Mitigation Measure 4.3.6.5A is required to ensure that a significant health risk does not occur at on-site residential receptors during 30 years of full Project operations. Therefore, with mitigation measures implemented, impacts regarding cancer risks and cancer burdens will be mitigated to less to significant (Revised Final EIR Part 2, pg. 4.3-72 to 4.3-79).

b. Cancer Risks – On-site and Off-site Workers (25-year)

Potential Significant Impact: Whether the Project would expose on-site and off-site workers including school staff to substantial pollutant concentrations resulting in cancer risk impacts.

Findings: Potential impacts of the Project related to cancer risk impacts on on-site and off-site workers are discussed in detail in Section 4.3 of the Revised Final EIR Part 2. Based on the entire record before us, this Commission finds that potentially significant impacts related to cancer risk to on-site and off-site workers would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: As described in Section 4.3.3, Methodology, a multi-pollutant Health Risk Assessment (HRA) was conducted for the Project. The HRA examined the following condition for impacts to both sensitive/residential and worker receptors:

Project Development condition which evaluates the impacts of Project-related construction and operational traffic emissions as if the Project were built out in accordance with its proposed phased construction and operational buildout schedule commencing with the construction of Phase 1 in 2020 and the full build-out in 2035 (Revised Final EIR Part 2, pg 4.3-23).

The HRA has been provided to allow decision makers and the public to see the cancer-related impacts of the World Logistics Center project based on the assumption that new technology diesel exhaust causes cancer, contrary to what was found by the HEI study. The mitigation conditions require that all diesel-fueled haul trucks during construction be 2010 or newer, diesel trucks accessing the Project during operation be model year 2010 or newer, and that all on-site equipment greater than 50 horsepower be Tier 4 (see MM 4.3.6.2A[h] and MM 4.3.6.2A[a], respectively).

To be conservative, the HRA relied on EMFAC2017 to determine the breakdown of vehicle types and fuel types and did not consider the potential reductions in TACs emissions and health risks from increased penetration of zero-emission vehicles (ZEVs). The increased penetration of ZEVs is speculative, but likely given rapid technology advancement and more stringent legislation. For example, the HRA assumed that the 2035 heavy-duty truck fleet would be made up of 89 percent diesel, 9 percent gasoline, 3 percent natural gas, and 0 percent electric. According to the WLC Transportation Energy Technical Report (Revised Final EIR Part 2, Appendix E pg. 11 to 14)), a Medium electric vehicle (EV) Penetration scenario projects that the heavy-duty truck fleet could consist of 22 percent electric and a High EV Penetration scenario projects that the heavy-duty truck fleet could consist of 30 percent electric by 2035. Therefore, accounting for the High EV Penetration scenario would result in a greatly reduced health risk impact than what has been calculated in this analysis set forth in the Revised Final EIR.

Estimates of worker exposures were prepared based on the assumption of a 25-year exposure duration for 250 days per year and 8 hours per day. Note that the Office of Environmental Health Hazards Assessment (OEHHA) early-in-life age factors do not apply to worker receptors. The highest worker cancer risk estimates prior to the application of mitigation is approximately 10.9 in one million for the construction + operational scenario and 3.8 in one million for the full operational scenario, both at one on-site location. Therefore, cancer risk for worker receptors anywhere in the HRA's study area is greater than the 10 in one million significance thresholds. Projected impacts are potentially significant without mitigation.

The mitigation measures identified under other air quality impact sections are required (Mitigation Measures 4.1.6.1A, 4.3.6.2A, 4.3.6.2B, 4.3.6.2D, 4.3.6.3A, 4.3.6.3B, 4.3.6.3C, 4.3.6.3D, and 4.3.6.3E) in addition to Mitigation Measure 4.3.6.5A to reduce construction and operational emissions of criteria pollutants and reduce the estimated cancer risks associated with the Project.

Table 4.3-28 and Figure 4.3-5 of the Revised Final EIR Part 2 show the estimated cancer risks for workers for the construction and operation HRA, with mitigation, and Tables 4.3-29 and 4.3-30, and Figure 4.3-6 show the cancer risks for the full operation HRA after application of mitigation. As noted, the cancer risks are

substantially lower after mitigation, and the SCAQMD cancer risk significance threshold would not be exceeded at any of the on-site or off-site receptors within the study area. The highest worker cancer risk estimates after the application of mitigation is approximately 1.8 in one million for the construction + operational scenario and 1.6 in one million for the full operational scenario. Therefore, cancer risk for worker receptors anywhere in the HRA's study area is less than the 10 in one million significance threshold with the implementation of mitigation and are less than significant. (Revised Final EIR Part 2, pgs. 4.3-66 to 4.3-78).

c. Cancer Risks – Schools

Potential Significant Impact: Whether the Project would expose schools (students) to substantial pollutant concentrations resulting in cancer risk impacts.

Findings: Potential impacts of the Project related to cancer risk impacts on school children are discussed in detail in Section 4.3 of the Revised Final EIR Part 2. Based on the entire record before us, this Commission finds that potentially significant impacts related to cancer risk to schools would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: Refer to "Facts in Support of Findings" for "Cancer Risks – On-site and Off-site Workers" for a background discussion in regard to the HRA. Cancer risk estimates at school sites in the area were prepared assuming a 9-year exposure during construction and operation as well as operation at full buildout. Prior to the application of the mitigation, the maximum cancer risk is at Ridgecrest Elementary School for the construction + operational scenario and would be approximately 12.6 in a million. Similarly, the maximum cancer risk for the full operational scenario is 3.54 in one million is at Bear Valley Elementary School. Therefore, maximum impacts at schools are greater than the 10 in one million significance threshold prior to mitigation and are potentially significant without mitigation.

With the implementation of the mitigation measures previously identified above **(Mitigation Measures 4.1.6.1A, 4.3.6.2A, 4.3.6.2B, 4.3.6.2D, 4.3.6.3A, 4.3.6.3B, 4.3.6.3C, 4.3.6.3D**, and **4.3.6.3E**) the maximum cancer risk would be approximately 3.0 in one million at the Ridgecrest Elementary School for both the construction + operational scenario and the full operational scenario and maximum cancer risk would be reduced to 1.8 in one million for the construction + operational scenario and 0.54 in one million for the full operational scenario at the Bear Valley Elementary School. Therefore, maximum impacts at schools are less than the 10 in one million significance threshold with the implementation of mitigation and are less than significant (Revised Final EIR Part 2, pgs. 4.3- 66 to 4.3-78).

4. Biological Resources

a. Endangered and Threatened Species

Potential Significant Impact: Whether the Project would have a substantial adverse effect, either directly or through habitat modifications, on any species identified as endangered or threatened in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

Finding: Potential impacts of the Project related to endangered and threatened species are discussed in detail in Section 4.4 of the Revised Final EIR Part 3. Based on the entire record before us, this Commission finds that potentially significant impacts related to endangered and threatened species would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment (Finding 1). Each mitigation measure is adopted by the Planning Commission and is set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Finding: According to Section 4.4 of the Revised Final EIR Part 3, of the special-status plant and animal species that have the potential to occur within the general vicinity of the Project area, 17 plant and animal species are designated as endangered or threatened by State and/or Federal authorities (Table 4.4-6 of Revised Final EIR Part 3, pg. 4.4-65). The Coastal California gnatcatcher was observed but no other species are believed to be present on the Project site. However, it is possible the listed birds may utilize the SJWA on a seasonal basis.

Coastal California gnatcatcher is a Covered Species in the MSHCP and is considered Adequately Conserved. Consistent with the MSHCP requirements, **Mitigation Measure 4.4.6.3A** prevents suitable habitat from disturbance during the breeding season. Active bird nests are protected by both the Migratory Bird Treaty Act (MBTA) and sections of the California Fish and Game Code.

The potential for occurrence determination was based on the results of focused biological resource surveys, and/or the lack of suitable habitat within the Project site for the referenced species. No Federal or State endangered/threatened species besides the Coastal California gnatcatcher were detected on the Project site during the focused biological resource surveys. However, to err on the side of caution, it is reasonable to conclude that, at a minimum, indirect impacts to listed species may be significant, and mitigation is required. The 250-foot setback identified in **Mitigation Measure 4.4.6.1A** with an additional 400-foot building setback from the southerly property line, for logistics buildings within Planning Areas 10 and 12 will effectively mitigate potential indirect impacts of air pollutants, including diesel particulate matter, on wildlife within the SJWA. Furthermore, according to the Revised Final EIR Part 3 Section 4.4, pgs. 4.4-66 to 4.4-68, operational and construction noise would not require additional mitigation due to the increased setback and would not exceed 60 dB within the SJWA.

In terms of invasive species, the WLC Specific Plan landscaping palette does not include any of the invasive plant species listed in Section 6.1.4 of the MSHCP (Table 6-2), and **Mitigation Measure 4.4.6.3G** will ensure that no on-site landscaping along the southern boundary of the Project site conflicts with MSHCP invasive plant guidelines.

Future development within the WLC site will have to comply with the off-site lighting restrictions outlined in Section 4.3 of the WLC Specific Plan, including the requirement that direct light rays from all lighting fixtures be directed downward, illuminate only the building or space intended, and do not spill onto adjacent properties (Section 9.08.100 Lighting 5.5.2.1). This will also apply to Project-related development in Planning Areas 10 and 12, which will help minimize lighting impacts on biological species in the adjacent SJWA land. All on-site lighting will also have to comply with the new night lighting guidelines in Section 9.08.100 of the City's Municipal Code, which limits off-site impacts to 0.25 foot-candles. As development occurs within the Project,

adherence to these design guidelines and restrictions will help ensure that night lighting increases will not result in significant indirect lighting impacts on native wildlife within the SJWA.

For example, the Specific Plan requires that streetlights, parking lot lighting, and other project-related illumination sources be positioned, directed, and shielded to avoid "direct light spill" into MSHCP conservation areas including those contained within Existing Core H to the south of the WLC site, and Proposed Core 3 (Section 6.1.1, Proposed Core 3) to the east of the WLC site. Lighting installed according to the WLC Specific Plan will be consistent with MSHCP guidelines. The Project will also have to comply with the City's new Dark Sky Lighting Ordinance, which reduces spillover light to 0.25 foot-candles at five feet from the adjacent property lines.

In addition to night lighting issues associated with construction and operation, the proposed facilities are to include roof-mounted photovoltaic panels to provide electricity for the facilities and aid in the sustainability of the Project and reduce additional GHG emissions. There is a potential for glare from these panels to confuse migratory birds into attempting to land in the area of the panels. However, the Project design calls for the use of low glare and high solar transmission films to increase solar capacity and prevent unnecessary glare, so this impact would be less than significant (Revised Final EIR Part 3, pgs. 4.4-68 to 4.4-69). Deteriorated water quality can result in impacts to endangered and threatened species. The implementation of water quality BMPs summarized here and detailed in Sections 4.9.6.1 and 4.9.6.2 (Revised Final EIR Part 4) will reduce impacts to biological resources. Toxics Water Quality Development plans for the WLC project will include Water Quality Best Management Practices (BMPs) such as vegetated earthen channels, storm drain stenciling, street sweeping, and education, and Detention basins will be designed to filter potential toxics from storm water. Section 4.9.6.2, Operational Water Quality Impacts (Revised Final EIR Part 4), also requires the regular removal of any contaminated materials from the detention basins to protect downstream water quality. These BMPs will be implemented as part of the storm water pollution prevention measures for the Project, in accordance with all appropriate NPDES requirements. Development of the WLC project will result in the additional use of hazardous materials in limited quantities associated with normal logistics use such as janitorial and cleaning products, solvents, herbicides, and insecticides. However, compliance with regulations, standards, and guidelines established by the Environmental Protection Agency (EPA), State, County, and local agencies relating to the storage, use, and disposal of hazardous waste will reduce the potential risk of hazardous materials exposure to downstream water and reduce the potential risk to endangered and threatened species (Revised Final EIR Part 3, pgs. 4.4-69 to 4.4-70).

Local wildlife (i.e., within the SJWA) may be exposed to vehicular exhaust and diesel particulates and toxic air contaminants from truck exhaust as the WLC project builds out. New development will produce significant amounts of diesel-related air pollutants that will be released into the atmosphere, including gases and particles of various sizes. Diesel emissions contain thousands of pollutant species, and the composition depends on the fuel, vehicle, and driving conditions. The main public health concerns are from fine and ultrafine particulate matter, black or elemental carbon, polyaromatic hydrocarbons (PAHs) like phenanthrene, metallic ashes, gases like nitrogen dioxide, aldehydes like acetaldehyde, acrolein, and crotonaldehyde, volatile organic compounds like benzene and 1,3-butadiene, etc. One of the research limitations is that some health effects from these pollutants take a long time, in some cases even a lifetime, to exhibit themselves.

These pollutant species can also be emitted from other sources, so in complex urban environments, it can be difficult to trace individual sources of air pollution. In this case, air quality is relatively good, and the only major activity is agriculture, so the increase in most of these pollutant species would predominantly be the result of new warehouse uses within the Project. Research suggests that wildlife may be more susceptible to air pollutant impacts than humans, due to their smaller size, higher respiration rates, smaller lung capacities, ingestion of local plant materials that have also been exposed, higher metabolic rates, etc., although some factors like shorter lifespans would reduce the length of exposure over time. For these reasons and for the purposes of the analysis in the Revised Final EIR, it was assumed that animals within the SJWA would be at least as susceptible to health effects from air pollution, including diesel exhaust, as humans.

In 2002, the EPA compiled a wide range of scientific studies on the health effects of diesel exhaust, including non-carcinogenic effects of diesel exhaust on laboratory animals. Studies found that diesel particulate matter (diesel PM) had a limited effect on the survival and growth of rats and mice when exposed to diesel PM for short periods of time. However, rats, mice and hamsters all experienced increased lung to body-weight ratios when exposed to 1.5 mg/m^3 diesel PM concentrations for extended periods of time. Several studies looked at behavior effects in animals and found that juvenile rats exposed to diesel emissions (DE) exhibited a decreased ability to move around on their own, and negatively affected their learning in adulthood.

Extended exposure to diesel emissions caused negative effects on the pulmonary functions of rats, hamsters, cats and monkeys. Depending on the species, DE levels of 1.5–11.7 mg/m^3 affected lung mechanical properties, diffusing capacity, lung volumes, and ventilator performance of the subject animal. The ability of rats to clear their airways was also severely impaired by diesel PM concentrations of 1 mg/m^3or greater. Data on the effect of diesel PM on airway clearance in other animals were limited, but the pathological effects of diesel PM seemed to be dependent on the relative rates of pulmonary deposition and clearance (rate of breathing) of the subject animal. The studies also showed that diesel PM can reduce an animal's resistance to respiratory infections. Diesel PM can begin to impair an animal's immune system in as little as 2–6 hours with exposures of 5–8 mg/m^3 of diesel PM. The testing data also suggested that diesel PM may be a factor in increased allergic reactions in animals.

When comparing filtered versus non-filtered DE, studies found that diesel particulates are the main cause of noncancerous health effects. However, they could not determine if diesel PM acts additively with the gas, or whether it combines with the gases to create different effects. The studies also found that other airborne contaminants (e.g., criteria pollutants) can be altered by diesel PM when absorbed by the diesel particles and increase the physical health effects caused by the diesel PM and other contaminants. These increased health risks were only found in laboratory settings. There was no evidence for DE interacting with other contaminants in normal urban atmospheric settings except for the impaired ability of animals to resist respiratory tract infections. No other noncancerous effects were found in any of the studies.

Chapter 7 of the EPA document includes studies that concluded diesel emissions also have carcinogenic effects on animals. Studies indicated that DE and/or diesel PM did result in increased cases of cancer in laboratory animals as well as humans. Rats experienced a trend of increased tumor growth when exposed to concentrations of DE exceeding 1×10^4 $mg \times hr/m^3$. Because tumors were induced at high concentrations it is believed that they are caused by the lungs experiencing particle overload. The studies also examined the effect

of filtered exhaust and discovered that it did not cause tumors. They concluded that filtered exhaust either was not a carcinogenic or had low cancer potency (Revised Final EIR Part 3, pgs. 4.4-70 to 4.4-72).

As a result of the advances in emission control technology, USEPA, CARB, and other government and industry stakeholders commissioned a series of studies called the Advanced Collaborative Emissions Study (ACES). Phase 3 of ACES evaluated whether emissions from new technology diesel engines cause cancer or other health effects. Specifically, it evaluated the health impacts of a 2007-compliant engine equipped with a diesel particulate filter. HEI found chronic exposure to NTDE did not induce tumors or pre-cancerous changes in the lung and did not increase tumors that were considered to be related to NTDE in any other tissue in laboratory rats. The study also confirmed that the concentrations of particulate matter and toxic air pollutants emitted from NTDE are more than 90 percent lower than emissions from traditional older diesel engine. Rats are the most sensitive laboratory animal species for evaluation of older technology diesel engines (pre-model year 2007), because of their sensitivity to high concentrations of particles (present in older technology diesel engines), compared with other species (including humans) (Revised Final EIR Part 2, pg. 4.3-18 to 4.3-19).

Based upon the previously described information, the 250-foot setback identified in **Mitigation Measure 4.4.6.1A,** will effectively mitigate potential indirect impacts of air pollutants, including diesel particulate matter, on wildlife within the SJWA. Compliance with the off-site lighting guidelines of the Specific Plan, compliance with the night lighting standards in Section 9.08.100 of the City Municipal Code, and implementation of Aesthetics **Mitigation Measure 4.1.6.4A** will help reduce lighting impacts on the SJWA to less than significant levels. In addition, **Mitigation Measure 4.4.5.2A, 4.4.6.1B** and **4.4.6.3G** will help assure that potential impacts to listed or sensitive plant species remain at less than significant levels.

b. Adopted Habitat Conservation Plans

Potential Significant Impact: Whether the proposed Project would conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Finding: Potential impacts of the Project related to compliance with the Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP) and the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) are discussed in detail in Section 4.4 of the Revised Final EIR Part 3. Based on the entire record before us, this Commission finds that potentially significant impacts with the species protected by these Plans would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure is adopted by the Planning Commission and is set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Finding: According to Section 4.4 of the Revised Final EIR Part 3, the Project site is within the SKR HCP Fee Area. The SKR is relatively widespread throughout the SKR HCP Fee Area, but the main blocks of occupied habitat are concentrated in several Core Areas that must be conserved. The Project site is not within an SKR Core Area. The long-term SKR HCP provides Take Authorization for the SKR within its boundaries. The core reserves established by the SKR HCP will be managed as part of the MSHCP Conservation Area consistent with the provisions of the SKR HCP. Focused surveys for SKR will not be

required for this Project because the Project lies within the SKR Fee Area; therefore, no requirements under the SKR HCP other than payment of a local mitigation fee are required.

The Project area is located within the Reche Canyon/Badlands Area of the MSHCP. Development of the Project area would not conflict with the conservation goals established by the MSHCP for Cell Group X or Cell Group E. In addition, no conflict from development would occur in relation to the Reche Canyon/Badlands Area Plan, the Area Plan Subunit 4, the Area Plan Subunit 3, Proposed Core 3, or Existing Core H.

The WLC site is adjacent to Cell Group D and Proposed Core 3, however, it is not near any Linkages identified in the MSHCP. It is adjacent to the SJWA and, therefore, is subject to the Project guidelines provided in MSHCP Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface). The Project is also required to adhere to the Best Management Practices (BMPs) found in Appendix C of the MSHCP.

The WLC project does not propose to alter land use in any way that would adversely affect Cores, Linkages, or Reserve Assembly within the Reche Canyon/Badlands Area Plan. The WLC project is not located within any Amphibian, Mammalian, or Special Linkage Areas identified by the MSHCP. The Project is in an area requiring burrowing owl surveys, is within the MSHCP Criteria Area Species Survey Area (CASSA) and is within the Narrow Endemic Plant Species Survey Area (NEPSSA).

The MSHCP and its Implementation Agreement contain a fee mitigation program pursuant to which local agencies collect development impact fees and remit such fees to the Riverside Conservation Authority (RCA). These fees are in turn used to acquire lands that are suitable for habitat preservation for species covered by the MSHCP. Payment of the local MSHCP mitigation fee will be required of the Project prior to the issuance of building permits. The MSHCP provides that payment of the fee completely mitigates a project's environmental impacts.

From available information, potential indirect impacts to avian and other biological resources within the SJWA will be reduced to less than significant levels by the creation of a 250-foot on-site setback in **Mitigation Measure 4.4.6.1A.** Project design features and associated setbacks previously described will reduce Project impacts to adjacent biological resources to less than significant levels. As required by the October 17, 2014 Joint Project Review with the RCA, the WLC Project must implement the guidelines contained in MSHCP Section 6.1.4 related to controlling adverse effects for development adjacent to the MSHCP Conservation Area, of which there are seven specific conditions. Therefore, the WLC project would have a less than significant impact in regard to the MSHCP.

Participation in the MSHCP and payment of the MSHCP fee provides compensation for the loss of raptor foraging habitat due to approved projects. A project proponent is required to participate as outlined in the MSHCP, so that loss of raptor foraging habitat is considered to be less than significant and no mitigation is required.

Narrow Endemic Plant Species. No Narrow Endemic plant species are anticipated to occur in the WLC site, but compliance with **Mitigation Measure 4.4.5.2A** will assure there will be no significant impacts to these plant species.

Criteria Area Plant Species. No Criteria Area plant species are anticipated to occur on the WLC site, but compliance with **Mitigation Measure 4.4.5.2A** will assure there will be no significant impacts to these plant species.

Riparian/Riverine Areas and Vernal Pools. Drainage Features 7, 8, 9, 12, and 15 contain riparian/riverine areas, as designated by the MSHCP. The Project area does not contain habitat suitable for covered riparian species, such as least Bell's vireo, southwestern willow flycatcher, and western yellow-billed cuckoo. No vernal pools or ephemeral ponds were observed on the Project site area and no suitable habitat for any fairy shrimp species was identified on-site. No additional mitigation regarding vernal pools or vernal pool species is required. A programmatic-level Determination of Biologically Equivalent or Superior Preservation (DBESP) was prepared by MBA in 2013 to outline specific requirements for Project-related impacts to these features in the future. A building-specific DBESP will be required in connection with the development of each building within the WLC.

Specific Plan Design Features. The Project is consistent with the major MSHCP requirements relative to core areas, criteria cells, threatened and endangered species. In addition, the Project complies with the MSHCP guidelines for urban/wildland interface, riparian/riverine areas, or related setback (with implementation of **Mitigation Measure 4.4.6.1A**). In addition, future development will be required to demonstrate that it is also consistent with all MSHCP requirements, including indirect impacts such as lighting, noise, and air pollution effects.

Regulatory Compliance. Stephens' kangaroo rats have a low potential to occur within the study area. While the study area is not within the SKR Core Reserve Area, the SKR HCP Implementing Agreement requires payment for loss of habitat within defined areas. The entire Project site lies within the fee area. An assessment of individual actions for development within the WLC Specific Plan would be required prior to any implementation. The number of acres of disturbance associated with the development and any off-site improvements shall require payment to comply with the SKR HCP. In addition, prior to issuance of a grading permit for the development of each building within the WLC, the applicants will be required to pay the mandatory MSHCP mitigation fee. The mitigation fee is a per-acre fee for commercial or industrial development. **Mitigation Measures 4.4.6.1A** and **4.4.6.1B** will also help reduce potential direct and indirect impacts to biological resources covered by the MSHCP.

With implementation of **Mitigation Measures 4.4.6.1A, 4.4.6.1B, 4.4.6.2B**, **4.4.5.2A**, and 4**.4.5.2B** potential impacts related to the species protected by the MSHCP will be reduced to less than significant levels. (Revised Final EIR Part 3, pgs. 4.4-60 to 4.4-63).

c. Jurisdictional Delineation, Riparian Habitat or Other Sensitive Natural Communities

Potential Significant Impact: Whether a Project would have a substantial adverse effect on federally protected waters or wetlands as defined by Section 404 of the Clean Water Act (CWA) (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Whether the proposed Project would have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CSFW) or U.S. Fish and Wildlife Service.

Finding: Potential impacts of the Project related to jurisdictional land, riparian habitat, and sensitive natural communities' impacts are discussed in detail in Section 4.4 of the Revised Final EIR Parts 3. Based on the entire record before us, this Commission finds that potentially significant impacts related to jurisdictional land, riparian habitat, and sensitive natural communities' impacts would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure is adopted by the Planning Commission and set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: According to Section 4.4 of the Revised Final EIR Part 3, drainages in the WLC site were investigated and delineated by MBA in March 2012 and updated in 2013. A total of 15 primary drainage features, sub-drainages or tributaries were identified and evaluated for jurisdiction under Section 404 and 401 of the CWA as administered by the United States Army Corps of Engineers (USACE) and the Regional Water Quality Control Board (RWQCB), respectively; Porter Cologne as administered by the RWQCB; and Section 1600 of the Fish and Game Code as administered by the CDFW.

The MBA 2013 report concludes that two of the drainages on the Project site are under the jurisdiction of the USACE (Drainages 12 and 15), and several additional drainages are under the jurisdiction of the CDFW and RWQCB (Drainages 7, 8, 9, 12, and 15).

Drainage Feature 12 and 15 are likely subject to USACE jurisdiction. However, if any portion of Drainage Features 12 and 15 are affected by WLC Project construction activities or flood control improvements in the future, then regulatory permitting may be required (Revised Final EIR Part 3, pgs. 4.4-74 to 4.4-75).

Drainage Feature 7, 8, 9, 12, and 15 within the WLC Project are considered riparian/riverine areas, as defined by MSHCP. If impacts to any of these areas cannot be avoided, a DBESP report and relevant mitigation will be required by the RCA.

The Project area does not contain habitat suitable for sensitive riparian species, such as least Bell's vireo, southwestern willow flycatcher, and western yellow-billed cuckoo. Additionally, no vernal pools or ephemeral ponds were observed on the Project area and no suitable habitat for any fairy shrimp species was identified on-site.

Raptor Foraging Habitat. The WLC Specific Plan area and off-site facilities contain flat, open areas with sparse vegetation, which could be considered foraging habitat for some raptor species. Due to the regular, heavy disturbance associated with the various agricultural activities in the WLC Specific Plan area and off-site facilities resulting in a rather limited prey base, and the limited size of the site in relation to the expansive foraging habitat in the near vicinity including both the CDFW Conservation Area and the SJWA, Lake Perris State Recreational Area and the extensive Badlands to the east, the foraging habitat on-site is considered marginally suitable and an adverse but not significant impact to raptor foraging habitat is anticipated.

Several drainages on the Project site are under the jurisdiction of the USACE, CDFW, or RWQCB. Therefore, **Mitigation Measures 4.4.6.2A through 4.4.6.2C** will help ensure there will be no significant impacts to riparian areas associated with Waters of the U.S. or Waters of the State as a result of future development within the Project.

With implementation of **Mitigation Measures 4.4.6.1A, 4.4.6.1B and 4.4.6.2A** through **4.4.6.2C**, potential impacts to riparian habitat or other sensitive natural communities, including on-site drainages, will be reduced to less than significant levels. (Revised Final EIR Part 3, pgs. 4.4-75 to 4.4-77).

d. Candidate, Non-listed Sensitive, or Other Special Status Species

Potential Significant Impact: Whether the Project would have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

Finding: Potential impacts of the Project related to candidate, non-listed sensitive, or other special status species impacts are discussed in detail in Section 4.4 of the Revised Final EIR Parts 3. Based on the entire record before us, this Commission finds that potentially significant impacts related to candidate, non-listed sensitive, or other special status species impacts would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure identified below is adopted by the Planning Commission and set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Finding: According to Section 4.4 of the Revised Final EIR Part 3, no USFWS designated Critical Habitat for any species is located within the Project area; therefore, no further action with regard to Critical Habitat is necessary.

Los Angeles Pocket Mouse. Focused surveys for the Los Angeles Pocket Mouse (LAPM) were conducted in August 2005, June 2010, June 2012, July 2013, and May 2018. Suitable habitat was found within Drainage Feature 9, one of the main drainage features located in the eastern end of the WLC site. In its MSHCP Consistency Report, MBA concluded that LAPM is absent from the WLC site, which is substantiated by the ESA May 2018 surveys. However, the WLC Specific Plan indicates this drainage will remain in its present natural condition, except for the southern end as it becomes the Street H channel and outlets to the SJWA land to the south. Extensive surveys were completed in 2005, 2010, 2012, 2013, and 2018, which concluded that the LAPM was not present. In addition, there is no suitable habitat between the known occurrence of the LAPM and the WLC SITE. The known populations of the LAPM are located within the southern portion of the SJWA, which is more than 2 miles from the southern WLC site boundary. The area between the known recorded occurrences of the LAPM and the WLC site have been actively disked farmland in the past and a 500-foot wide area along the southern WLC site boundary continues to be actively disked. Therefore, there is no habitat connectivity between the known occurrences of the LAPM and the WLC site. However, to ensure that no impacts occur, **Mitigation Measure 4.4.6.3E** is included in the MMRP.

Migratory or Nesting Birds. The 2013 MBA report found the extensive agriculture plant communities in the WLC Specific Plan area and off-site facilities provide suitable nesting habitat for ground-nesting avian species such as western meadowlark (*Sturnella neglecta*) and burrowing owl. Suitable habitat for shrub and tree nesting species such as red-tailed hawk, black phoebe (*Sayornis nigricans*), and house finch occur along the edges of existing development surrounding the WLC Specific Plan area and off-site facilities as well as isolated, remnant patches of vegetation in undisturbed portions of the WLC Specific Plan and off-site facilities.

Therefore, portions of the WLC Specific Plan area and off-site facilities and immediately adjacent to the WLC Specific Plan area and off-site facilities provide suitable nesting habitat for migratory birds protected under the MBTA and California Fish and Game Code.

The Project area contains suitable nesting habitat for several tree-, shrub-, and ground-nesting avian species. Therefore, MBA recommended construction activities avoid the avian nesting season, from February to August, if possible. If construction activity must take place during the nesting season, a pre-construction nesting bird survey will be conducted prior to any ground disturbance activities. The survey can be conducted in conjunction with the pre-construction survey for burrowing owl.

If passerine birds are found to be nesting or if there is evidence of nesting behavior within 250 feet of the impact area, a 250-foot setback will be required around the nest where no vegetation disturbance will be permitted. For raptor species such as hawks and owls, this setback should be expanded to 500 feet. A qualified biologist will be required to closely monitor nests until it is determined that they are no longer active, at which time construction activity in the vicinity of nests could continue. Construction activity may proceed within the buffer area at the discretion of the biological monitor. **Mitigation Measures 4.4.6.3A** through **4.4.6.3C** will ensure that impacts are less than significant.

Burrowing Owl. For those species that are not covered by the take and incidental take provisions of the MSHCP (e.g., burrowing owl), the MSHCP requirements dictate that further protective action be taken. While no burrowing owls were identified within the Project's area of disturbance, because suitable habitat is present within the Project area for the burrowing owl and because the species is highly mobile, a potential exists that, at some future date prior to Project development, this species may occupy the development sites. This is a potentially significant impact requiring mitigation. **Mitigation Measure 4.4.6.3D** will ensure that impacts are less than significant.

All burrowing owl observations within the Project site prior to 2018 are associated with artificially created berms. The recorded sightings have been within a bank of an existing drainage feature, a berm within the recently constructed detention basin associated with the Skechers Building (Drainage 3), and a roadside berm just south of Alessandro Boulevard. Burrowing owl was observed in 2018 in the eastern drainage within the proposed 250-foot setback area. The proposed detention basins will be constructed with similar manufactured berms. Based on historic observations of burrowing owl within the WLC site, it is reasonable to assume that construction of similar berms will continue to provide optimum burrow habitat for resident burrowing owls.

In addition, since there have been no recorded occurrences of burrowing owl in the northern portion of the SJWA there is no concern for competition with other burrowing owls. It is reasonable to assume that the created detention basins will provide more than a sufficient amount of foraging habitat to support a single pair of burrowing owls. The southern 250-feet of the WLC site will not contain any building development and construction activities will be restricted to detention basins and associated access roads. Mitigation Measure 4.4.6.1A discusses the 250-foot setback required for areas developed adjacent to the San Jacinto Wildlife Area. (Revised Final EIR Part 3 pgs. 4.4-78 to 4.4-79).

Plant Survey Areas. The Project limits are within MSHCP Survey Area 10 of the Narrow Endemic Plant Species' Survey Areas (NEPSSA) and MSHCP Survey Area 9 of the Criteria Area Sensitive Plant Species' Survey Areas (CASSA) for plant species. The MSHCP requires that a habitat site assessment (HSA) be conducted for all proposed developments within NEPSSAs and CASSAs. The HSA for most NEPSSA and CASSA plants must be done during a normal rainfall year and/rainy season. If it is determined during the HSA that suitable soils and/or growing conditions are present on-site to support identified NEPSSA species, a focused plant survey is required during the plant species blooming period.

Habitat suitability of the site for NEPSSA and CASSA species is detailed in the General Biological Resources and MSHCP Compliance Report (Final EIR, Volume 3 Appendix E). None of the species analyzed in the NEPSSA or CASSA is anticipated to occur on the WLC Project site. The implementation of the WLC Project would not affect the habitat or result in a direct impact for any special status plant species. **Mitigation Measure 4.4.5.2A** will ensure that impacts are less than significant.

WLC Specific Plan design features: The WLC Specific Plan area does not contain any design features relative to sensitive species or birds, other than the landscape palette that contains all native and/or drought-tolerant plants that may be utilized by birds tolerant of human activity.

In summary, implementation of **Mitigation Measures 4.4.5.2A, 4.4.6.1A, and 4.4.6.4A** through **4.4.6.4K** would reduce impacts to burrowing owl, migratory bird species, and Los Angeles pocket mouse to less than significant levels. (Revised Final EIR Part 3, pgs. 4.4-77 to 4.4-79).

e. Cumulative Biological Impact – Adversely Affect Endangered or Threatened Species.

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would have a substantial adverse effect, either directly or indirectly or through habitat modifications, on any species identified as endangered or threatened in local or regional plans, policies, or regulations, or by the CDFW or USFWS.

Findings: Potential impacts of the Project related to cumulative biological impacts are discussed in detail in Section 6.4 of the Revised Final EIR Part 3. Based on the entire record before us, this Commission finds that potentially significant impacts related to threatened or endangered species would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure is adopted by the Planning Commission and set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: There are 17 plant and animal species that are designated as endangered or threatened by State and/or Federal authorities that have the potential to occur within the general vicinity of the Project area (Table 4.4-6) and the MSHCP area. Only the coastal California gnatcatcher has been observed within the Project site. Coastal California gnatcatcher is a Covered Species in the MSHCP and is considered Adequately Conserved. Consistent with the MSHCP requirements, **Mitigation Measure 4.4.6.4A** prevents suitable habitat from disturbance during the breeding season.

Consistency with the MSHCP would provide assurance that the Project would be in compliance with the provisions of the federal Endangered Species Act, the California Endangered Species Act, and the Natural

Community Conservation Planning Act; and would adequately provide for the conservation and protection of the covered species adequately conserved and their habitats in the MSHCP Plan Area.

The Project site and off-site facilities are located within the fee area of the SKR HCP. The SKR HCP is managed as part of the MSHCP Conservation Area and significant cumulative impacts to SKR are addressed through adherence to the Stephens' kangaroo rat HCP's Implementing Agreement and payment of the County's per-acre mitigation fee.

Cumulative projects that would occur on previously undeveloped land supporting endangered or threatened species would be required to identify and mitigate any potentially significant impacts to those biological resources. Cumulative projects within the MSHCP Plan Area would be subject to consistency with the MSHCP as well as subject to consistency for any relevant HCPs. The combined construction of projects within the vicinity of the Project could deprive some species of a significant amount of habitable space. Related projects that would potentially affect threatened or endangered species would also be subject to the same regulatory requirements as the Project. These determinations would be made on a case-by-case basis, and the effects of cumulative development on sensitive species would be mitigated to the extent feasible in accordance with CEQA and other applicable legal requirements. Therefore, cumulative adverse effects on threatened and endangered species would be less than significant.

The CEQA documents identified in Tables 6.4-1 and 6.4-2 have been reviewed to determine if the identified cumulative projects in conjunction with the Project could result in cumulatively considerable effect on biological resources. All cumulative projects are required to comply with the MSHCP and pay applicable MSHCP fees which are in turn utilized by the RCA to implement programs and habitat acquisition to minimize cumulative impacts to biological resources. As a result, the cumulative projects in conjunction with the World Logistics Center Project do not constitute a cumulatively considerably effect on the SJWA.

Implementation of **Mitigation Measures 4.4.6.4A, 4.4.6.1A and 4.4.6.1 B** would reduce potential impacts to listed endangered and threatened species. Mitigation Measures 4.4.6.1A and 4.4.6.1B includes development setbacks from the SJWA northern boundary and water quality and erosion control facilities to minimize downstream impacts. Mitigation Measures 4.4.6.4A requires avoidance of impacts to nesting birds, including the Federally Threatened coastal California gnatcatcher. Through the implementation of mitigation stated above, the Project contribution to potential cumulative impacts would be less than cumulatively considerable (Revised Final EIR Part 3, pg. 6.4-34 through pg. 6.4-36).

f. Cumulative Biological Impact – Adversely Affect Candidate, Non-listed Sensitive, or Special-Status Species.

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would have a substantial adverse effect, either directly or indirectly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS.

Findings: Potential impacts of the Project related to cumulative biological impacts are discussed in detail in Section 6.4 of the Revised Final EIR Part 3. Based on the entire record before us, this Commission finds that

potentially significant impacts related to a candidate, sensitive, or special status species would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure identified below is adopted by the Planning Commission and set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: The WLC Specific Plan area overlaps with the MSHCP Survey Areas for Narrow Endemic Plant Species as well as Criteria Area Sensitive Plant Species. Focused surveys for these species did not produce positive findings within the Project site and these species are not anticipated to occur. The implementation of the WLC Project would not affect the habitat or result in a direct impact for any special status plant species.

Focused surveys for Los Angeles pocket mouse did not find this species within the Project site and the closest known location for the species is in the southern portion of the SJWA for which there is no suitable habitat connection. However, **Mitigation Measure 4.4.6.4E** is recommended to prevent impacts to the species from occurring with the implementation of the Specific Plan as suitable habitat was identified within Drainage Feature 9 on the Project site.

Burrowing owl has been observed within the WLC site on several occasions, most recently in 2018. The MSHCP requires specific protective action for this species; as such, **Mitigation Measure 4.4.6.4D** provides for pre-construction surveys and the preparation of a relocation plan if burrowing owl is found. In addition, the construction of berms around detention basins where burrowing owls have been observed to use will provide nesting opportunities and the conservation of 74.3 acres within the Specific Plan area will provide the potential to construct artificial burrows for use in the relocation plan.

Migratory and nesting birds are known from the Project site because suitable nesting habitat is available for several bird species. **Mitigation measure 4.4.6.4A** is recommended to minimize potential impacts to nesting birds.

Raptor foraging habitat will be lost through the construction of the WLC and cumulative projects. The MSHCP incorporates suitable raptor foraging habitat within the MSHCP conservation areas. As a result of conservation planning within the MSHCP area enabled through the contribution of fees required for approved development, cumulative impacts to raptor foraging habitat will not be considerable.

The combined construction of projects within the vicinity of the Project could deprive some species of a significant amount of habitable space. Related projects that would potentially affect local or regional candidate, sensitive, or special status species subject to the same regulatory requirements as the Project. Therefore, cumulative adverse effects on local or regional candidate, sensitive, or special status species would be less than significant.

The CEQA documents identified in Tables 6.4-1 and 6.4-2 have been reviewed to determine if the identified cumulative projects in conjunction with the Project could result in cumulatively considerable effect on biological resources. All cumulative projects are required to comply with the MSHCP and pay applicable MSHCP fees which are in turn utilized by the RCA to implement programs and habitat acquisition to minimize

cumulative impacts to biological resources. As a result, the cumulative projects in conjunction with the World Logistics Center Project do not constitute a cumulatively considerably effect on the SJWA.

Implementation of **Mitigation Measures 4.4.6.4A through 4.4.6.4K** would reduce potential impacts to candidate, non-listed sensitive, or special-status species. **Mitigation Measures 4.4.6.4A through 4.4.6.4K** includes protection for nesting birds, including burrowing owl, development of a resource management plan, landscape buffer adjacent to the SJWA, and payment of impact fee to the MSHCP. Through the implementation of mitigation stated above, the Project contribution to potential cumulative impacts would be less than cumulatively considerable (Revised Final EIR Part 3, pg. 6.4-36 through pg. 6.4-38).

g. Cumulative Biological Impact – Adversely Affect Riparian Habitat or Other Sensitive Natural Communities

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the CDFW or USFWS.

Findings: Potential impacts of the Project related to cumulative biological impacts are discussed in detail in Section 6.4 of the Revised Final EIR Part 3. Based on the entire record before us, this Commission finds that potentially significant cumulative impacts related to riparian habitat or other sensitive natural community would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure identified below is adopted by the Planning Commission and set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: Riparian or riverine areas are lands that contain habitat dominated by trees, shrubs, and persistent emergent plants, which occur close to or depend upon soil moisture from a nearby water source; or areas with fresh water flowing during all or a portion of the year. Drainage Feature 7, 8, 9, 12, and 15 within the WLC Project are considered riparian/riverine areas, as defined by MSHCP. If impacts to any of these areas cannot be avoided, a Determination of Biologically Equivalent or Superior Preservation (DBESP) report and relevant mitigation will be required.

Mitigation Measure 4.4.6.3A will help ensure there will be no significant impacts to riparian areas associated with Waters of the State as a result of future development within the Project. In addition, **Mitigation Measure 4.4.6.3B** will provide mitigation in the form of on-site preservation of riparian areas and/or a combination of compensation through purchase and placement of lands with riparian/riverine habitat into permanent conservation through a conservation easement and/or restoration or enhancement efforts at off-site or on-site locations. The intent of the regulatory permitting for Waters of State is a no net loss of these resources and cumulative impacts would be less than considerable.

Cumulative projects that would potentially affect habitat would also be subject to the same requirements of CEQA as the Project. These determinations would be made on a case-by-case basis, and the effects of cumulative development on riparian habitat or other sensitive natural communities would be mitigated to the extent feasible in accordance with CEQA and other applicable legal requirements. With the implementation of

the MSHCP Conservation Areas, sustainable populations for covered species within conserved habitats would result and cumulative impacts would be less than considerable. Therefore, for the reasons described above, cumulative adverse effects on sensitive habitat would be less than significant.

The CEQA documents identified in Tables 6.4-1 and 6.4-2 have been reviewed to determine if the identified cumulative projects in conjunction with the Project could result in cumulatively considerable effect on biological resources. All cumulative projects are required to comply with the MSHCP and pay applicable MSHCP fees which are in turn utilized by the RCA to implement programs and habitat acquisition to minimize cumulative impacts to biological resources. As a result, the cumulative projects in conjunction with the World Logistics Center Project do not constitute a cumulatively considerably effect on the SJWA.

Implementation of **Mitigation Measures 4.4.6.3A through 4.4.6.3C** would reduce potential impacts to riparian habitat or other sensitive natural communities. **Mitigation Measures 4.4.6.3A through 4.4.6.3C** includes the requirement to obtain regulatory jurisdictional permits, creation or enhancement of riparian resources, development of a resource management plan, and demonstration that the mitigation resources are equivalent or better than the jurisdictional resources impacted. Through the implementation of mitigation stated above, the Project contribution to potential cumulative impacts would be less than cumulatively considerable (Revised Final EIR Part 3, pg. 6.4-38 through pg. 6.4-39).

h. Cumulative Biological Impact – Adversely Affect Federally Protected Wetlands or Waters of the U.S.

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would have a substantial adverse effect on federally protected wetlands or waters of the U.S. as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

Findings: Potential impacts of the Project related to cumulative biological impacts are discussed in detail in Section 6.4 of the Revised Final EIR Part 3. Based on the entire record before us, this Commission finds that potentially significant impacts related to federally protected wetlands or waters of the U.S. would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure identified below is adopted by the Planning Commission and set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: A total of 15 primary drainage features were identified during this survey and a number of sub-drainages or tributaries were also identified. Jurisdiction for each drainage and/or sub-drainage or tributary was evaluated for jurisdiction under Section 404 and 401 of the Clean Water Act (CWA) as administered by USACE and RWQCB, respectively. Two of the 15 features are subject to the jurisdiction of the USACE and/or RWQCB. In addition, no jurisdictional wetlands or isolated wetlands were identified within the Project site. **Mitigation Measure 4.4.6.3A** will help ensure there will be no significant impacts to riparian areas associated with Waters of the U.S. as a result of future development within the Project. In addition, there would be no net loss of riparian resources.

Related projects that would potentially affect wetlands would also be subject to the same requirements of the Project with respect to the MSHCP. These determinations would be made on a case-by-case basis, and the effects of cumulative development on wetlands would be mitigated to the extent feasible in accordance with CEQA and other applicable legal requirements. Therefore, cumulative adverse effects on wetlands would be less than significant.

The CEQA documents identified in Tables 6.4-1 and 6.4-2 have been reviewed to determine if the identified cumulative projects in conjunction with the Project could result in cumulatively considerable effect on biological resources. All cumulative projects are required to comply with the MSHCP and pay applicable MSHCP fees which are in turn utilized by the RCA to implement programs and habitat acquisition to minimize cumulative impacts to biological resources. As a result, the cumulative projects in conjunction with the World Logistics Center Project do not constitute a cumulatively considerably effect on Federally protected wetlands or Waters of the United States.

Implementation of **Mitigation Measures 4.4.6.3A through 4.4.6.3C** would reduce impacts to federally protected wetlands or waters of the U.S. **Mitigation Measures 4.4.6.3A through 4.4.6.3C** includes the requirement to obtain regulatory jurisdictional permits, creation or enhancement of riparian resources, development of a resource management plan, and demonstration that the mitigation resources are equivalent or better than the jurisdictional resources impacted. Through the implementation of mitigation stated above, the Project contribution to potential cumulative impacts would be less than cumulatively considerable (Revised Final EIR Part 3, pg. 6.4-39 through pg. 6.4-40).

i. Cumulative Biological Impact – Interfere with Wildlife Movement.

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native or resident migratory wildlife corridors or impede the use of native wildlife nursery sites.

Findings: Potential impacts of the Project related to cumulative biological impacts are discussed in detail in Section 6.4 of the Revised Final EIR Part 3. Based on the entire record before us, this Commission finds that potentially significant impacts related to wildlife movement would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure identified below is adopted by the Planning Commission and set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: The Project area contains no significant cover of native plant communities and currently experiences heavy disturbance associated with agricultural activities. Additionally, the Project area is adjacent to SR-60 and Gilman Springs Road on the north and east and is bordered by urban development on the west. The nearest linkage area as identified under the MSHCP is Proposed Linkage 5 and is located approximately 3 miles north of the Project and approximately 3.6 miles south of the Project is Proposed Constrained Link 20. Development of the Project would not directly have any significant impact on wildlife movement in the area and would not fragment habitat or adversely affect wildlife movement through the surrounding areas. It is determined that the Project would not impede or minimize any significant wildlife

corridor for the target species associated within the Reche Canyon/Badlands Area plan. None of the cumulative projects would interfere with wildlife movement in the region.

Direct and indirect impacts of the Project on the MSHCP and SJWA would be less than significant with mitigation, and the regional (cumulative) implications of the Project can be addressed through the fee payment program of the MSHCP because it provides a regional and comprehensive approach to conservation planning. Through the implementation of the stated mitigation for Project-specific impacts, and the payment of required MSHCP mitigation fees, no significant cumulative effect on biological resources would result from the development of the proposed uses with implementation of the identified program mitigation measures.

Related projects that would potentially affect wildlife movement would be subject to the same requirements of CEQA as the Project. These determinations would be made on a case-by-case basis, and the effects of cumulative development on wildlife movement would be mitigated to the extent feasible in accordance with CEQA and other applicable legal requirements. Therefore, for the reasons described above, cumulative adverse effects on wildlife movement would be less than significant.

The CEQA documents identified in Tables 6.4-1 and 6.4-2 have been reviewed to determine if the identified cumulative projects in conjunction with the Project could result in cumulatively considerable effect on biological resources. All cumulative projects are required to comply with the MSHCP and pay applicable MSHCP fees which are in turn utilized by the RCA to implement programs and habitat acquisition to minimize cumulative impacts to biological resources.

Implementation of Mitigation Measures 4.4.6.1A, 4.4.6.1B, 4.4.6.2A through 4.4.6.2C, and 4.4.6.3A through 4.4.6.3K would reduce conflicts with adopted habitat conservation plans and impacts to biological resources. Through the implementation of the above mitigation measures, the Project contribution to potential cumulative impacts would be less than cumulatively considerable. (Revised Final EIR Part 3, pg. 6.4-40 through pg. 6.4-41).

j. Cumulative Biological Impact – Conflict with Adopted Policies, Ordinances or Habitat Conservation Plans

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.

Findings: Potential impacts of the Project related to cumulative biological impacts are discussed in detail in Section 6.4 of the Revised Final EIR Part 3. Based on the entire record before us, this Commission finds that potentially significant impacts related to consistency with adopted policies, ordinances or habitat conservation plans would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure identified below is adopted by the Planning Commission and set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: The WLC Project site is located within the MSHCP, the Project site is located within the Reche Canyon/Badlands Area of the MSHCP. Development of the Project site would not conflict with the conservation goals established by the MSHCP for Cell Group X or Cell Group E. In addition, no conflict from development would occur in relation to the Reche Canyon/Badlands Area Plan, the Area Plan Subunit 4, the Area Plan Subunit 3, Proposed Core 3, or Existing Core H.

No development is proposed within the portion of the Project site that lies adjacent to Cell Group D and the SJWA. Development that will be adjacent to the SJWA property may cause significant indirect impacts to species within the SJWA. The Project site is not adjacent to any Cores or Linkages identified in the MSHCP. However, it is adjacent to the SJWA and is subject to the project guidelines provided in MSHCP Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface). The Project is also required to adhere to the Best Management Practices (BMPs) found in Appendix C of the MSHCP.

The Project is not located within any Amphibian, Mammalian, or Special Linkage Areas identified by the MSHCP. The Project is in an area requiring burrowing owl surveys, is within the MSHCP Criteria Area Species Survey Area (CASSA) and is within the Narrow Endemic Plant Species Survey Area (NEPSSA). Surveys the CASSA and NEPSSA resulted in the lack of observation of these species. Burrowing owl has been observed within the Project site.

The WLC Project site is located within the Stephen's Kangaroo Rat (SKR) Habitat Conservation Plan (HCP). Core Areas have been designated for the conservation of this species; however, the Project site is not located within an SKR Core Area.

The effects of the Project, in combination with other cumulative projects in the geographic area, could combine to cause or contribute to significant cumulative effects to biological resources. In particular, identified cumulative projects that are located within or near the northern portion of the San Jacinto Wildlife Area could have significant effects on special status species, sensitive vegetation communities, and wildlife movement documented in the MSHCP and the San Jacinto Wildlife Area Management Plan. It should be noted that cumulative projects are required to adhere to and be consistent with the goals and objectives established in the MSHCP, including the payment of MSHCP fees. Therefore, cumulative adverse effects on resource protection policies would be less than significant.

The CEQA documents identified in Tables 6.4-1 and 6.4-2 have been reviewed to determine if the identified cumulative projects in conjunction with the Project could result in cumulatively considerable effect on biological resources. All cumulative projects are required to comply with the MSHCP and pay applicable MSHCP fees which are in turn utilized by the RCA to implement programs and habitat acquisition to minimize cumulative impacts to biological resources. As a result, the cumulative projects in conjunction with the World Logistics Center Project do not constitute a cumulatively considerably effect on adopted policies, ordinances or habitat conservation plans.

Implementation of **Mitigation Measures 4.4.6.2A and 4.4.6.2B** would reduce conflicts with adopted habitat conservation plans that the Project is subject to. **Mitigation Measures 4.4.6.2A and 4.4.6.2B** includes the requirement to conduct a focused plant survey, and demonstration to the Riverside County Regional Conservation Authority compliance with the provisions of the MSHCP. Through the implementation of the

above mitigation measures, the Project contribution to potential cumulative impacts would be less than cumulatively considerable (Revised Final EIR Part 3, pg. 6.4-41 through pg. 6.4-42).

5. Cultural Resources

a. Prehistoric Cultural Resources

Potential Significant Impact: Whether the Project could have an adverse effect on significant archaeological resource pursuant to CEQA Guidelines Section 15064.5.

Finding: Potential impacts of the Project related to archaeological resource impacts are discussed in detail in Section 4.5 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that potentially significant impacts related to archaeological resources would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Finding: Based on Section 4.5 of the Revised Final EIR Part 4 Volume 3, a reconnaissance pedestrian-survey for the Project site was conducted in November 2007. Although the Project site is located within the Moreno Hills Complex, no archaeological resources were identified on the Project site during the field survey, and the cultural resource assessment concluded the Project would have no significant impacts; however, there is a potential for Project grading to disturb previously undiscovered cultural resources. While there is no recorded or surface evidence that archaeological resources are present on-site, the Project is located in an area with a high potential of containing prehistoric archaeological resources. Therefore, a potential exists that excavation and construction activities may uncover previously undetected prehistoric or historic cultural resources. Adherence to **Mitigation Measures 4.5.6.1A** through **4.5.6.1E** would reduce potential impacts to archaeological resources to a less than significant level. (Revised Final EIR Part 4 Volume 3 pgs. 4.5-17 to 4.5-21)

b. Historic Resources

Potential Significant Impact: Whether the Project could have a significant adverse effect on historic resources.

Findings: Potential impacts of the Project related to historic resource impacts are discussed in detail in Section 4.5 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that potentially significant impacts related to historic resources would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: According to Section 4.5 of the Revised Final EIR Part 4 Volume 3, the Project site contains two previously identified historic sites: CA-RIV-4201H and CA-RIV-4210H. Both of these are historic-era homesteads and previously contained farm buildings and related out-buildings. They were located in the eastern portion of the Specific Plan area, but MBA could find no remains of these facilities

or related artifacts. The MBA report concludes the buildings were demolished and/or their materials removed for disposal or reuse at some point in the past.

There are seven rural residential structures and associated out-buildings currently present on the project site, and one (APN 478-220-009) near Redlands Boulevard contains a farm building that was built around 1900 and may be one of the oldest surviving buildings of the historic Moreno community.[21] No other evidence of past structures or unique features was identified; however, access to the seven rural residential properties was not available at the time of survey, and it appears from general observations, historical aerial photographs, and historical records that one or more of these buildings may be older than 40 years. Without more information, there is a possibility that removal of these buildings could represent a significant impact to historic structures, features, or resources, and mitigation is required.

In addition, historical evidence indicates Juan Bautista de Anza traveled through the project area (i.e., along the base of Mt. Russell from south to northwest), which should be acknowledged as part of the trail proposed within the Specific Plan.

Alessandro Boulevard was designated as a City Landmark in 1988 (Resolution CPAB 88-2). Resolution CPAB 88-2 was designed to assure the maintenance, enhancement, or protection of a street of historical significance. Over the years various portions of Alessandro Boulevard have been modernized to enhance traffic flow throughout the City, but the original routing has remained unchanged. Alessandro Boulevard within the WLC Specific Plan area would retain its original alignment but the roadway would be enhanced to serve modern traffic needs. This has been done in multiple areas along Alessandro Boulevard in the past to better serve the needs of the community. These changes have not impacted the integrity of the landmark status, as the significance of the Landmark status is associated with the original location of the boulevard since 1890 and the retention of the original name of the boulevard across the City. These aspects would remain, and the impacts would not be considered significant since the California Register requires that a resource possess integrity, which is defined as "the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance" (California Office of Historic Preservation 1999). To retain integrity, a resource should have its original location, design, setting, materials, workmanship, feeling, and association. Which of these factors is most important depends on the particular criterion under which the resource is considered eligible for listing (California Office of Historic Preservation 1999). Alessandro Boulevard integrity is retained in the original location, however, design, setting, materials feeling have changed over time through modifications to the road throughout the City and thus the impacts are not significant.

Approximately 1,350 feet of Alessandro Boulevard east of Merwin Street would be closed to through traffic to keep trucks from using Alessandro Boulevard through the residential neighborhood between Merwin Street and Wilmot Street. The loss of this portion of Alessandro Boulevard would not have a significant impact on the landmark status of the road, as the name would continue to be employed and the original routing would be retained throughout. These are the two key characters of the landmark status. This portion of road would be

[21] [18] *Cultural Resources Assessment*, Michael Brandman Associates, Inc., September 2014.

open to hikers and bikers and the closure will be designed to keep access open to non-vehicular users. Both the original route and name would be retained in keeping with the main aspects of the landmark designation.

Implementation of **Mitigation Measures 4.5.6.1A, 4.5.6.2A,** and **4.5.6.2B,** will help reduce potential impacts to historical resources to less than significant levels. (Revised Final EIR Part 4 Volume 3 pgs. 4.5-21 to 4.5-26).

c. Paleontological Resources

Potential Significant Impact: Whether the Project could have an adverse effect on significant paleontological resource or site or unique geologic feature.

Findings: Potential impacts of the Project related to paleontological resource impacts are discussed in detail in Section 4.5 of the Revised Final EIR Part 4, Volume 3. Based on the entire record before us, this Commission finds that potentially significant impacts related to paleontological resources would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program. Implementation of **Mitigation Measures 4.5.6.3A** and **4.5.6.3B** will reduce the impact to unique paleontological resource or unique geologic feature to less than significant.

Facts in Support of the Findings: According to Section 4.5 of the Revised Final EIR Part 4 Volume 3, the Project site is located within an area that has a high potential to contain near-surface Pleistocene fossils.[22] The paleontological literature search indicated that there is potential for significant, nonrenewable resources that to encountered during on-site construction activities. Therefore, a paleontological resources impact mitigation program (PRIMP), including excavation monitoring by a qualified paleontologist, is required for earthmoving activities in Pleistocene sediments on the Project site with potential to contain significant, nonrenewable paleontological resources. Although no paleontological resources were identified on-site during the field survey, because of the location of the Project site and associated sensitivity for paleontological resources, the potential exists that paleontological resources maybe uncovered during construction. Adherence to the **Mitigation Measures 4.5.6.3A** and **4.5.6.3B** will reduce potential impacts to paleontological resources to a less than significant level. (Revised Final EIR Part 4 Volume 3 pgs. 4.5- 26 to 4.5-27).

d. Cumulative Cultural Resources Impacts – Archaeological Resources

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.

Findings: Potential cumulative impacts of the Project-related cultural resources are discussed in detail in Section 6.5 of the Revised Final EIR Part 3. Based on the entire record before us, this Commission finds that potentially significant impacts related to archaeological resources would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid

[22] *Ibid.*

the significant effects on the environment. (Finding 1). Each mitigation measure identified below is adopted by the Planning Commission and set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: According to Section 6.5 of the Revised Final EIR Part 3, cumulative projects within Western Riverside County would involve ground disturbance that could result in a significant impact to archaeological resources. Some of the cumulative projects have incorporated design features to avoid potential effects to known archaeological resources; however, potential significant cumulative impacts could occur to unknown archaeological resources. Although no known resources are located within the Project area, ground disturbing activities could result in a significant impact to unknown archaeological resources. Therefore, the Project's contribution to potential significant cumulative impacts would be cumulatively considerable.

Typical mitigation measures implemented by the cumulative projects to reduce potential impacts to unknown archaeological resources include archeological monitoring, Native American tribal representation during monitoring, and protocols for treatment of discovered resources. These measures typically reduce potential impacts to unknown archaeological resources to less than significant.

Implementation of the recommended mitigation measures reduces potential impacts to archaeological resources. Mitigation Measures 4.5.6.1A and 4.5.6.1B includes Phase 1 cultural resources assessments of parcels that have not been assessed, significance evaluation of any resources encountered, and development of appropriate treatment or mitigation. Mitigation measures 4.5.6.1C and 4.5.6.1D include the retention of an archaeological monitor to observe all grading activities, with invitation of a Native American tribal representative to participate in monitoring. Mitigation measure 4.5.6.1E includes protocols to be followed should resources be discovered, including resource evaluation and appropriate treatment for significant resources. Through the implementation of the above mitigation measures, the Project's incremental contribution to potential significant cumulative impacts would be less than cumulatively considerable (Revised Final EIR Part 3, pg. 6.5-21 to 6.5-22).

e. Cumulative Cultural Resources Impacts – Historic Resources

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5.

Findings: Potential cumulative impacts of the Project-related cultural resources are discussed in detail in Section 6.5 of the Revised Final EIR Part 3. Based on the entire record before us, this Commission finds that potentially significant impacts related to historic resources would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure identified below is adopted by the Planning Commission and set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: According to Section 6.5 of the Revised Final EIR Part 3, cumulative related projects within Western Riverside County would involve ground disturbance that could impact above-ground structures that are of historic-age and meet the criteria of historic resources. Ground disturbance could

also result in impacts to unknown historic resources that are located below ground. The construction activities associated with cumulative development could result in a potential significant cumulative impact. Typical mitigation measures implemented by projects in the cumulative scenario to reduce potential impacts to historical resources include proper curation and recordation of the recovered historic resources. These measures typically reduce potential impacts to historical resources to less than significant.

The implementation of the Project would contribute to potential cumulative impacts to historic resources. Because the Project includes the removal of seven rural residential structures and associated out-buildings that may be of historic-age, impacts on these structures, features or resources could be significant. In addition, the Project also includes effects on other structures of historic-age such as two previously identified historic sites containing farm buildings and related out-buildings as well as Alessandro Boulevard which was constructed across the site in the 1890s. The Project's incremental contribution to cumulative historic impacts would be cumulatively considerable.

Implementation of the recommended mitigation measures reduces the Project's contribution to historic cumulative impacts. The implementation of **Mitigation Measure 4.5.6.2A** would include the proper curation of recovered historic resources. The implementation of **Mitigation Measure 4.5.6.2B** would include the installation of a historical marker along a historic trail. **Mitigation Measure 4.5.6.2C** includes an alignment of an on-site road along the historical alignment of Alessandro Boulevard. With the implementation of these mitigation measures, the Project's contribution to potentially significant cumulative historic impacts would be less than cumulatively considerable (Revised Final EIR Part 3, pg. 6.5-22 to 6.5-23).

f. Cumulative Cultural Resources Impacts – Paleontological Resources

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Findings: Potential cumulative impacts of the Project-related cultural resources are discussed in detail in Section 6.5 of the Revised Final EIR Part 3. Based on the entire record before us, this Commission finds that potentially significant impacts related to paleontological resources would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure identified below is adopted by the Planning Commission and set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: According to Section 6.5 of the Revised Final EIR Part 3, cumulative projects within Western Riverside County would involve ground disturbance that could cause adverse impacts to paleontological resources. Potential impacts from projects in the cumulative scenario that could impact the same fossil-bearing geologic units as the Project would be considered significant. These units include older Pleistocene alluvium and the San Timoteo formation, both of which have been assigned a moderate paleontological sensitivity because they have yielded paleontological resources in the past. Potential impacts from the implementation of projects in the cumulative scenario could result in significant cumulative impacts. The typical mitigation measures implemented by the cumulative related projects to reduce potential impacts

to paleontological resources are paleontological monitoring and properly curating resources that are found. These measures typically reduce potential impacts to paleontological resources to less than significant.

Because the Project would result in ground disturbance that could affect paleontological resources within the Pleistocene alluvium and the San Timoteo formation, the Project's contribution to cumulative paleontological resources impacts would be cumulatively considerable.

Implementation of mitigation measures would reduce the Project's contribution to potential cumulative impacts to paleontological resources. The implementation of **Mitigation Measure 4.5.6.3A** includes the presence of a City-approved paleontologist to monitor excavation activities and salvage/collect fossils. **Mitigation Measure 4.5.6.3B** provides for the paleontological assessment of off-site improvements area and the implementation of monitoring protocols, where appropriate. Through the implementation of these mitigation measures, the Project's contribution to potential significant cumulative impacts to paleontological resources would not be cumulatively considerable (Revised Final EIR Part 3, pg. 6.5-23).

6. Geology and Soils

a. Fault Rupture

Potential Significant Impact: Whether the future development permitted by the Project would locate development in an area susceptible to fault rupture.

Findings: Potential impacts of the Project related to fault rupture impacts are discussed in detail in Section 4.6 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that potentially significant impacts related to fault rupture would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: According to Section 4.6 of the Revised Final EIR Part 4 Volume 3, the western portion of the site is crossed by the City of Moreno Valley Seismic Zone, a postulated trace of the Casa Loma Fault and the Farm Road Strand. A detailed fault investigation was performed by Leighton for these projected faults. Although no active faulting was observed, some local discontinuous fracturing was observed and documented. Because of the potential for ground movements in this area, mitigation is required.

State law prohibits the construction and placement of habitable structures[23] over the trace of an active fault pursuant to the Alquist-Priolo Act. The A-P Earthquake Fault Zone is located on the eastern border of the project site. Trenching conducted by Leighton across the Claremont Segment of the San Jacinto Fault in the eastern area of the project site identified the location of a portion of the fault; however, the entire length of the fault through the Project site was not trenched. Although no habitable structure can be located on an active

[23] [20] California Code of Regulations, Section 3601 states, "A structure for human occupancy is any structure used or intended for supporting or sheltering any use or occupancy, which is expected to have a human occupancy rate of more than 2,000 person-hours per year."

fault per State law, fault rupture hazard represents a potential significant seismic hazard on-site that would require mitigation.

Implementation of **Mitigation Measures 4.6.6.1A** through **4.6.6.1C** will ensure fault rupture hazards are reduced to a less than significant level. (Revised Final EIR Part 4 Volume 3 pgs. 4.6-17 to 4.6-20).

b. Ground Shaking

Potential Significant Impact: Whether the future development permitted by the Project would locate development in an area susceptible to ground shaking.

Findings: Potential impacts of the Project related to ground shaking impacts are discussed in detail in Section 4.6 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that potentially significant impacts related to ground shaking would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: According to Section 4.6 of the Revised Final EIR Part 4, Volume 3, Southern California is a seismically active area and, therefore, will continue to be subject to ground shaking resulting from seismic activity on regional faults. Ground shaking from earthquakes associated with nearby and more distant faults is expected to occur during the lifetime of the Project. The level of potential ground motion is considered moderate to high in the City of Moreno Valley and, therefore, in the project area.

In accordance with the City's General Plan Safety Element (Objective 6.1),[24] Project development will require geological and geotechnical investigations by State-licensed professionals. The geotechnical investigations will provide design considerations and earthwork recommendations to ensure that ground shaking impacts are appropriately mitigated. In addition, California Code of Regulations (CCR), Title 24, also known as the California Building Standards Code (CBC), contains building design and construction requirements relating to fire and life safety, and structural safety. The CBC also includes standards designed to ensure that structures within California are built to withstand expected levels of seismic activity for each earthquake region throughout the State. Specifically, Part 2 of Title 24, including Chapters 4, 16-18, and Appendix J provide guidance regarding grading, soils, and construction techniques related to seismic protection. These codes are provided to protect public safety and ensure that all structures built in the State can withstand anticipated seismic ground shaking and other related geotechnical and soils constraints. Implementation of **Mitigation Measure 4.6.6.2A** will ensure ground shaking impacts caused by earthquakes are reduced to a less than significant level. (Revised Final EIR Part 4 Volume 3 pgs. 4.6-20 to 4.6-21).

c. Unstable Soils

Potential Significant Impact: Whether the future development permitted by the Project would locate development in an area susceptible to unstable soils.

[24] Moreno Valley General Plan, Chapter 9 Goals and Objectives, pg. 9-30.

Findings: Potential impacts of the Project related to unstable soil impacts are discussed in detail in Section 4.6 of the Revised Final EIR Part 4, Volume 3. Based on the entire record before us, this Commission finds that potentially significant impacts related to unstable soils would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: According to Section 4.6 of the Revised Final EIR Part 4, Volume 3, expansive soils generally have a substantial amount of clay particles, which can give up water (shrink) or absorb water (swell). The change in the volume exerts stress on buildings and other loads placed on these soils. The extent or range of the shrink/swell is influenced by the amount and kind of clay present in the soil. Expansive soils can be widely dispersed, and they can occur in hillside areas as well as low-lying alluvial basins. On-site soils (Dv and Wb soils) are identified as having a moderate to low shrink-swell potential. Because the potential exists to locate development on moderately expansive soils, impacts are considered significant and mitigation is required. In accordance with the City's General Plan Safety Element (Implementation Measure I.E.1) and as indicated previously, development of the Project will require geological and geotechnical investigations by State-licensed professionals. To ensure impacts from expansive soils are addressed for specific development sites, adherence to **Mitigation Measures 4.6.6.3A** through **4.6.6.3C** is required to reduce impacts from unstable soils to less than significant. (Revised Final EIR Part 4, Volume 3 pg. 4.6-21 to 4.6-23)

d. Cumulative Geology Impacts – Fault Rupture

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would expose persons or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zone Maps issued by the State Geologist for the area or based on other substantial evidence of a known fault.

Findings: Potential cumulative impacts related to geologic resources are discussed in detail in Section 6.6 of the Revised Final EIR Part 3. Based on the entire record before us, this Commission finds that potentially significant cumulative impacts related to fault rupture would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure is adopted by the Planning Commission and set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: According to Section 6.6 of the Revised Final EIR Part 3, the San Jacinto Fault Zone and its associated fault segments are located within the eastern portion of the City of Moreno Valley. According to the City of Moreno Valley General Plan EIR, no other active fault zone is located within the City. Based on a review of projects in the cumulative scenario, San Jacinto Wildlife Area Land Management Plan is the only related project that is located in the immediate vicinity of the San Jacinto Fault Zone. A portion of the Land Management Plan encompasses the area immediately south of the Project site and is located within the City of Moreno Valley. This portion of the Land Management Plan includes a potential

for a water storage project that would involve construction of enclosed berms to hold water and an on-site pipeline. However, based on information from the San Jacinto Wildlife Area Land Management Plan EIR, the water storage project would not be located on any of the mapped earthquake fault zones and would thus be unlikely subject to fault rupture. Therefore, no significant cumulative effect would result relating to surface rupture impacts exposing persons and structures to significant effects and the Project's impacts would be less than cumulatively considerable.

Implementation of **Mitigation Measures 4.6.6.1A through 4.6.6.1C** will require subsurface evaluations to determine the implementation of structural setbacks, remedial earthwork and/or foundation recommendations if site-specific geotechnical investigations confirm the locations of the fault alignments in the areas of proposed land uses. The implementation of these mitigation measures would reduce the Project's potential fault rupture impacts to less than cumulatively considerable (Revised Final EIR Part 3, pg. 6.6-15 through pg. 6.6-16).

e. Cumulative Geology Impacts – Ground Shaking

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would expose persons or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong ground shaking.

Findings: Potential cumulative impacts related to geologic resources are discussed in detail in Section 6.6 of the Revised Final EIR Part 3. Based on the entire record before us, this Commission finds that potentially significant cumulative impacts related to ground shaking would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure is adopted by the Planning Commission and set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: According to Section 6.6 of the Revised Final EIR Part 3, projects in the cumulative scenario could be subject to ground shaking resulting from seismic activity on regional and local faults. The level of potential ground motion from faults is considered moderate to high in the City of Moreno Valley. Based on a review of the environmental documents prepared for the cumulative projects, the structures proposed by each project would be required to be designed in accordance with the California Building Code and the City of Moreno Valley Building Code to preclude adverse effects to the structures and persons associated with strong seismic ground-shaking. The amount of ground shaking would be dependent on the earthquake size, location and distance. Ground shaking would be greater with larger and closer earthquakes. Cumulative projects could expose persons and structures to significant cumulative seismic ground shaking impacts.

The implementation of the Project could also subject persons and structures to ground shaking from seismic activity on regional and local faults. Section 4.6.6.2 of Revised Final EIR Part 4 Volume 3 identifies that the exposure of the proposed structures and persons to seismic activity would be potentially significant. Therefore, the combination of impacts of the Project and other projects in the cumulative scenario would result in a cumulative significant impact. Given the size of the Project and the number of people and scope of structures it would include, the Project's contribution to the significant cumulative impact associated with exposing persons and structures to strong seismic ground shaking impacts could be cumulatively considerable.

Implementation of **Mitigation Measure 4.6.6.2A** requires structural design parameters for the proposed improvements in accordance with the California Building Code, including applicable City amendments as indicated based on site-specific geotechnical investigations. The implementation of this measure would reduce the Project's contribution to the potential significant cumulative exposure of persons and structures to seismic ground shaking impacts to less than cumulatively considerable (Revised Final EIR Part 3, pg. 6.6-16 through pg. 6.6-17).

f. Cumulative Geology Impacts – Unstable Soils

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would be located on expansive soil, creating substantial risks to life or property.

Findings: Potential cumulative impacts related to geologic resources are discussed in detail in Section 6.6 of the Revised Final EIR Part 3. Based on the entire record before us, this Commission finds that potentially significant cumulative impacts related to unstable soils would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure is adopted by the Planning Commission and set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: According to Section 6.6 of the Revised Final EIR Part 3, projects in the cumulative scenario would include structural development on soils that have a low to moderate shrink/swell potential that could result in unstable soils. Areas where soils have a moderate shrink/swell potential could result in expansive soil impacts that would be significant. However, based on a review of the cumulative projects, the implementation of special construction techniques and compliance with the California Building Code would reduce expansive soil impacts to less than significant.

The implementation of the Project could include structures on soils with moderate shrink/swell and cause potential significant impacts to persons and structures. Therefore, the combination of the Project's incremental impacts together with the impacts of other projects in the cumulative scenario would result in a cumulative significant expansive soil impact. Given the size of the Project and the number of people it would include, the Project's contribution to exposing persons and structures to expansive soil impacts would be cumulatively considerable.

Implementation of **Mitigation Measures 4.6.6.3A through 4.6.6.3C** require structural design parameters for the proposed improvements in accordance with the California Building Code, including applicable City amendments. These design parameters would be implemented based on site-specific geotechnical investigations. The implementation of these measures would reduce the Project's contribution to the potential significant cumulative exposure of persons and structures to expansive soil impacts to less than cumulatively considerable (Revised Final EIR Part 3, pg. 6.6-17).

7. Greenhouse Gas Emissions, Climate Change, and Sustainability

a. Greenhouse Gas Emissions

Potential Significant Impact: Whether the Project could have a significant adverse effect due to the generation of greenhouse gas emissions (GHGs).

Findings: Potential impacts of the Project related to Greenhouse Gas Emissions impacts are discussed in detail in Section 4.7 of the Revised Final EIR Parts 2 and 3. Based on the entire record before us, this Commission finds that potentially significant impacts related to Greenhouse Gas Emissions impacts would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure is adopted by the Planning Commission and set forth in the attached Mitigation Monitoring and Reporting Program

Facts in Support of the Findings: According to the Revised Final EIR Part 2 Section 4.7, future development that could occur on the Project site could generate GHG emissions during construction and operation activities. Most of the Project's GHG emissions (transportation and electricity) are covered under the AB 32 California cap-and-trade program and are therefore "capped" GHG emissions. Based on a comparison of the Project to the South Coast Air Quality Management District tiered interim GHG significance criteria, the most applicable South Coast Air Quality Management District thresholds for the uncapped GHG emissions is the Industrial at 10,000 metric tons of carbon dioxide equivalents (MT CO_2e) per year. In September 2013, the SCAQMD adopted two Negative Declarations stating that GHG emissions subject to the CARB cap-and-trade program (so called "capped" emissions) do not count against the 10,000 MT CO2e significance threshold the SCAQMD applies when acting as a lead agency. The consideration of only uncapped GHG emissions to determine the significance of those emissions under CEQA used by the SCAQMD and the San Joaquin Valley Air Pollution Control District (SJVAPCD) was validated in Association of Irritated Residents v. Kern County Board of Supervisors, 17 Cal. App. 5th 708 (2017). The Revised Final EIR's GHG analysis properly relied on compliance with California's cap-and-trade program to conclude that GHG emissions would be less than significant.

As shown in Table 4.7-7 of the Revised Final EIR Part 2, the uncapped GHG emissions at Buildout (2035) for the Project is 22,974 MT CO_2e per year and exceeds the SCAQMD threshold; therefore, the Project GHG emissions are significant before mitigation. With implementation of mitigation measures, the Project's uncapped GHG emissions would be reduced to 8,562 MT CO_2e which is less than significant. In order to ensure that the Project complies with and would not conflict with or impede the implementation of reduction goals identifies in AB 32, the Governor's EO S-3-05 and other strategies to help reduce GHGs to the level proposed by the Governor, Mitigation Measures 4.3.6.2A, 4.3.6.3B, 4.3.6.4A, 4.7.6.1A, 4.7.6.1B, 4.7.6.1C, 4.7.6.1D, 4.16.1.6.1A, 4.16.1.6.1B, and 4.16.1.6.1C shall be implemented. (Revised Final EIR Part 2, pgs. 4.7-34-20 to 4.7-40)

In addition to the above Mitigations Measures, new Mitigation Measure 4.7.7.1 would mitigate either "Total Uncapped" GHG emissions from Table 4.7-8 or "Project Emissions" from new Table 4.7-16. With this new Mitigation Measure 4.7.7.1, the WLC Project's GHG emissions will be reduced to net zero either with without consideration on the cap-and-trade program, contingent on the outcome of an appeal of the Superior Court's ruling on the FEIR's application of California's cap-and-trade program to the analysis of GHG emissions for the construction and operation of the WLC Project. Therefore, Project emissions would not exceed the SCAQMD's significance threshold of 10,000 MT CO2e per year and would not contribute to a significant cumulative impact. (Revised Final EIR Part 1, pg. 35).

b. Greenhouse Gas Plan, Policy, Regulation Consistency

Potential Significant Impact: Whether the Project could be inconsistent with greenhouse gas plans, policies and regulations.

Findings: Potential impacts of the Project related to greenhouse gas plan, policy, regulation consistency impacts are discussed in detail in Section 4.7 of the Revised Final EIR Parts 2 and 3. Based on the entire record before us, this Commission finds that potentially significant impacts related to Greenhouse Gas Emissions impacts would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure identified below is adopted by the Planning Commission and set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: According to the Revised Final EIR Part 2 Section 4.7, implementation of the Project could result in the development of an approximately 40.6 million square feet of logistics distribution facilities. The Project includes a variety of physical attributes and operational programs that would help reduce operational-source pollutant emissions from worker commuting, including GHG emissions. Similar to the discussion of cumulative air quality impacts, the Project may employ workers locally from the City. This has the benefit of improving the local jobs/housing balance leading to air quality benefits in terms of shorter trip lengths, which lead to lower GHG emissions than if the workforce was derived from distant locations.

Future development that would occur under the Project would be consistent with greenhouse gas emission reduction strategies and policies, including the City's Climate Change Strategy. The Project would implement the Mitigation Measures listed above to reduce its contribution to GHG emissions and to ensure it does not conflict with or impede implementation of reduction goals identified in AB 32, Governor's Executive Order S-3-05, and other strategies to help reduce GHGs to the level proposed by the Governor. In addition, the Project would also be subject to all applicable regulatory requirements, which would also reduce the GHG emissions of the project. Since the Project is consistent with these policies, including being required to mitigate its GHG emissions to net zero, the Project is consistent with greenhouse gas plans, policies, and regulations and impacts are less than significant after mitigation. (Revised Final EIR Part 2, pgs. 4.7-41 to 4.7-47)

c. Cumulative Greenhouse Gas Emissions Impacts

Potential Significant Impact: Whether the Project in connection with past, current, and probable future projects would have a cumulative significant impact from greenhouse gas emissions.

Findings: Potential cumulative impacts of the Project-related greenhouse gas emissions (GHG) are discussed in detail in Section 6.7 Revised Final EIR Part 2. Based on the entire record before us, this Commission finds that potentially significant impacts related to cumulative greenhouse gas emissions would be reduced to a less than significant level, with implementation of **Mitigation Measures 4.7.6.1A, 4.7.6.1B, 4.7.6.1C, 4.7.6.1D, 4.7.6.1E.1 or 4.7.6.1E.2, and 4.7.7.1.** Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: Cumulative effects to greenhouse gas (GHG) emissions, climate change and sustainability are described in Section 6.7 of the Revised Final EIR Part 2. As part of the GHG cumulative analysis a review of available environmental documents for projects within the Project vicinity was conducted. Approximately 359 projects were identified in the vicinity of the Project and are listed in Table 6.7-1. Out of those 359 projects, approximately 173 environmental documents were available. All 173 were reviewed to identify quantitative emissions for construction and operation of the respective projects; however, not all environmental documents contained emissions for construction and operation. Emissions from all of the identified cumulative projects were calculated based on available information and methodologies. Cumulative construction and operational emissions are provided in Table 6.7-2 in Section 6.7 of the Revised Final EIR Part 2.

During construction, the Project would emit GHGs mainly from direct sources such as combustion of fuels from worker, vendor, haul vehicles and construction equipment. Section 4.7.6.1 Greenhouse Gas Emissions of the Revised Final EIR Part 2 found that construction of the Project would contribute approximately 18,770 MT CO_2e in its first year of construction and up to approximately 23,511 mt CO_2e per year of construction during the 15-year construction period. Over the 15-year construction period the Project would emit a total of 221,727 MT CO_2e. The SCAQMD recommends that construction emissions be averaged over a 30-year period. Average over a 30-year period results in approximately 7,391 MT CO_2e per year. In addition, out of the 359 cumulative projects that were evaluated during preparation of the Recirculated Sections, Revised Final EIR Part 2, 68 were found to be completed or currently undergoing construction as of November 2019. Therefore, 291 potentially cumulative projects that could undergo construction activities during the Project's 15-year construction period.

The SCAQMD recommends that construction-related GHG emissions be amortized over a project's 30-year lifetime in order to include these emissions as part of a project's annualized lifetime total emissions, so that GHG reduction measures will address construction GHG emissions as part of a project's overall GHG reduction strategies. In accordance with this methodology, the estimated construction GHG emissions have been amortized over a 30-year period and are included in the annualized operational GHG emissions.

Operational or long-term emissions occur over the life of the Project. CARB has designed a California cap-and-trade program that is enforceable and meets the requirements of AB 32 and SB 32. The program began on January 1, 2012, placing GHG emissions limits on capped sectors (e.g., electricity generation, petroleum refining, cement production, and large industrial facilities that emit more than 25,000 MT CO_2e per year), and enforcing compliance obligations beginning with 2013 emissions. Vehicle fuels were placed under the cap in 2015, and with the passage of AB 398, the program was extended through 2030. The cap-and-trade program allocates emissions permits across covered entities in each sector. As shown in Section 4.7.6.1 Greenhouse Gas Emissions of the Revised Final EIR Part 2, the Project's unmitigated uncapped emissions at full buildout in 2035 are approximately 22,974 MT CO_2e per year which are over the SCAQMD's significance threshold of 10,000 MT CO_2e per year.

The quantitative analysis of operation and construction emissions utilized the SCAQMD's Interim CEQA GHG Significance Thresholds to determine the respective project's level of significance. Significance thresholds for each project were determined based on land use. The projects that were identified as either

residential or commercial projects are considered part of the SCAQMD's draft threshold for residential/ commercial projects and 3,000 MT CO_2e per year was used in each of the greenhouse assessments. The projects that were identified as industrial/warehouses were compared against a threshold of 10,000 MT CO_2e for industrial projects. Of the 359 projects analyzed, 94 projects exceeded their given threshold and 261 projects were below threshold. Given that the unmitigated Project and 94 of the cumulative projects are over threshold, impacts would be potentially significant and cumulatively considerable. (Revised Final EIR Part 2, pgs. 6.7-13 to 6.7-14)

In addition to the above Mitigations Measures, new Mitigation Measure 4.7.7.1 would mitigate either "Total Uncapped" GHG emissions from Table 4.7-8 or "Project Emissions" from new Table 4.7-16. With this new Mitigation Measure 4.7.7.1, the WLC Project's GHG emissions will be reduced to net zero either with without consideration of the cap-and-trade program, contingent on the outcome of an appeal of the Superior Court's ruling on the FEIR's application of California's cap-and-trade program to the analysis of GHG emissions for the construction and operation of the WLC Project. Therefore, Project emissions would not exceed the SCAQMD's significance threshold of 10,000 MT CO_2e per year and would not contribute to a significant cumulative impact. (Revised Final EIR Part 1, pg. 35 of the Response to Comments document)

d. Cumulative Aesthetics – Light and Glare

Potential Significant Impact: Whether the Project could result in cumulative impacts in connection with past, present, and probable future projects to create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.

Findings: Potential cumulative impacts of the Project with respect to light and glare aesthetics are discussed in detail in Section 6.1 of the Revised Final EIR Part 3. Based on the entire record before us, this Commission finds that the Project's potentially significant cumulative impacts related to light and glare aesthetics would be reduced to a less than significant level, with implementation of Mitigation Measures 4.1.6.1A, 4.1.6.1B, 4.1.6.4A, and 4.1.6.4B. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program.

Fact Supporting the Findings: The Project in conjunction with the cumulative development could significantly degrade the existing visual character (including light and glare) of the area, including both daytime glare and nighttime lighting. Development of cumulative projects within the eastern Moreno Valley area would result in the conversion of open space/vacant land to urbanized land uses, including projects identified as MV-3 and MV-4, both large warehouse projects, both of which could contribute to cumulative aesthetic impacts. (Revised Final EIR Part 3, Table 6.1-1, pg. 6.1-4.). The environmental document for MV-3 identified existing visual character/light and glare, and surroundings as being a significant and unavoidable impact, and the visual change introduced by MV-4's warehouse could contribute to cumulative aesthetic impacts. Accordingly, cumulative development within the cumulative geographic areas for aesthetics would result in a significant cumulative impact associated with visual character.

Development of the Project would substantially alter the existing character and create light and glare impacts from conversions of the Project site from open space to an urbanized setting with many large logistics

buildings. Because the Project would result in a significant impact on the visual character and light and glare from development of the area and cumulative development will also result in a significant impact on visual character, the Project's contribution to cumulative impacts to the existing visual character and surroundings would be cumulatively considerable, prior to the application of mitigation.

The Project will be required to comply with the City's General Plan, the City's Municipal Code (Section 9.08.100, Lighting) and the WLC Specific Plan's development guidelines for lighting and building materials. Mitigation Measures 4.1.6.1A and 4.1.6.1B would help reduce related visual impacts. Mitigation Measures 4.1.6.4A and 4.1.6.4B will help reduce light and glare associated with the new buildings near the San Jacinto Wildlife Area to the south. Mitigation Measure 4.1.6.4A requires a photometric plot of all proposed exterior lighting demonstrating that the Project is consistent with the requirements of Section 9.08.100 of the Municipal Code. The lighting study will be required to indicate the expected increase in light levels at the property lines of the adjacent residential uses. Mitigation Measure 4.1.6.4B requires an analysis of proposed solar panels demonstrating the glare from the panels will not negatively affect adjacent residential uses or motorist along perimeter roadways. Therefore, with compliance with the City's General Plan, the City's Municipal Code, and implementation of the mitigation measures, the Project's contribution to cumulative light and glare impacts would be less than cumulatively considerable and less than significant. (Revised Final EIR Part 2, pg. 6.1-9 to pg. 6.1-10)

8. Hazards and Hazardous Materials

a. On-site Conditions Involving Hazardous Materials

Potential Significant Impact: Whether the Project could through the demolition of the existing on-site rural residential structures involve hazardous materials (ACM and LBP) and possibly soil contamination from past agricultural chemical use and may involve hazardous materials (LNG/CNG).

Findings: Potential impacts of the Project related to on-site conditions involving hazardous materials are discussed in detail in Section 4.8 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that potentially significant impacts related to on-site conditions involving hazardous materials would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: According to Section 4.8 of the Revised Final EIR Part 4, Volume 3, due to the suspected age of the rural residential structures on the site, it is possible that demolition of these structures may involve asbestos-containing materials (ACMs) and/or lead-based paint (LBP). Demolition of these structures may need to be supervised or conducted by contractors certified to remove and dispose of ACMs and/or LBP.

Also, because the site was previously farmed the on-site soils may contain pesticides. Prior to grading, soil testing shall be performed to determine if in fact these areas contain any significant levels of agricultural chemicals in the soil, and, if so, they will be remediated by a licensed contractor.

In addition, the Specific Plan proposes a liquefied natural gas/compressed natural gas (LNG/CNG) fueling station to be constructed on approximately 3,000 square feet somewhere in the eastern portion of the Logistics Development (LD) land use area in the Specific Plan. This LNG/CNG facility is referred to as "logistics support" in the Specific Plan. It would provide natural gas to fuel heavy and light-duty trucks serving the Project. Since this facility would store natural gas under liquefied and compressed conditions, there is a potential for fire and/or explosion involving natural gas.

Implementation of **Mitigation Measures 4.8.6.1A** through **4.8.6.1D**, impacts associated with potential hazardous materials in existing rural residential structures or from the proposed natural gas fueling facility will be reduced to less than significant levels. (Revised Final EIR Part 4 Volume 3 pg. 4.8-22 to 4.8-23).

9. Hydrology, Drainage, and Water Quality

a. Drainage Pattern and Capacity-Related Impacts

Potential Significant Impact: Whether the Project may significantly increase off-site runoff.

Findings: Potential impacts of the Project related to off-site runoff impacts are discussed in detail in Section 4.9 of the Revised Final EIR Part 4, Volume 3. Based on the entire record before us, this Commission finds that potentially significant impacts related to off-site runoff would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: According to Section 4.9 of the Revised Final EIR Part 4 Volume 3, Due to the construction of impervious surfaces on the Project site, post-development flows will be higher than the pre-development flows. To avoid a significant impact to the existing drainage capacity, the post-development flows, volumes, and velocities coming from the Project site must be managed to be equal to or less than pre-development flows volumes, and velocities.[25] As required by **Mitigation Measure 4.9.6.1A**, flows will be reduced to below or equal to pre-development conditions by routing the on-site stormwater flows through a series of on-site detention and infiltration basins before flows are released off-site. The existing stormwater runoff discharge rate for the undeveloped project site is 7,720 cubic feet per second (cfs). With the installation of the on-site detention basins, culverts, and energy dissipaters included in the project, expected discharges would be at a rate of 6,835 cfs, which is less than the existing condition. With the installation of the storm drain system facilities outlined in CH2M Hill's hydrology reports (Appendix J, Revised Final EIR Part 4, Volume 3) and implementation of the **Mitigation Measure 4.9.6.1A**, the buildout of the project will convey storm flows safely through the region in accordance with Riverside County Flood Control requirements and will not result in flooding or additional erosion within the project area or any downstream areas, including the Perris Valley Storm Drain Channel. (Revised Final EIR Part 4, Volume 3, pg. 4.9-49)

[25] As part of the MS4 Permit issuance requirements, projects must identify any Hydrologic Conditions of Concern and demonstrate that changes to hydrology are minimized to ensure that post-development runoff rates and velocities from a site do not adversely impact downstream erosion, sedimentation or stream habitat.

Development of the WLC Project site will increase impervious surfaces on the Project site due to the construction of the Project's buildings, roadways, and associated improvements. While the resultant increase in impervious surfaces would contribute to a greater volume and higher velocities of storm flow, **Mitigation Measure 4.9.6.1A** requires the WLC Project site's drainage system be designed to accept and accommodate runoff that would result from the Project construction at or better than historic, or pre- development, conditions, as outlined in the Project's Master Plan of Drainage. **Mitigation Measure 4.9.6.1B** provides for the operation and maintenance of these facilities to ensure that they will be maintained. (Revised Final EIR Part 4, Volume 3, pg. 4.9-32 to 4.9-51).

b. Construction-Related Water Quality Impacts

Potential Significant Impact: Whether the Project could violate water quality standards or waste discharge requirements during construction phases of the Project in form of increased soil erosion, sedimentation, or storm water discharges.

Findings: Potential impacts of the Project related to the violation of water quality standards or waste discharge requirements are discussed in detail in Section 4.9 of the Revised Final EIR Part 4, Volume 3. Based on the entire record before us, this Commission finds that potentially significant impacts to construction-related water quality would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: According to Section 4.9 of the Revised Final EIR Part 4, Volume 3, the construction and grading phases of the Project site would require the disturbance of surface soils and removal of existing orange groves and vegetative cover. During the construction period, grading and excavation activities would result in exposure of soil to storm runoff, potentially causing erosion and sediment in runoff. If not managed through Best Management Practices (BMPs), the runoff could cause erosion and increased sedimentation in local drainage ways such as the Quincy Channel. The potential for chemical releases is present at most construction sites in the form of fuels, solvents, glues, paints, and other building construction materials. However, implementation of construction practices and adherence to existing water quality regulations and **Mitigation Measures 4.9.6.2A** and **4.9.6.2B** would reduce these impacts to a less than significant level. (Revised Final EIR Part 4, Volume 3 pgs. 4.9-52 to 4.9-54).

c. Operational-Related Water Quality Impacts

Potential Significant Impact: Whether the Project could violate water quality standards or waste discharge requirements during the operational phases of the Project in the form of increased soil erosion, sedimentation, or urban runoff.

Findings: Potential impacts of the Project related to the violation of water quality standards or waste discharge requirements are discussed in detail in Section 4.9 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that potentially significant impacts to operational-related water quality would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment. (Finding 1).

Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: According to Section 4.9 of the Revised Final EIR Part 4 Volume 3, during the operational phase of any urban use, the major source of pollution in stormwater runoff will be contaminants that have accumulated on the land surface over which runoff passes. Storm runoff from the roadways, parking lots, and commercial and industrial buildings can carry a variety of pollutants such as sediment, petroleum products, commonly utilized construction materials, landscaping chemicals, and (to a lesser extent) trace metals such as zinc, copper, lead, cadmium, and iron, which may lead to the degradation of storm water in downstream channels. Runoff from landscaped areas may contain elevated levels of phosphorus, nitrogen, and suspended solids. Oil and other hydrocarbons from vehicles are also expected in storm water runoff.

Pollutant concentrations in urban runoff are variable depending on storm intensity, land use, elapsed time since previous storms, and the volume of runoff generated in a given area that reaches receiving waters. Pollutant concentrations are typically highest during the first major rainfall event after the dry season, known as the "first-flush." The Master Water Quality Management Plan (WQMP) prepared for the project identifies pollutants and hydrologic conditions of concern that may be associated with the implementation of the project.

Site-specific WQMPs have not been prepared at this time as no site-specific development project has been submitted to the City for approval. When specific projects within the Project are developed, BMPs will be implemented consistent with the goals contained in the Master WQMP. All development within the Project will be required to incorporate on-site water quality features to meet or exceed the approved Master WQMP's water quality requirements identified previously. This would include the design based on the appropriate pollutant loads for the project from all sources including climate change.

The project will comply with the *Water Quality Management Plan for the Santa Ana Region of Riverside County* (approved by the Santa Ana Regional Water Quality Control Board October 22, 2012), which requires the use of Low Impact Development (LID) BMPs that maximize infiltration, harvest and use, evapotranspiration and/or bio-treatment. Flows from the Project will be treated first by LID BMPs where the flow will be infiltrated, evapotranspired, or treated. As required by **Mitigation Measure 4.9.6.1A**, the treated flows will then be reduced to below or equal to pre-development conditions by routing the on-site storm water flows through a series of on-site detention and infiltration basins before flows are released off-site. These basins will provide incidental infiltration and secondary treatment downstream of the LID BMPs. All runoff from the site will be treated by LID BMPs and then routed through the detention and infiltration basins before it leaves the Project area and into Mystic Lake and the San Jacinto Wildlife Area.

The Project will comply with the Nutrient Total Maximum Daily Load (TMDL) for Lake Elsinore and Canyon Lake by implementing LID-based BMPs. According to the *Comprehensive Nutrient Reduction Plan for Lake Elsinore and Canyon Lake* (prepared for Riverside County Flood Control and Water Conservation District by CDM Smith, January 28, 2013 in compliance with Order No. R8-2010-0033, NPDES Permit No. CAS618033), "Post construction LID based BMPs required for new development and significant redevelopment projects are the only structural watershed based BMPs currently included in the Comprehensive Nutrient Reduction Plan (CNRP). The newly developed WQMP requirements ensure that a portion of the wet weather runoff will be

contained on-site for all future development projects subject to WQMP requirements. Implementation of WQMP requirements over time coupled with the in-lake remediation projects are expected to provide sufficient mitigation of nutrients."

The proposed Project incorporates on-site drainage control structures and programs sufficient to meet the applicable Federal, State, and local water quality requirements. Through the use of site design BMPs, source control BMPs (e.g., street and parking lot sweeping and vacuuming), and treatment control BMPs (e.g., infiltration basins and pervious pavement), the resulting pollutant loads coming from the Project will be reduced, thereby reducing pollutants discharged from urban storm water runoff to surface water bodies. Compliance with the requirements of the NPDES permit, which include implementation of the BMPs outlined in the WQMP, will be enforced by the City during the ongoing operation of the Project. Implementation of **Mitigation Measures 4.9.6.3A** through **4.9.6.3C** will help to reduce potential water quality impacts resulting from storm water and urban runoff to less than significant levels. (Revised Final EIR Part 4 Volume 3, pgs. 4.9-55 to 4.9-64)

10. Noise

a. Short-Term Construction Noise – Nighttime Construction

Potential Significant Impact: Whether noise levels from grading and other construction activities for the Project may range up to 93 dBA at the closest residences southeast of the Project site for very limited times when construction occurs near the Project's boundary and whether construction-related noise impacts from the Project would be potentially significant.

Finding: Potential impacts of the Project related to short-term construction noise impacts are discussed in detail in Section 4.12 of the Revised Final EIR Part 3, pgs. 4.12-16 to 4.12-26. Based on the entire record before us, this Commission finds that potentially significant impacts related to nighttime short-term construction noise impacts would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure is adopted by the Planning Commission and set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Finding: On-site construction activities are expected to occur outside of the allowed construction hours specified in the City of Moreno Valley Noise Ordinance. The operation of each piece of off-road equipment within the on-site construction areas (i.e., Plots 1 through 22) would not be constant throughout the day, as equipment would be turned off when not in use. Most of the time over a typical work day, the equipment would be operating at different locations within the various plots of the project site and would not likely be operating concurrently. However, for a more conservative approximation of construction noise levels to which the nearest sensitive receptor would be exposed, it is assumed that two of the loudest pieces of construction equipment would be operating at the same time and located within the Project Plots nearest to a sensitive receptor. The nearest sensitive receptors are the existing on-site residences, which would be located approximately 25 feet from construction activity of various Plots. As a worst-case scenario, it has been assumed that all existing on-site residences will remain on-site throughout construction.

Based on the list of the construction equipment that would be used at each of the Plots, it was assumed that the two loudest pieces of off-road equipment (a paver and scraper) would have a combined noise level of 85 dBA Leq from a distance of 50 feet (FHWA, 2006a). Using this reference noise level and a 7.5 dB per doubling of distance attenuation rate, the noise exposure level at representative locations around the Project site were calculated. In some cases, construction of various Plots occurring concurrently would expose sensitive receptors to noise levels that would exceed the City's 55 dBA Leq nighttime exterior noise standard. Specifically, impacts would occur at existing residences located within and to the west of the project area. Affected receptors are all located within City of Moreno Valley boundaries.

Based on these projections, anticipated worst-case construction noise levels would regularly be exceeded at residences within and near the Project area. Based on an Leq noise level of 85 dBA Leq at 50 feet and an attenuation rate of 7.5 dB per doubling of distance, an observer would need to be at a distance of 500 feet from an active Project construction area to experience a noise level of 60 dBA Leq, or 800 feet for a noise level of 55 dBA Leq. Therefore, the on-site construction of the Project would result in the exposure of persons to or generation of noise levels in excess of standards established in the City of Moreno Valley Noise Ordinance and would result in a significant impact.

Implementation of Mitigation Measure 4.12.6.1A would reduce construction noise levels at nearby sensitive receptors through implementation of a Noise Reduction Compliance Plan (NRCP), which is expected to attenuate construction noise levels by a minimum of 10 dB. Table 4.12-8 shows mitigated construction noise levels at sensitive receptors in the vicinity of on-site construction areas. In addition, Mitigation Measure 4.12.6.1A prohibits construction activity within 800 feet of any sensitive receptor outside of the allowable hours of 7:00 a.m. to 8:00 p.m. As shown in table 4.12-8, at distances greater than 800 feet, construction noise would not exceed the City's nighttime exterior noise standard of 55 dBA Leq. Therefore, impacts would be less than significant with mitigation incorporated for nighttime construction.

b. Long-term Operational Noise

Potential Significant Impact: Whether the Project would cause exposure of persons to or generation of noise levels in excess of standards established in the City of Moreno Valley General Plan, Moreno Valley Municipal Code, or applicable standards of other agencies and whether long-term operational noise impacts from the Project would be potentially significant.

Finding: Potential impacts of the Project related to long-term operational noise impacts are discussed in detail in Section 4.12 of the Revised Final EIR Part 4, pg. 4.12-56 to 4.12-57. Based on the entire record before us, this Commission finds that potentially significant impacts related to long-term operational noise impacts would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure is adopted by the Planning Commission and set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: The City of Moreno Valley Noise Ordinance requires that noise levels remain below 55 dBA (Leq) during nighttime hours. To achieve this noise level, the warehouse property line

would only need to be 100 feet from the nearest residential property and no soundwall would need to be present.

Another consideration is whether the proposed activity levels will be substantially higher than current ambient conditions. No matter what is developed in the Specific Plan area, ambient conditions would be higher in future years due to higher levels of traffic and activity. Ambient noise levels were measured at seven sites that could border the World Logistics Center (i.e., Measurement Sites 3 through 9). The nighttime ambient noise levels (Leq) ranged from 35.8 to 61.8 dBA with an average for the sites of 46.6 dBA. To keep the noise levels at nearby residential areas less than typical ambient conditions, the logistics property line will be located a minimum distance of 250 feet and a 12-foot soundwall will be located along the perimeter of the Property that faces any residential areas. This would keep the logistic use noise to less than 45 dBA (Leq) at the residences. The implementation of this setback between logistics uses and noise sensitive uses has been included as **Mitigation Measure 4.12.6.1A**. (Revised Final EIR, Part 4 pgs. 4.12-56 to 4.12-57).

c. Long-Term Utility Noise

Potential Significant Impact: Whether the Project would cause exposure of persons to or generation of noise levels in excess of standards established in the City of Moreno Valley General Plan, Moreno Valley Municipal Code, or applicable standards of other agencies.

Finding: Potential impacts of the Project related to long-term utility noise impacts on the Project site are discussed in detail in Section 4.12 of the Revised Final EIR Part 4. Based on the entire record before us, this Commission finds that potentially significant impacts related to long-term operational noise impacts would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the Project which would lessen the significant effects on the environment (Finding 1). Each mitigation measure is adopted by this Commission and set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: There are no utility facilities located within the WLC Specific Plan area. There is one existing SDG&E compressor station and two existing SCGC facilities located adjacent to the WLC Specific Plan area.

The worst-case compressor station operational characteristics will result in a maximum noise level just above 65 CNEL within the Project area proposed for development (i.e., not open space). Typical commercial construction results in buildings that achieve at least a 20-dB reduction of outdoor noise levels. Therefore, an office use exposed to the highest noise level from the compressor station will be just above 45 CNEL and below the 50 CNEL limit prescribed by the City's General Plan, resulting in a less than significant impact and no mitigation is required. (Figure 4.12.3, Revised Final EIR Part 4, pg. 4.12-17).

The Leq noise level generated by the compressor station does not exceed 60 dBA Leq beyond the property lines of the facility. Therefore, the compressor station is not considered a noise disturbance based on City criteria. Operation of the compressor station would not result in any interior noise levels exceeding the limits established by the City in the General Plan. Therefore, noise impacts associated with the operation of the compressor station would be less than significant and no mitigation is required (Figure 4.12-4, Revised Final EIR Part 4, pg. 4.12-19).

The maximum noise level from a blow-down at the SDG&E compressor station within the WLC Specific Plan area proposed for development (i.e., the Logistics Development land use) is 100 dBA. A person would need to be exposed to this level for more than two hours in a day before permanent hearing loss would be expected. As discussed above, blow-down events at the SDG&E compressor station typically do not last longer than 90 seconds. Therefore, the SDG&E blow-down events will not result in a significant impact to the uses proposed within the WLC Specific Plan area, and no mitigation is required (Figure 4.12-5, Revised Final EIR Part 4, pg 4.12-21).

For SCGC blow-down events, noise generated could reach as high as 130 dBA just outside the fence line of the southern facility and in excess of 135 dB just outside the fence line of the northern facility. People within approximately 250 feet of the blow-down points would be exposed to noise levels greater than 115 dBA, which would likely cause permanent hearing damage regardless of the exposure time. The SCGC blow-downs could last as long as 90 minutes. It is anticipated that people exposed to noise levels greater than 102 dBA, within approximately 1,300 feet from the blow-down point could experience permanent hearing loss based on this event duration. Noise generated by SCGC blow-down events has the potential to cause permanent hearing loss in persons in the developed area of the Project. This is a significant impact and mitigation is required (Revised Final EIR Part 4, pg. 4.12-57). Mitigation Measure 4.12.6.4A (Revised Final EIR Part 4, Volume 3, pg. 4.12-58) requires that a minimum 40 dB reduction in noise levels during blow-down events are available and will be installed prior to the issuance of building permits for projects within 1,300 feet of the SCGC and SDG&E blow-down facilities. With implementation of mitigation, SCGC blow-down events would not result in noise levels that could cause permanent hearing loss and the project would not be significantly affected by noise from the SCGC facilities, resulting in a less than significant impact.

SCGC blow-down events also have the potential to produce groundborne vibration. However, the effect of the blow-down groundborne vibration would be limited to within 100 feet of the equipment and would not be perceived beyond the facility fence line, resulting in a less than significant impact and no mitigation is required (Revised Final EIR Part 4, pg 4.12-57 to 4.12-59).

d. Cumulative Long-Term Operational Noise

Potential Significant Impact: Whether the Project's contribution to the cumulative exposure of persons to long-term operational noise would be cumulatively considerable.

Finding: The Project's cumulative contribution to long-term operational noise impacts are discussed in detail in Section 6.12 of the Revised Final EIR Part 3. Based on the entire record before us, this Commission finds that potentially significant impacts related to long-term operational noise impacts would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure is adopted by the Planning Commission and set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: On-site operational noises are individual noise occurrences and are not typically additive in nature. It is extremely unlikely that adjacent properties will generate noises that would be additive in nature because of two important reasons. First, the noise sources would have to be adjacent or in close proximity to one another in order for the noises to intermingle. Second, the sensitive receptor or receptors

would also have to be adjacent to or in close proximity to the noise generators. Because the project assumes 24-hour operations, it is conservatively assumed that the geographic limit for cumulative on-site operational noise would include the three cumulative projects located adjacent to the Project site. Cumulative project MV-126 consists of residential uses and would therefore not generate noise levels equivalent to the Project. Assuming that the remaining two cumulative projects (MV-5 and MV-6) would generate noise at the same time as the Project and at distances and levels that would be additive in nature, a significant cumulative noise impact at sensitive receptors could occur.

As discussed in Section 4.12.6.3 of the Revised Final EIR Part 4 Volume 3 (pg. 4.12-56 to 4.12-57), on-site operational activity would include noise from truck delivery, loading/unloading activities at the loading areas, heating, ventilation, and air-conditioning equipment and other noise-producing activities within the parking lot. On-site activity would generate noise levels of up to 56.9 dBA L_{eq} at a distance of 50 feet. Related Projects MV-5 and MV-6 do not have CEQA documents in which on-site operational noise has been analyzed. Therefore, assuming that operation of Related Projects MV-5 and MV-6 would consist of similar on-site activity as the Project, Table 6.12-6 summarizes the potential cumulative noise level increases at this receptor (referred to as R5 in Section 4.12). As discussed in Section 6.12 of the Revised Final EIR Part 3 (pg. 6.12-30), cumulative on-site noise levels would not result in perceptible increases in ambient noise (3 dBA). Therefore, on-site Project operations would not result in cumulatively considerable on-site operational noise impacts.

With regard to on-site residential uses, the Project would result in significant impacts at on-site residential uses. However, the nearest on-site residence to cumulative projects MV-5 and MV-6 is located at a distance greater than 2,400 feet. At this distance on-site, operational noise at MV-5 and MV-6 would be negligible. Therefore, cumulative impacts would not occur. In addition, Section 4.12.6.3 of the Revised Final EIR Part 4, Volume 3 (pg. 4.12-56 to 4.12-57) determined that impacts to on-site residential uses would be less than significant with implementation of Mitigation Measure 4.12.6.2D.

Implementation of Mitigation Measure 4.12.6.2D would eliminate any noise impacts on off-site residential areas due to the operation of logistic activities. Through the provision of a 250-foot setback, berms, and/or soundwalls, noise levels at the nearest residences would be reduced to below the City's thresholds. Therefore, with adherence to the identified mitigation measure, off-site impacts associated with this issue would be less than significant and would be less than cumulatively considerable.

11. Transportation

These Findings consider Public Resources Code Section 21099 and the City's proposed new VMT thresholds. When the FEIR (Revised Final EIR Part 4, Volume 3), was certified in 2015 and when the RSFEIR (Revised Final EIR Part 3) was circulated for public review in 2018, the use of "Level of Service" (LOS) criteria was an accepted CEQA threshold of significance for the evaluation of transportation impacts and LOS criteria were relied upon in those documents. In addition, although the transportation section was updated in the RSFEIR, the transportation section of the FEIR was upheld by the Superior Court (see Topical Response C in the Revised Final EIR Part 1a). Accordingly, for consistency with those prior CEQA documents and in conformance with the Superior Court's decision, these Findings consider "Level of Service" criteria for purposes of evaluating the significance of transportation impacts. In addition, however, these revised Findings

also consider transportation impacts based on the VMT thresholds as proposed by City staff for adoption of the City Council. As of this date, the City Council has not adopted VMT thresholds and such threshold are only required for consideration in CEQA analysis for draft environmental documents released after July 1, 2020.

a. Intersection and Roadway Level of Service (Within the City of Moreno Valley)

Potential Significant Impact: Whether the Project could cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system.

Findings: Potential impacts of the Project related to the increase in traffic volumes are discussed in detail in Section 4.15 and Appendix F of the Revised Final EIR Part 3. Based on the entire record before us, this Planning Commission finds that many of the Project's potentially significant impacts under existing traffic conditions would be reduced to a less than significant level for roadway segments and intersections located within the City of Moreno Valley. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: The Traffic Impact Analysis (TIA, Revised Final EIR Part 3, Appendix F) discusses Project-related impacts to the intersection and roadway level of service (LOS) under the following development scenarios:

1) Existing baseline conditions (2018) plus Phase 1 of the Project
2) Existing baseline conditions (2018) plus Buildout of the Project
3) Existing baseline conditions plus other past, present, and reasonably foreseeable projects expected to be constructed by 2025 plus Phase 1 of the Project
4) Existing baseline conditions plus other past, present, and reasonably foreseeable projects expected to be constructed by 2040 plus Buildout of the Project

The study area for surface streets covered all intersections in Moreno Valley of collector or higher functional classification with another collector or higher classification street, at which the Project would add 50 or more peak hour trips, the standard generally used to determine if an impact is potentially significant. The study area also included the main routes between the Project and the neighboring communities of Riverside, Perris, Beaumont, San Jacinto, and Redlands. As discussed further below, all direct Project impacts to locations within the City of Moreno Valley are mitigated to less than significant levels.

Intersection LOS

Existing Baseline (Year 2018) Plus Project Phase 1. Existing baseline (Year 2018) plus Project Phase 1 levels of service for the study area intersections are summarized in Table 26 of the Revised Final EIR Part 3, Appendix F (pg. 123), showing that 19 intersections would operate at unacceptable LOS. Table 27 (pg. 129) shows there are 15 study intersections where Phase 1 of the Project would have a significant impact. Of those 15 study intersections, 3 are located within the City of Moreno Valley.

Existing Baseline (Year 2018) Plus Project Buildout. Existing baseline (Year 2018) plus Project Buildout levels of service for the study area intersections are summarized in Table 35 of the Revised Final EIR Part 3, Appendix F (pg. 161), showing that 25 intersections would operate at unacceptable LOS. Table 36 (pg. 167) shows there are 17 study intersections where buildout of the Project would have a significant impact. Of those 17 intersections, 5 are located within the City of Moreno Valley.

2025 Plus Project Phase 1. Year 2025 plus Project Phase 1 levels of service for the study area intersections are summarized in Table 49 of the Revised Final EIR Part 3, Appendix F (pg. 229), showing that 26 intersections would operate at unacceptable LOS. Table 50 (pg. 235) shows there are 13 study intersections where Phase 1 of the Project would have a significant impact. Of those 13 intersections, 3 are located within the City of Moreno Valley.

2040 Plus Project Buildout. Year 2040 plus Project Buildout levels of service for the study area intersections are summarized in Table 63 of the Revised Final EIR Part 3, Appendix F (pg. 300), showing that 72 intersections would operate at unacceptable LOS. Table 64 (pg. 306) shows there are 30 study intersections where buildout of the Project would have a significant impact. Of those 30 intersections, 17 are located within the City of Moreno Valley.

Roadway Segment LOS

Existing Baseline (Year 2018) Plus Project Phase 1. The roadway segment levels of service for the study area are summarized in Table 25 of the Revised Final EIR Part 3, Appendix F (pg. 104). Table 25 shows that 3 roadway segments would operate at unacceptable LOS and that the Project would worsen conditions, resulting in significant impacts at all 3 roadway segments. Of those 3 segments, one is located within the City of Moreno Valley.

Existing Baseline (Year 2018) Plus Project Buildout. The roadway segment levels of service for the study area are summarized in Table 34 of the Revised Final EIR Part 3, Appendix F (pg. 142). Table 34 shows that 3 roadway segments would operate at unacceptable LOS and that the Project would worsen conditions, resulting in significant impacts at all 3 roadway segments. Of those 3 segments, one is located within the City of Moreno Valley.

2025 Plus Project Phase 1. The roadway segment levels of service for the study area are summarized in table 48 of the Revised Final EIR Part 3, Appendix F (pg. 210). Table 48 shows that all study segments would operate at acceptable LOS, and no Project impacts would occur.

2040 Plus Project Buildout. The roadway segment levels of service for the study area are summarized in Table 62 of the Revised Final EIR Part 3, Appendix F (pg. 280). Table 62 shows that one roadway segment would operate at unacceptable LOS and that the Project would worsen conditions, resulting in a significant impact. This segment is not within the jurisdiction of the City of Moreno Valley.

Project- related and cumulative impacts to locations outside the City of Moreno Valley are discussed in the Unavoidable Significant Impacts section of these Findings.

Mitigation Measures

Implementation of **Mitigation Measures 4.15.7.4.A** through **4.15.7.4.C** require the applicant to construct or fund all required improvements to mitigate Project impacts to roadways and intersections within the City of Moreno Valley. With implementation of these mitigation measures, direct impacts on study area roadway segments and intersections located within the City of Moreno Valley would be reduced to less than significant.

b. Cumulative Transportation Impacts - Intersection Level of Service (Within the City of Moreno Valley)

Potential Significant Impact: Whether the Project could cause a cumulatively considerable increase in traffic on the street system within the City of Moreno Valley that is substantial in relation to the without Project (i.e., No-Project) scenario.

Findings: Potential cumulative impacts of the Project related to the increase in traffic volumes are discussed in detail in Section 6.15 and Appendix F of the Revised Final EIR Part 3. Based on the entire record before us, this Planning Commission finds that the Project's potentially significant cumulative impacts on the street system would be reduced to a less than significant level for intersections located within the City of Moreno Valley (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: Section 6.15 of the Revised Final EIR Part 3 and the Traffic Impact Analysis (TIA) in Appendix F discuss cumulative impacts of the Project to the intersection level of service (LOS). The cumulative impacts of the Project were determined by comparing the LOS of the study facilities under the 2040 No-Project and 2040 Plus Project Build-out Scenarios.

The study area for surface streets covered all intersections in Moreno Valley of collector or higher functional classification with another collector or higher classification street, at which the Project would add 50 or more peak hour trips, the standard generally used to determine if impacts are potentially significant. The study area also included the main routes between the Project and the neighboring communities of Riverside, Perris, Beaumont, San Jacinto, and Redlands.

Intersection LOS

Project Cumulative Impacts Under the 2040 Plus Project Buildout Scenario. The cumulative impacts under the Year 2040 plus Project Buildout levels of service for the study area intersections are summarized in Table 6.15-3 in the Revised Final EIR Part 3 and in Table 76 on page 343 within the TIA, showing that 26 intersections would have unacceptable LOS and one roadway segment would have unacceptable LOS and resulting in significant cumulative impacts. Of the 26 intersections, 16 are located within the City of Moreno Valley.

Mitigation Measures

Implementation of **Mitigation Measures 4.15.7.4.A** through **4.15.7.4.C** requires the applicant to construct or fund all required mitigation for the Project's cumulative impacts on intersections and roadways within the City

of Moreno Valley as identified in Section 6.15 and Appendix F of the Revised Final EIR Part 3. With implementation of these mitigation measures, the Project's cumulative impacts on intersections located within the City of Moreno Valley would be reduced to less than significant.

12. Utilities and Service Systems

a. Adequate Water Supply

Potential Significant Impact: Whether the Project could result in the lack of sufficient water supplies available to serve the Project from existing entitlements.

Findings: Potential impacts of the Project related to water supply are discussed in detail in Section 4.16 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that potentially significant impacts related to adequate water supply would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: According to Section 4.16 of the Revised Final EIR Part 4, Volume 3, the Eastern Municipal Water District (EMWD) has determined that it will be able to provide adequate water supply to meet the potable water demand for the Project in addition to existing and future users. The WSA prepared for the Project by the EMWD concluded that the water demand for the proposed on-site uses would be approximately 1,991.25 AFY.[26] The EMWD considers this a "worst-case" estimate based on the total acres and amount of square footage of warehousing proposed by the Project. This estimate does not take into account the Project landscaping design with xeriscape (drought-tolerant plants) and on-site collection of runoff and channeling it to landscaped areas to minimize irrigation on the interior of the project site. For example, the "Water Budget Technical Memorandum' prepared by CH2MHill (see EIR Appendix N) in September 2011 for the WLC Project indicates that actual water usage of on-site buildings, based on the specific development characteristics of the WLC Specific Plan, would be on the order of 450 AFY which is less than a quarter of the amount estimated by EMWD; however, this estimate does not include on-site irrigation of landscaping and could only be achieved if all on-site landscaping was irrigated by collection and distribution of on-site runoff from roofs and hardscape areas.

Taking into account the Project's proposed water xeriscape landscaping plan, it is likely that actual water use for development within the WLC Specific Plan will be substantially less than the worst-case EMWD estimate. Therefore, for the purposes of analysis in this EIR, both the CH2MHill figure of 450 AFY and the EMWD's worst-case estimate of 1,991 AFY figure were used relative to water consumption. Under either scenario, the anticipated water demand for the WLC Project is substantially less than what is identified above for the General Plan land uses and what was used in the formulation of the 2010 and 2015 UWMPs. Anticipated water supplies in the EMWD total 213,900 and 302,200 AFY in 2015 and 2035, respectively. The water demand required for the WLC Project would total 0.93 and 0.66 percent of the EMWD's 2015 and 2035 supplies under worst-case

[26] *Water Supply Assessment Report for the World Logistics Center Specific Plan in Moreno Valley*, Eastern Municipal Water District, March 21, 2012.

conditions. The demand estimated for this project is substantially less and therefore still within the limit of growth projected in the 2010 and 2015 UWMPs.

Implementation of the **Mitigation Measures 4.16.1.6.1A** through **4.16.1.6.1C** will reduce impacts to water supply over the long term to less than significant levels. (Revised Final EIR Part 4, Volume 3, pgs. 4.16-15 through 4.16-22).

b. Storm Water Drainage Requirements

Potential Significant Impact: Whether the Project could result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Findings: Potential impacts of the Project related to new storm water drainage facilities are discussed in detail in Section 4.16 of the Revised Final EIR Part 4 Volume 3. Based on the entire record before us, this Commission finds that potentially significant impacts related to the construction of storm water drainage systems would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: According to Section 4.16 of the Revised Final EIR Part 4 Volume 3, the Project would route storm water flows from the Project site into existing storm drains to the west and the San Jacinto Wildlife Area to the south after flows are routed through a combination of water quality basins and sand filters. Due to the installation of impervious surfaces on the Project site, the post-development flows would be higher than the pre-development flows. To avoid a significant impact to the existing drainage capacity, the post-development flows coming from the Project site are required to be equal to or less than pre-development flows. To reduce flows to below or equal to pre-development conditions, the on-site storm water flows would be routed to the on-site detention basins[26] before flows are routed off-site. While the increase in impervious surfaces attributable to the Project would contribute to a greater volume and higher velocity of storm water flows, the Project's water quality basins would accept and accommodate runoff that would result from Project construction at pre-Project conditions.

As identified in the Preliminary Hydrology Calculations prepared for the Project, to adequately contain and store the greatest volume that would be generated, the Project site would require a minimum storage volume of 13.6 acre-feet. The proposed amount of storage area (20.3 acre-feet) is greater than the required amount of storage area. Based on this, it appears there is excess capacity of 6.7 acre-feet (20.3 acre-feet – 13.6 acre-feet = 6.7 acre-feet) of storage area available from the on-site detention basins; therefore, the Project appears to have adequate drainage capacity that would result in post-development flows being reduced to pre-development flows before leaving the Project site. However, to ensure that impacts associated with on-site drainage capacity are reduced to a less significant level, the **Mitigation Measures 4.9.6.1A** and **4.9.6.1B** and **4.16.1.6.2A** has been identified to reduce potential impacts to less than significant levels. (Revised Final EIR Part 4 Volume 3, pgs. 4.9-22 to 4.9-25).

13. Energy

a. Energy Consumption and Generation

Potential Significant Impact: Whether the Project would result in energy use and consumption that would cause wasteful, inefficient, and unnecessary consumption of energy.

Findings: Potential impacts of the Project related to energy consumption are discussed in Section 4.17 of the Revised Final EIR Part 2. Based on the entire record before us, this Commission finds that the Project's potentially significant cumulative impacts related to energy consumption would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: During construction, electrical power would be consumed to construct the Project. Electricity would be supplied by the Moreno Valley Utility (MVU), with electrical service extended to specific construction sites from existing infrastructure throughout the WLC site area, as warranted. Specifically, construction offices and security lighting are expected to be powered by MVU-provided electricity. However, diesel-powered generators are expected to be used to power tools in remote portions of the construction sites (diesel use discussed below). The City's Noise Ordinance generally restricts construction during nighttime hours (See Section 4.12.3, the City of Moreno Valley Noise Ordinance as well as Section 4.12, Noise, in the Revised Final EIR Part 3), which would minimize the need for nighttime lighting.

However, on-site construction activities are expected to occur outside of the allowed construction hours specified in the City of Moreno Valley Noise Ordinance. The operation of each piece of off-road equipment within the on-site construction areas (i.e., Plots 1 through 22) would not be constant throughout the day, as equipment would be turned off when not in use. Most of the time over a typical workday, the equipment would be operating at different locations within the various plots of the Project site and would be largely intermittent. Should 24-hour concrete pouring occur, the Project would use light carts powered by diesel to illuminate pouring areas. The light carts used for continuous pouring are included in the construction transportation energy analysis on Revised Final EIR Part 2, pg. 4.17-26.

The Project would require electricity for water conveyance during ground-moving activities. The Project site spans 2,600+ acres and would require a relatively large amount of water to cover the affected construction areas. Water use related to dust control is regulated under SCAQMD's Rules 402 and 403 and is required to limit fugitive particulate matter generated by construction activities. The Project would be in compliance with Rules 402 and 403 and would require a relatively large amount of water to cover the entire acreage of the project site. However, the expected electricity consumption associated with water use equates to only 0.74 percent of MVU's forecasted sales for 2020 (expected starting year of construction). The electrical demand would vary throughout the construction period based on the construction activities being conducted. Additionally, when not in use, electrical equipment would be powered off to avoid unnecessary energy consumption.

Therefore, since electricity from water conveyance represents a relatively negligible percentage of total electricity use, and night construction activities would be intermittent and would not require electricity, construction activities would not result in the wasteful, inefficient, and unnecessary consumption of electricity, and impacts would be less than significant. In addition, Natural gas is not expected to be consumed in any substantial quantities during construction of the WLC project. Therefore, related to the consumption of natural gas during construction, the Project would have no impact.

In terms of transportation energy, compliance with the anti-idling regulation and the use of cleaner, more energy efficiency construction equipment would reduce the project's annual average diesel fuel usage. As discussed previously, construction of the Project would utilize fuel-efficient equipment consistent with state and federal regulations and would comply with State measures to reduce the inefficient, wasteful, and unnecessary consumption of energy. While these regulations are intended to reduce construction emissions, compliance with them would also result in energy savings. In addition, the Project would implement a construction waste management plan to divert 50 percent of mixed construction and demolition debris to City certified construction and demolition waste processors, consistent with the AB 341. Implementation of the construction waste management plan will likely reduce truck trips to landfills and/or material recovery facilities and increase the amount recycling and reuse of materials.

Based on the available data, construction would utilize energy for necessary on-site activities and to transport construction materials and demolition debris to and from the Project site. As discussed above, idling restrictions and the use of cleaner, energy-efficient equipment would result in less fuel combustion and energy consumption and thus result in the efficient use of the Project's construction-related energy. Construction of the WLC project would benefit from California's Pavley/Advanced Clean Car (ACC) standards that are designed to result in more efficient use of transportation fuels, because they would affect the vehicles used by workers and any light-duty trucks used by vendors or haulers. These vehicle efficiency standards are the most stringent in the nation and among the most stringent in the world. In addition, the Project would reduce fuel use by requiring that construction equipment greater than 50 horsepower be USEPA Tier 4 emissions compliant and by limiting on-site idling of all diesel-powered construction equipment, delivery vehicles, and delivery trucks to three minutes in any one hour, as specified in **Mitigation Measure 4.3.6.2A**.

Transportation fuel usage during construction represents approximately 0.0051 percent of annual gasoline usage and 0.57 percent of annual diesel usage within Riverside County, respectively, representing a small fraction of the County's total fuel demand. In conjunction with California's stringent vehicle efficiency standards, the Project would not result in the wasteful, inefficient, and unnecessary consumption of energy.

During operations, the Project will implement commitments and strategies to lower electricity consumption needed for buildings (e.g., lighting, cooling, power equipment, and water conveyance). In 2025, electrical demand will be lowered with implementation of sustainability measures such as high-efficiency lighting and appliances, skylights, and motion sensors, etc. As discussed above, the Project would comply with and exceed the applicable provisions of Title 24 and the CALGreen Code in effect at the time of building permit issuance and buildings over 500,000 sf (representing more than 99 percent of total project square footage at buildout) will be LEED certified. Reliance on grid-supplied power is further offset by the generation of 12 MW of power through on-site rooftop solar photovoltaic (PV) panels. As discussed in the Revised Final EIR Part 1, pg. 48

through 52 (Topical Response E), current MVU rules impose limitations on solar PV capacity. Thus, the Project + Low Electric Vehicle (EV) Penetration (Scenario A) uses approximately 14 percent less electricity than the baseline demand scenario. In 2035, the Project + Low EV Penetration Scenario would use approximately 16 percent less electricity than the 2035 Baseline Scenario.

Although the Project + Medium EV Penetration Scenario would require more power than the Project + Low EV Penetration Scenario, the net electrical demand on MVU would still be 11 percent less than the Baseline Scenario for 2025 due to the energy conservation measures and on-site solar PV generation. For 2035, electricity use would be 12 percent more than the Baseline Scenario due to the much higher EV penetration rates for light-duty passenger cars and medium-duty vehicles consistent with the 2016 Mobile Source Strategy.

The feasibility of using medium and heavy-duty EVs for delivery of goods to or from the WLC is, to a great extent, dependent on the nature of the warehousing operations. For example, many warehouses implement the "drop and drag" procedure, where a truck will bring goods to the facility, and the trailer (or sea-going cargo container) will be disconnected and left on-site for the lengthy process of unloading. An empty trailer may be connected, and the truck quickly departs to return to its point of origin. Conversely, an out-bound truck is usually scheduled to retrieve a delivery load only once the container/trailer is full. Thus, trucks are not on-site or idle for long enough times to obtain a meaningful battery charge. Medium-duty and heavy-duty zero-emission trucks are in the very early stages of commercially market deployment and currently cost substantially more than conventionally fueled trucks, and current funding assistance programs do not fully offset that cost difference (ESA and CALSTART, 2018). Given that the future tenants of the WLC are not known and cannot be identified at this time, it would be speculative to assume the High EV Penetration Scenario would be practicable or feasible by 2025 or by 2035.

In regard to forecasting, such as done with EV penetration rates to generate the scenarios evaluated, the California Supreme Court commented that an agency is required to forecast only to the extent that an activity could be reasonably expected under the circumstances. The Court recognized that an agency cannot be expected to predict the future course of governmental regulation or exactly what information scientific advances may ultimately reveal. Laurel Heights Improvement Association v. Regents of the University of California (1988) 47 Cal. 3d 376. Therefore, in light of the changes to market and regulatory drivers that would have to occur to make medium and heavy-duty EVs widely implemented and feasible by 2025 or 2035 to the now unknown future tenants of the WLC, the potential for the electrical demand projected under the Project + High EV Penetration Scenario to materialize is highly speculative. CEQA Guidelines Section 15145 states "If, after thorough investigation, a Lead Agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact." Therefore, any effects to energy resources from achieving the Project + High EV Penetration Scenario would be highly speculative, and associated analyses are presented in the Revised Final EIR for informational purposes only.

MVU forecasts that its peak demand in 2025, would be approximately 231,555 MWh per year. This is approximately 25 percent higher than the 185,000 MWh that MVU sold to all customers in its area for the 2015-2016 fiscal year. As shown in Table 4.17-4, the WLC project's estimated electrical consumption would account for between 74 and 113 percent of MVU's projected electricity sales depending on the EV penetration scenario for Phase 1 (2025). However, MVU's 2018 Integrated Resources Plan (IRP) anticipates growth in the

region and specifically considers the electrical demand generated by energy-intensive account focused in the logistics industry. The IRP states that large energy-intensive projects like the WLC project are included in the projected growth. Therefore, it is reasonable to assume that MVU's existing and planned electricity supplies could support the project's electricity demand calculated for the Project + Low EV Penetration (Scenario A) and the Project + Medium EV Penetration (Scenario B) by 2025. Any determination of MVU's need for additional capacity beyond what is planned would be speculative and depend on the cumulative demand within MVU's service area.

MVU's electrical generation is derived from a mix of non-renewable and renewable sources such as coal, natural gas, solar, geothermal, wind, and hydropower. MVU's 2018 Power Integrated Resources Plan identifies adequate resources to support future generation capacity, and a new 115 kV substation is proposed to be constructed within the WLC site. With regard to renewable energy sources, the Project would use electricity provided by MVU, which MVU is required to meet the 2050 Renewable Portfolio Standard. MVU's current source of renewable resources include wind, solar, and hydroelectric and account for 17 percent of MVU's overall energy mix for 2017 (the most current year data is available for). The Project itself is incorporating renewable energy sources with a minimum of 14.1 MW of rooftop solar at buildout to achieve a net-zero energy use for the estimated office demands. At full buildout WLC will feature the equivalent of twenty-seven 60,000 square-foot net-zero office buildings. To put this in context, the entire State of California has about 190 net-zero commercial buildings that are currently verified or designed as of 2017 (CPUC, 2017). This solar commitment would be within the solar PV limitations set by MVU.

In addition to the solar commitment the WLC project would implement energy performance improvement measures to exceed the current minimum Title 24 requirements after Phase 1 and full buildout. Although the Project would result in moderate increases in annual electrical demand compared to MVU's current supply, for the low and medium EV penetration scenarios, MVU is committed to meeting the Project's electricity demand through a future IRP update and planning process. Therefore, with the incorporation of these features, operation of the Project would not result in the wasteful, inefficient, or unnecessary consumption of electricity, would not cause a need for additional capacity regionally or locally, and would not affect electricity resources to the extent that electricity demand can reasonably be projected and assessed.

EMFAC2017 assumes that by 2025, natural gas-powered large trucks (Heavy Heavy Duty Trucks and Medium Heavy Duty Trucks) would represent 2.2 percent of all large trucks in the South Coast Air Basin region. By 2035, the natural gas-powered large truck population slightly increases to 2.5 percent. The natural gas vehicle population at the Project would remain constant for each EV penetration scenario. The WLC project (all scenarios) would also include regularly operating propane-powered yard trucks and CNG-powered forklifts that are typical of large warehouse facilities. Additionally, the Project would include a Compressed Natural Gas/Liquid Natural Gas (CNG/LNG) fueling station on-site that would be publicly available for refueling. As presented in Table 4.17-11, the natural gas use from operational vehicles and the CNG/LNG fueling station would represent approximately 0.037 percent of the statewide natural gas consumption. The analysis assumes a conservative estimate of 204 trucks completely refueling per day based on trip rates presented in the WLC project's traffic study. The traffic study bases trip rates on Institute of Transportation Engineer's code for a gas station with convenience store that has a relatively high trip rate. CNG fueling stations would likely have

less daily visits than a traditional gas station, making the analysis even more conservative. The operational vehicles are also based on conservative assumptions of maximum operating hours of 7 hours for propane-powered yard trucks and 4 hours for CNG forklifts. Realistically, all of the yard trucks would not be operating simultaneously or continuously for 7 hours and forklifts would be used intermittently for the unloading and loading of warehousing goods. Furthermore, the analysis above represents additional natural gas use from vehicles and does not account for CNG/LNG trucks displacing diesel- or gasoline-powered vehicles. In actuality, the CNG/LNG trucks may displace fossil-fueled trucks on the Project site. Even with the conservative assumptions for trip rates, volumes, non-displacement, and operating hours, and without considering the potential benefit of offsetting other vehicle fuels, the natural gas use from operational vehicles and the CNG/LNG fueling station represent a negligible percent of the State's total natural gas use.

According to SoCal Gas data, natural gas sales have been relatively stable over the past three years with a slight increase from 287 billion cubic feet in 2014 to 294 billion cubic feet in 2016. Southern California's natural gas supply is predominantly sourced from out of state with a small portion originating in California. Sources of natural gas are obtained from locations throughout the western United States as well as Canada. According to the US Energy Information Administration (EIA), the United States has approximately 85 years of natural gas reserves based on consumption in 2015. Statewide compliance with energy efficiency standards is expected to result in more efficient use of natural gas and therefore reduced consumption in future years. It is anticipated that SoCal Gas' existing and planned natural gas supplies would be sufficient to support the project's natural gas use and that the CNG/LNG fueling station would have a negligible effect on the natural gas supply.

Operation of the WLC project would benefit from California's Pavley/ACC standards that are designed to result in more efficient use of transportation fuels. These vehicle efficiency standards are the most stringent in the nation and among the most stringent in the world. Operation of the Project would require very small amounts of natural gas to be consumed by vehicles at the site, and in conjunction with California's stringent vehicle efficiency standards, would not result in the wasteful, inefficient, and unnecessary consumption of natural gas. Overall, construction and operations of the Project would not cause a significant waste, inefficient, nor unnecessary consumption of energy, therefore, impacts would be less than significant (Revised Final EIR Part 2, pp. 4.17-25 to pg. 4.17-37).

b. Construction or Expansion of Electrical and Natural Gas Facilities

Potential Significant Impact: Whether the Project could result in the construction or expansion of electrical and natural gas facilities, the construction of which could cause significant environmental effects.

Findings: Potential impacts of the Project related to construction or expansion of natural gas facilities impacts are discussed in detail in Section 4.17 of the Revised Final EIR Part 2. Based on the entire record before us, this Commission finds that the Project's potentially significant cumulative impacts related construction or expansion of electrical and natural gas facilities would be reduced to a less than significant level, with implementation of Mitigation Measures 4.3.6.2A, 4.3.6.3B, 4.3.6.4A, 4.16.1.6.1A, 4.16.1.6.1C, 4.7.6.1A, 4.7.6.1B, 4.7.6.1C, and 4.7.6.1D. Changes or alterations have been required in, or incorporated into, the

Project which mitigate or avoid the significant effects on the environment (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: According to Section 4.16 of the Revised Final EIR Part 4 Volume 3, the WLC Project would consume approximately 376,426 megawatt-hours (MWh) of electricity and almost 14.6 million cubic feet of natural gas per year. The estimated electrical demand assumes no on-site electrical generation by photovoltaic panels.

The WLC Specific Plan requires future installation of solar photovoltaic panels on the roof of each warehouse building to offset the energy demands of the office portion of the building. Utility improvements are based on a "worst-case" assumption that on-site solar electrical generation is not available and electrical service would have to be provided by Moreno Valley Utility (MVU). In addition, partial or complete connection to the existing electrical grid may be necessary even with roof-mounted solar photovoltaic panels so there is redundancy (backup) in case of an emergency or during nighttime when no on-site power is being generated (i.e., some warehouses may operate 24/7). At this time, it is not anticipated that any uses will install sufficient on-site power generation and storage to be totally independent of the existing electrical grid.

A number of Southern California Edison (SCE) facilities would still require relocation and expansion of MVU facilities in order to provide network backup (i.e., if the solar generation equipment were to fail) and accommodate the potential increase in electrical demand no matter the contribution of project alternative energy generated. Power poles, guy poles, and guy anchors for the existing overhead 115 kV line along World Logistics Center Parkway and Gilman Springs Road will need to be relocated at the time these roadways are widened. The portion of the existing 115 kV line along Eucalyptus Avenue may also need to be relocated into the new Eucalyptus Avenue alignment between World Logistics Center Parkway and Gilman Springs Road at the time the roadway is constructed. The existing 115 kV line along Brodiaea Avenue may be able to be protected in place except for a few hundred feet where the transmission line intersects with the new Merwin Street, which will need to be relocated to accommodate street and storm drain channel improvements.

The existing 12 kV overhead power distribution lines along Redlands Boulevard will need to be undergrounded when the roadway is developed to its ultimate width. The existing 12 kV overhead power feeder lines located along World Logistics center Parkway and Alessandro Boulevard will need to be relocated and undergrounded as these roadway improvements take place during the development of the WLC project. The existing 12 kV overhead power feeder line running south along Virginia Street to the Moreno Compressor Station (planned as Open Space) will be protected in place. The existing overhead service lines from the World Logistics Center parkway 12 kV line along Dracaea Avenue to the east and along Cottonwood Avenue to the west can be abandoned when existing on-site residences served by these facilities are abandoned. Per SCE requirements, SCE 12 kV undergrounded lines cannot be in a common trench with MVU facilities and require a separate underground facility with a minimum 6 feet from other utility lines.

Based on the *Technical Memorandum – Dry Utilities World Logistics Center, Moreno Valley, CA*, (Revised Final EIR Appendix N Utility Specialists, September 2014) prepared for the WLC project, construction of the first three logistics buildings that would occur during the initial phase of construction can be served by the existing MVU substation at Cottonwood Avenue and Moreno Beach Drive, as long as capacity is still available

at that station. Subsequent construction of buildings in Phase 1 will require the expansion of this substation. The expansion that would occur to meet this demand would be the addition of two new 28 MW transformer units which can be accommodated within the existing substation property. New 12 kV underground feeder circuits, including trenching, conduit, electrical vaults, and conductors will need to be installed from the substation to the WLC Project site. These improvements will occur along Cottonwood Avenue, along Moreno Beach Drive, and along Alessandro Boulevard, Brodiaea Avenue, and Cactus Avenue. These improvements are expected to take place concurrently with roadway construction.

To meet the WLC Project's ultimate annual demand of 376,426 MW, a new 112 MW substation will be constructed within the Project site at a central location near one of SCE's 115 kV transmission lines that will feed power to the substation. The *Dry Utilities* memo for the Project indicates two potential locations; the first adjacent to the SCE transmission lines along Gilman Springs Road, and the other adjacent to the SCE transmission lines along Brodiaea Avenue. Impacts of constructing the new station at either of these on-site locations will be the same. All MVU primary distribution conductors within the Project will be installed within underground conduits and vaults within the public roadway rights-of-way or within easements as a joint trench with telephone, cable television, and natural gas. Since the installation or relocation of electrical facilities would take place concurrently with roadway construction and/or within dedicated easements, or protected in place, the construction of these facilities would not result in any additional significant environmental effects.

Relocation of natural gas transmission lines within the WLC site into public street rights-of-way and easements will be necessary to support site development and grading. These include 11,100 feet of the 30-inch gas pipeline in Cottonwood Avenue from Redlands Boulevard to World Logistics Center Parkway and then southeast to the Virginia Street and Alessandro Boulevard intersection; 1,900 feet of 30-inch gas line from Gilman Springs Road at Lisa Lane southwest to Alessandro Boulevard; 1,000 feet of 16-inch gas line owned by Questar from Gilman Springs Road southwest to Alessandro Boulevard and 4,000 feet of 16-inch gas line owned by Questar on the Maltby Avenue alignment from Merwin Street to World Logistics Center Parkway. The remaining transmission gas lines are anticipated to be protected in place within the proposed streets or easements between buildings. The regulator station located at the southeast corner of Gilman Springs Road and Laurene Lane east of the WLC project area will need to be relocated as part of the widening of this road. The gas facility on Alessandro Boulevard and Virginia Street will remain in place as the Project develops in this area. The SDG&E natural gas compression station on Virginia Street south of the Project site, known as the Moreno Compressor Station, along with a smaller facility on Virginia Street at Boadicea Avenue will be protected in place. Since the installation or relocation of natural gas facilities would take place concurrently with roadway construction and or within dedicated easements, or protected in place, the construction of these facilities would not result in any additional significant environmental effects (Revised Final EIR Part 2, pg. 4.17-37 to pg. 4.17-39).

c. Energy Standards, Policy, Regulation Consistency

Potential Significant Impact: Whether the Project would conflict with any applicable energy standards, policies, or regulations which may cause significant environmental effects.

Findings: Potential impacts of the Project related to energy regulations were analyzed in detail in Section 4.17 of the Revised Final EIR Part 2. Based on the entire record before us, this Commission finds that the Project's potentially significant cumulative impacts related to energy standards, policy and regulation consistency would be reduced to a less than significant level, with implementation of Mitigation Measures 4.3.6.2A, 4.3.6.3B, 4.3.6.4A, 4.16.1.6.1A, 4.16.1.6.1C, 4.7.6.1A, 4.7.6.1B, 4.7.6.1C, and 4.7.6.1D. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: The Project would comply with applicable CARB regulations restricting the idling of heavy-duty diesel motor vehicles and governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. As discussed in Section 4.7, Greenhouse Gas Emissions, CARB has adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other toxic air contaminants. The measure prohibits diesel-fueled commercial vehicles greater than 10,000 pounds from idling for more than five minutes at any given time. While intended to reduce construction emissions, compliance with the above anti-idling and emissions regulations would also result in energy savings from the use of more fuel-efficient engines. According to the CARB staff report that was prepared at the time the anti-idling Airborne Toxic Control Measure was being proposed for adoption in late 2004/early 2005, the regulation was estimated to reduce non-essential idling and associated emissions of diesel particulate matter and nitrogen oxide (NOX) emissions by 64 and 78 percent respectively in analysis year 2009. These reductions in emissions are directly attributable to overall reduced idling times and the resultant reduced fuel consumption. Mitigation Measure 4.3.6.2A includes a stricter provision that would limit idling to no more than three minutes in any one hour. Therefore, fuel savings have the potential to be even more than those estimated from the Airborne Toxic Control Measure.

CARB has also adopted emission standards for off-road diesel construction equipment of greater than 25 hp. The emissions standards are referred to as "tiers," with Tier 4 being the most stringent (i.e., least polluting). The requirements are phased in, with full implementation for large and medium fleets by 2023 and for small fleets by 2028. The Project would accelerate the use of cleaner construction equipment by using mobile off-road construction equipment greater than 50 horsepower (wheeled or tracked) that meets, at a minimum, the Tier 4 off-road emissions standards as specified in Mitigation Measure 4.3.6.2A. Field testing by construction equipment manufacturers has shown that higher tier equipment results in lower fuel consumption. For example, Tier 4 interim engines have shown a 5 percent reduced fuel consumption compared to a Tier 3 engine. Similar reductions in fuel consumption have been shown for Tier 3 engines compared to a Tier 2 engine.

The Project would comply with and exceed (through its project design features [PDFs] and mitigation measures) the applicable provisions of Title 24 and the CALGreen Code in effect at the time of building permit issuance and buildings over 500,000 square feet will be designed to be LEED-certified. According to the California Energy Commissions (CEC), buildings compliant with the Title 24 (2019~~6~~) standards should use 5 percent less energy for lighting, heating, cooling, ventilation, and water heating than the prior Title 24 (201~~3~~6) standards for nonresidential uses. As specified in the Project Design Features, the Project would include

numerous energy and waste reduction features that would allow the project to comply with or exceed the Title 24 standards and achieve energy savings equal to or greater than what is required by state regulations.

With respect to operational transportation-related energy, the WLC project would support statewide efforts to improve transportation energy efficiency and reduce transportation fuel consumption with respect to private automobiles. In particular, the Project would provide the infrastructure for supporting a higher population of electric vehicles, in direct support of the state's targets of 1.5 million Zero Emission Vehicles (ZEVs) by 2025 and 4.2 million ZEVs by 2040. WLC will accommodate ZEV technologies by planning for appropriate on-site charging infrastructure. To that end, the Project will construct the WLC parking areas with cable raceways for installing future EV charging stations, which will enable WLC to more readily and cost effectively provide this service to future tenants if and when demand dictates. The Project would also include the installation of electric vehicle supply equipment pursuant to Title 24, part 6 of the CALGreen Code. Thus, the Project would comply with existing energy standards (Revised Final EIR Part 2, pg. 4.17-38 to pg. 4.17-39).

14. Cumulative Energy

a. Energy Standards, Policy, Regulation Consistency

Potential Significant Impact: Whether the Project in connection with past, present, and probable future projects would conflict with any applicable standards, policies, or regulations which may cause significant environmental effects.

Findings: Potential cumulative impacts of the Project related to energy regulations were analyzed in detail in Section 6.17 of the Revised Final EIR Part 2. Based on the entire record before us, this Planning Commission finds that potentially significant cumulative impacts related to consistency with energy standards, policy and regulations would be reduced to a less than significant level. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program.

Facts in Support of the Findings: The Project would comply with applicable CARB regulations restricting the idling of heavy-duty diesel motor vehicles and governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. As discussed in Section 4.7, Greenhouse Gas Emissions, CARB has adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other toxic air contaminants. The measure prohibits diesel-fueled commercial vehicles greater than 10,000 pounds from idling for more than five minutes at any given time. While intended to reduce construction emissions, compliance with the above anti-idling and emissions regulations would also result in energy savings from the use of more fuel-efficient engines. According to the CARB staff report that was prepared at the time the anti-idling Airborne Toxic Control Measure was being proposed for adoption in late 2004/early 2005, the regulation was estimated to reduce non-essential idling and associated emissions of diesel particulate matter and nitrogen oxide (NOX) emissions by 64 and 78 percent respectively in analysis year 2009. These reductions in emissions are directly attributable to overall reduced idling times and the resultant reduced fuel consumption. Mitigation Measure 4.3.6.2A includes a stricter provision that would limit idling to no more than three minutes in any one hour.

Therefore, fuel savings have the potential to be even more than those estimated from the Airborne Toxic Control Measure.

CARB has also adopted emission standards for off-road diesel construction equipment of greater than 25 hp. The emissions standards are referred to as "tiers," with Tier 4 being the most stringent (i.e., least polluting). The requirements are phased in, with full implementation for large and medium fleets by 2023 and for small fleets by 2028. The Project would accelerate the use of cleaner construction equipment by using mobile off-road construction equipment greater than 50 horsepower (wheeled or tracked) that meets, at a minimum, the Tier 4 off-road emissions standards as specified in Mitigation Measure 4.3.6.2A. Field testing by construction equipment manufacturers has shown that higher tier equipment results in lower fuel consumption. For example, Tier 4 interim engines have shown a 5 percent reduced fuel consumption compared to a Tier 3 engine. Similar reductions in fuel consumption have been shown for Tier 3 engines compared to a Tier 2 engine.

The Project would comply with and exceed (through its project design features and mitigation measures) the applicable provisions of Title 24 and the CALGreen Code in effect at the time of building permit issuance and buildings over 500,000 square feet will be designed to be LEED-certified. According to the California Energy Commission, buildings compliant with the Title 24 (2019) standards should use 5 percent less energy for lighting, heating, cooling, ventilation, and water heating than the prior Title 24 (2016) standards for nonresidential uses. As specified in the Project's Design Features, the Project would include numerous energy and waste reduction features that would allow the project to comply with or exceed the Title 24 standards and achieve energy savings equal to or greater than what is required by state regulations.

With respect to operational transportation-related energy, the WLC project would support statewide efforts to improve transportation energy efficiency and reduce transportation fuel consumption with respect to private automobiles. In particular, the Project would provide the infrastructure for supporting a higher population of electric vehicles, in direct support of the state's targets of 1.5 million Zero Emission Vehicles (ZEVs) by 2025 and 4.2 million ZEVs by 2040. WLC will accommodate ZEV technologies by planning for appropriate onsite charging infrastructure. To that end, the Project will construct the WLC parking areas with cable raceways for installing future EV charging stations, which will enable WLC to more readily and cost effectively provide this service to future tenants if and when demand dictates. The Project would also include the installation of electric vehicle supply equipment pursuant to Title 24, part 6 of the CALGreen Code. Thus, the project would comply with existing energy standards (Revised Final EIR Part 2, pg. 4.17-38 to pg. 4.17-39).

C. ENVIRONMENTAL IMPACTS NOT FULLY MITIGATED TO A LEVEL OF LESS-THAN-SIGNIFICANT

The Moreno Valley Planning Commission finds the following environmental impacts identified in the Revised Final EIR remain significant and unavoidable even after application of all feasible mitigation measures: aesthetics (individually and cumulative), air quality (individually and cumulative), land use and planning, noise, and transportation. In accordance with CEQA Guidelines Section 15092(b)(2), the Planning Commission of the City of Moreno Valley cannot approve the Project unless it first finds (1) under *Public Resources Code* Section 21081(a)(3), and CEQA Guidelines Section 15091(a)(3), that specific economic, legal, social technological, or other considerations, including provisions of employment opportunities to highly

trained workers, make infeasible the mitigation measures or Project alternatives identified in the Revised Final EIR; and (2) under CEQA Guidelines section 15092(b), that the remaining significant effects are acceptable due to overriding concerns described in the CEQA Guidelines Section 15093 and, therefore, a Statement of Overriding Considerations is included herein (refer to Section XX of these findings); or (3) that under Public Resources Code Section 21081(a)(2) and CEQA Guidelines Section 15091(a)(2) changes or alterations are within the responsibility and jurisdiction of other public agencies and not the City. Such changes can and should be adopted by other agencies.

1. Aesthetics (Individual and Cumulative Impacts)

a. Scenic Vistas

Significant Unavoidable Impact: The Revised Final EIR evaluated and concluded that the Project could have adverse effects on one or more scenic vistas, notably views of the Badlands, Mount Russell Range, and Mystic Lake/San Jacinto Wildlife Area.

Finding: Potential impacts of the Project related to light and glare impacts are discussed in detail in Section 4.1 of the Revised Final EIR Part 4, Volume 3. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program. However, this Commission finds that even with application of these mitigation measures, the Project will have a significant impact due to adverse effects on scenic vistas and therefore impacts are considered significant and unavoidable. Specific economic, legal, social, technological, or other considerations make the alternatives identified in the Revised Final EIR and additional mitigation measures infeasible, and overriding economic, legal, social, technological, or other benefits of the project outweigh the significant and unavoidable effects on the environment, which are set forth in Section VI, Statement of Overriding Considerations (Finding 3).

Facts in Support of the Finding: According to Section 4.1 of the Revised Final EIR Part 4 Volume 3, the nearest sensitive permanent visual receptors would be the existing single-family residences to the west and southwest along Redlands Boulevard. In addition, the views of the motoring public along SR-60, Gilman Springs Road, Redlands Boulevard, World Logistics Center Parkway, and Alessandro Boulevard would be significantly affected as well. At present, the Skechers building blocks views of the site for travelers on SR-60 who are immediately north of the Skechers building.

One of the development requirements of the Specific Plan is to have the heights of the buildings along the north, west and south perimeter of the site, including SR-60, be approximately the same height as the existing Skechers building (i.e., approximately 55 feet above a ground elevation of 1,740 feet above mean sea level (amsl)). This means, as the site elevation decreases to the south, taller buildings theoretically could be built as long as they do not exceed 1,795 feet elevation (i.e., height above sea level, not building height above ground). This would result in seeing only the buildings adjacent to the freeway for eastbound travelers on SR-60, but it would adversely affect views from other locations around the WLC Specific Plan site regardless of the height comparison to the Skechers building. The motoring public heading westbound on SR-60 would experience impacts to their views of Mount Russell.

Many of the views of the motoring public while on local roadways will fundamentally change instead of views of open agricultural land, these residents and motorists will view new logistics buildings and the associated parking areas, roadways, infrastructure, and landscaping. Therefore, the Project will have a significant visual impact. The degree to which these buildings may block views of major scenic resources (i.e., Mount Russell, the Badlands, and Mystic Lake) will depend on the location and heights of buildings.

This impact requires mitigation; however, this change in views, while substantial, is anticipated in the City's General Plan, which allows development within the Project area. The WLC Specific Plan would develop the site with logistics warehouse buildings (maximum height 60–80 feet), so this change in itself would represent a significant visual impact. In addition, the eventual change in views from existing (baseline) conditions is substantial and is considered a significant visual impact on scenic vistas. After implementation of the **Mitigation Measures 4.1.6.1A** through **4.1.6.1C**, adverse effects on scenic vistas would remain significant and unavoidable due to the fundamental change in public views for residents within and surrounding the Project site, for travelers on SR-60, Gilman Springs Road, Redlands Boulevard, World Logistics Center Parkway, and Alessandro Boulevard, and for users of the San Jacinto Wildlife Area. (Revised Final EIR Part 4 Volume 3, pgs. 4.1-61 to 4.1-73 and 4.1-82 to 4.1-83).

b. Scenic Resources and Scenic Highways

Significant Unavoidable Impact: The Revised Final EIR evaluated and concluded that the Project could have a significant impact on the views of scenic resources for motorists traveling on SR-60 and Gilman Springs Road.

Finding: Potential impacts of the Project related to scenic resources and scenic highways impacts are discussed in detail in Section 4.1 of the Revised Final EIR Part 4, Volume 3. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program. However, this Commission finds that even with application of these mitigation measures, the Project-related impacts to scenic vistas and scenic highways will remain significant and unavoidable. Specific economic, legal, social, technological, or other considerations make the alternatives identified in the Revised Final EIR and additional mitigation measures infeasible, and overriding economic, legal, social, technological, or other benefits of the project outweigh the significant and unavoidable effects on the environment which are set forth in Section VI, Statement of Overriding Considerations (Finding 3).

Facts in Support of the Finding: According to Section 4.1 of the Revised Final EIR Part 4 Volume 3, the City of Moreno Valley identifies SR-60 and Gilman Springs Road as local scenic roads. According to the City's General Plan EIR, major scenic resources within the Moreno Valley study area are visible from SR-60, and Gilman Springs Road, both of which are City-designated local scenic roadways. Development of the Project would significantly alter the existing view by introducing large industrial buildings adjacent to the freeway. Existing eastbound and westbound views on SR-60 and Gilman Springs Road would be fundamentally altered with the future development of the Project.

The perimeter portions of the site will have buildings with heights up to 60 feet, and some of the buildings south of Street C (southeastern portion of the site but not adjacent to the San Jacinto Wildlife Area), would

have heights of up to 80 feet. Since the Skechers building (roof height approximately 1,790 feet amsl) is already visible throughout the Project site and from off-site areas to the east, south, and southwest, it is likely that most new buildings will be visible from these areas or possibly even farther away, depending on building heights and locations. The use of light colors and reflective surfaces such as glass and polished metal near office entrances and building corners, such as required in the WLC Specific Plan design guidelines, will enhance the visibility of these buildings.

The proposed sound walls and ornamental landscaping would soften the visual impacts of future buildings, but the Project would likely result in at least a partial obstruction of a portion of the Mount Russell Range for motorists traveling on SR-60, so the proposed buildings may obstruct the view of a major scenic feature from a City-designated scenic route. The Project meets criteria in both the moderate and major visual intrusion categories. Therefore, it is anticipated that the WLC Specific Plan design guidelines may create a major visual intrusion (i.e., significant impact) for motorists traveling on SR-60 and Gilman Springs Road.

The WLC Specific Plan can preserve significant visual features, significant views, and vistas if the size and location of buildings developed under the WLC Specific Plan can be controlled so as to not substantially block views of Mount Russell, the Badlands, and Mystic Lake. The views from SR-60 and Gilman Springs Road will fundamentally change, but their views of major scenic resources (i.e., Mount Russell, the Badlands, and Mystic Lake) may be preserved through careful limitations on the height and location of future buildings. The WLC Specific Plan outlines how future development along SR-60 and Gilman Springs Road will be made visually attractive and can maintain some view corridors of the surrounding mountains and Mystic Lake through careful limitations on the height and location of future buildings. These are considered significant visual impacts on local scenic roads that will require mitigation.

Construction of future logistics warehousing according to the development standards and design guidelines of the WLC Specific Plan will help soften building façades, and the installation of ornamental landscaping will help screen the visual appearance of the buildings from SR-60, but the obstruction of local views will still be significant. Implementation of **Mitigation Measures 4.1.6.1A** through **4.1.6.1D, 4.1.6.3A, 4.1.6.4A,** and **4.1.6.4B** will help reduce these impacts, but not to less than significant levels. (Revised Final EIR Part 4, Volume 3, pgs. 4.1-73 to 4.1-76).

c. Existing Visual Character and Surroundings

Significant Unavoidable Impact: The Revised Final EIR evaluated and concluded that the Project could significantly degrade the existing visual character of the Project site from open space to an urbanized setting by introducing large logistics warehouse buildings.

Finding: Potential impacts of the Project related to visual impacts are discussed in detail in Section 4.1 of the Revised Final EIR Part 4- Volume 3. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program. However, the Commission finds that even with application of this mitigation measure, the Project will have significant Project-related impacts to the existing visual character of the site and will remain significant and unavoidable. Specific economic, legal, social, technological, or other considerations make the

alternatives identified in the Revised Final EIR and additional mitigation measures infeasible, and overriding economic, legal, social, technological, or other benefits of the project outweigh the significant and unavoidable effects on the environment which are set forth in Section VI, Statement of Overriding Considerations (Finding 3).

Facts in Support of the Finding: Visual impacts associated with changes to the general character of the Project site (e.g., loss of open space), the components of the visual settings (e.g., landscaping and architectural elements), and the visual compatibility between proposed site uses and adjacent land uses would occur. The significance of visual impacts is inherently subjective as individuals respond differently to changes in the visual characteristics of an area. According to Section 1.4 of the Revised Final EIR Part 4 Volume 3, the Project site is currently undeveloped with existing agricultural fields throughout the site. Development of the proposed industrial uses on the Project site would include approximately 40.6 million square feet of warehouse distribution uses with associated parking areas, ornamental landscaping, and roadway and infrastructure on approximately 2,535 acres. Maximum building heights will range from 60 to 80 feet depending on location within the Project and will substantially change the views of both nearby residents and motorists on adjacent roadways.

The Project would also change views for travelers on the adjacent portion of SR-60 and Gilman Springs Road by introducing large industrial buildings in place of vacant agricultural land. The proposed buildings closest to the freeway would most likely have an average height of approximately 55 to 60 feet, although the maximum height may be increased by 10 feet, which would exceed the existing height of the adjacent freeway by approximately 30 feet.

Development of the Project would substantially and fundamentally change the existing character of the Project site from open space to an urbanized setting with many large logistics buildings. The change in the character of the site would constitute a significant alteration of the existing visual character of the WLC Project site, regardless of the architectural treatment and landscaping of the site. These impacts would be especially significant for residents of the existing residences on the Project site, depending on the timing, location, and size of development in the future.

The WLC Specific Plan includes a variety of architectural elements including façade accents such as corner treatments and roof trim. The Project also provides variation in wall planes that serve to avoid an institutional appearance and break up the bulk of the buildings. This variation would create shadow lines at various times of the day.

The proposed setbacks, landscaping, berms, and walls outlined in the Specific Plan appear sufficient to provide adequate visual screening between proposed warehouse buildings and the existing residential uses. However, mitigation is required to ensure the actual design and appearance of setback areas will effectively screen new development from existing residences and neighboring roadways.

However, even with implementation of **Mitigation Measures 4.1.6.1A** through **4.1.6.1D, 4.1.6.3A, 4.1.6.4A,** and **4.1.6.4B** the substantial change in visual character of the Project site and surrounding area from development of the Project will cause aesthetic impacts to remain significant and unavoidable. (Revised Final EIR Part 4 Volume 3, pgs. 4.1-76 to 4.1-80).

d. Cumulative Aesthetics – Scenic Vistas, Scenic Resources, and Existing Visual Character

Significant Unavoidable Impact: The Revised Final EIR evaluated and concluded that the Project would in connection with past, present, and probable future projects result in cumulative impacts by adversely affecting one or more scenic vistas; scenic resources; and existing visual character.

Finding: Potential impacts of the Project related to cumulative aesthetics impacts are discussed in detail in Section 6.1 of the Revised Final EIR Part 2. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant cumulative effects on the environment. (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program. However, this Commission finds that even with application of these mitigation measures, the Project will have a significant impact due to adverse effects on scenic vistas, scenic resources, and on existing visual character. Specific economic, legal, social, technological, or other considerations make the alternatives identified in the Revised Final EIR and additional mitigation measures infeasible, and overriding economic, legal, social, technological, or other benefits of the project outweigh the significant and unavoidable effects on the environment, which are set forth in Section VI, Statement of Overriding Considerations (Finding 3).

Facts in Support of the Finding: The Project, in combination with other projects in the eastern portion of the City and along SR-60 and Gilman Springs Road, would have a cumulatively significant and unavoidable impact related to views, scenic resources, and existing character in this portion of the City.

The development of the Project would partially obstruct views of surrounding mountain vistas from various vantage points in and around the Project area. Scenic vistas adversely impacted by the project include views of Mount Russell and the foothills surrounding the Lake Perris State Recreation Area, the Badlands, the San Jacinto Wildlife Area and the valley floor. Views from Gilman Springs Road, and other local roadways could be altered by the development of the project in combination with some or all of the cumulative projects. Environmental documents for MV-3 and MV-4 both identified scenic vistas as being significant and unavoidable impacts and that both projects would have cumulative impacts. Both MV-3 or MV-4 identified that there were no feasible measures to reduce impacts on the scenic vistas. MV-3 and MV-4 are considered large warehouse projects with structures and uses that would be similar in character to the structures and uses of the project. Because there are cumulative projects that would result in significant and unavoidable impacts to scenic vistas, the cumulative development within the cumulative geographic areas for aesthetics would result in significant cumulative impacts associated with scenic vistas prior to mitigation.

The size, height, and location of buildings within the Project site are limited by the standards and guidelines contained in the WLC Specific Plan. Mitigation Measures 4.1.6.1A through 4.1.6.1D are recommended to reduce impacts related to the loss of public and private views. After implementation of the proposed mitigation measures, adverse effects on scenic vistas would remain significant and unavoidable due to the change in views for residents within and surrounding the project site, for travelers on SR-60, Gilman Springs Road, Theodore Street, and Redlands Boulevard. Therefore, the project's contribution to cumulative impacts to scenic vistas would be considered cumulatively significant and unavoidable. (Revised Final EIR Part 2, pgs. 6.1-5 to 6.1-9)

2. Air Quality

a. Air Quality Management Plan Consistency

Significant Unavoidable Impact: The Revised Final EIR evaluated and concluded that the Project has the potential to conflict with implementation of the SCAQMD 2012 Air Quality Management Plan (AQMP).

Finding: Potential impacts of the Project related to Air Quality Management Plan Consistency impacts are discussed in detail in Section 4.3 of the Revised Final EIR Part 2. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment. (Finding 1). Those changes or alterations that are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency (Finding 2). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program. However, this Commission finds that even with application of these mitigation measures, the Project will have a significant impact due to inconsistencies with the SCAQMD 2012 Air Quality Management Plan and therefore, impacts are considered significant and unavoidable. Specific economic, legal, social, technological, or other considerations make alternatives identified in the Revised Final EIR and additional mitigation measures infeasible, and overriding economic, legal, social, technological, or other benefits of the Project outweigh the significant and unavoidable effects on the environment, which are set forth in Section VI, Statement of Overriding Considerations (Finding 3).

Facts in Support of the Finding: According to the 1993 SCAQMD Handbook, there are two key indicators of consistency with the Air Quality Management Plan (AQMP):

1. Indicator: Whether the Project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

2. Indicator: A Project would conflict with the AQMP if it would exceed the assumptions in the AQMP in 2012 or increments based on the year of project buildout and phase. The Handbook indicates that key assumptions to use in this analysis are population number and location and a regional housing needs assessment. The parcel-based land use and growth assumptions and inputs used in the Regional Transportation Model run by the Southern California Association of Governments that generated the mobile inventory used by the SCAQMD for AQMP are not available and assumed not to include the project; therefore, the SCAQMD's significance thresholds are used to determine if the project exceeds the assumptions in the AQMP.

Considering the recommended criteria in the SCAQMD's 1993 Handbook, the analysis in the Revised Final EIR utilizes the following criteria to address this potential impact:

- Project's contribution to air quality violations (SCAQMD's first indicator, 1 as listed above);
- Assumptions in AQMP (SCAQMD's second indicator, 2, as listed above); and
- Compliance with applicable emission control measures in the AQMPs (2012 and 2016)

Project's Contribution to Air Quality Violations and Assumptions in AQMP. According to the SCAQMD, the Project is consistent with the AQMP if the Project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP (SCAQMD, 1993, page 12-3). As shown in analyses in Impacts 4.3.6.2, 4.3.6.3, and 4.3.6.4 of the Revised Final EIR Part 2, the Project could violate an air quality standard and therefore, could contribute substantially to an existing or projected air quality violation.

If a project's emissions exceed the SCAQMD regional thresholds for NOX, VOC, PM10, or PM2.5, it follows that the emissions could cumulatively contribute to an exceedance of a pollutant for which the Basin is in nonattainment (ozone, PM10, and PM2.5) at a monitoring station in the Basin. The thresholds are criteria for determining environmental significance and are discussed in the SCAQMD's 1993 Handbook for Air Quality Analysis. An exceedance of a nonattainment pollutant at a monitoring station would not be consistent with the goals of the AQMP—to achieve attainment of pollutants. The Project would exceed the regional emission significance thresholds for VOC, NOX, CO, PM10, and/or PM2.5 prior to mitigation. This means that Project emissions could combine with other sources and could result in an ozone, PM10, or PM2.5 exceedance at a nearby monitoring station. The Basin in which the project is located is in nonattainment for these pollutants; therefore, according to this criterion, the Project would not be consistent with the AQMP. The regional emissions assume a zero baseline for existing emissions on the Project site and therefore assumes that the AQMP had no emissions for the Project site. The regional significance thresholds can be interpreted to mean that if Project emissions exceed the thresholds, then the Project would also not be consistent with the assumptions in the AQMP. Therefore, based on this criterion, the Project could contribute to air quality violations and would not be consistent with the AQMP (Revised Final EIR Part 2, pg. 4.3-37).

Compliance with Emission Control Measures. The second indicator of whether the Project could conflict with or obstruct implementation of the AQMP is by assessing the Project's compliance with the control measures in the AQMPs and the State Implementation Plan (SIP).

2012 AQMP: The Project would comply with all applicable rules and regulations enacted as part of the AQMP. In addition, the AQMP relies upon the SCAG regional transportation strategy, which is in its adopted 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and 2011 Federal Transportation Improvement Plan (FTIP). Included in the RTP/SCS are transportation control measures including active transportation (non-motorized transportation, e.g., biking and walking); transportation demand management; transportation system management; transit; passenger and highspeed rail; goods movement; aviation and airport ground access; highways; arterials; and operations and maintenance.

2016 AQMP: The SCAQMD approved on March 3, 2017 the Final 2016 AQMP. Currently, the 2016 AQMP is being reviewed by the U.S. EPA and CARB. Until the approval of the EPA and CARB, the current regional air quality plan is the Final 2012 AQMP adopted by the SCAQMD on December 7, 2012. Therefore, consistency analysis with the 2016 AQMP has not been included. Nonetheless, the Project would comply with all applicable rules and regulations enacted as part of the 2016 AQMP, including transportation control measures from the 2016 RTP/SCS.

State Implementation Plans. Geographical areas in the State that exceed the Federal air quality standards are called nonattainment areas. The Project area is in nonattainment for ozone, PM10, and PM2.5. SIPs show how each area will attain the Federal standards. To do this, the SIPs identify the amount of pollutant emissions that must be reduced in each area to meet the standard and the emission controls needed to reduce the necessary emissions. On September 27, 2007, the CARB adopted its State Strategy for the 2007 SIP. In 2009, the SIP was revised to account for emissions reductions from regulations adopted in 2007 and 2008 and clarifies CARB's legal commitment. Additional recent revisions to the SIP are as follows:

- In 2008, the EPA revised the lead national ambient air quality standard by reducing it to 0.15 µg/m3. On December 31, 2010, the Los Angeles County portion of the Basin was designated as nonattainment for the 2008 lead national standard as a result of exceedances measured near a large lead-acid battery recycling facility. The 2012 Lead SIP for Los Angeles County was prepared by the SCAQMD and addresses the recent revision to the lead national standard and outlines the strategy and pollution control activities that demonstrate attainment of the lead national standard before December 31, 2015. The 2012 Lead SIP was approved May 4, 2012.
- A SIP revision for the deferral nitrogen dioxide standard was prepared in 2012, to address the new 1-hour federal ambient air quality standard for nitrogen dioxide.
- The proposed California Infrastructure SIP revision was considered by the CARB on January 23, 2014. The proposed infrastructure SIP revision is administrative in nature and covers the National Ambient Air Quality Standards (federal standards) for ozone (1997 and 2008), fine particulate matter ($PM_{2.5}$; 1997, 2006, and 2012), lead (2008), nitrogen dioxide (2010), and sulfur dioxide (2010). The proposed revision describes the infrastructure (authorities, resources, and programs) California has in place to implement, maintain, and enforce these federal standards. It does not contain any proposals for emission control measures.

The SIP takes into account CARB rules and regulations. The Project will comply with applicable rules and regulations as identified in the AQMPs and SIPs and therefore, complies with this criterion.

Although the Project would be consistent with the policies, rules, and regulations in the AQMPs and SIP, the Project must meet all the criteria listed above to be consistent with the AQMPs. The Project could impede AQMP attainment because its construction and operation emissions exceed the SCAQMD regional significance thresholds, and therefore, the Project is considered to be inconsistent with the AQMP.

Applicable SCAQMD regulatory requirements are restated in the mitigation measures identified in Sections 4.3.6.2 and 4.3.6.3 of the Revised Final EIR Part 2. These measures shall be incorporated in all Project plans, specifications, and contract documents. **Mitigation Measures 4.3.6.2A, 4.3.6.2B, 4.3.6.2C, 4.3.6.2D, 4.3.6.3A, 4.3.6.3B, 4.3.6.3C, 4.3.6.3D,** and **4.3.6.4A** are required.

Overall, implementation of the World Logistics Center project would exceed applicable thresholds for all criteria pollutants, with the exception of SOX, as noted below. Despite the implementation of mitigation measures, emissions associated with the Project cannot be reduced below the applicable thresholds. Construction and operational emissions would be reduced to the extent feasible through implementation of mitigation measures listed above and described below. Construction emissions would be reduced through

implementation of mitigation measures that require the use of Tier 4 construction equipment, reduced idling time, use of non-diesel equipment where feasible, low-VOC paints and cleaning solvents, and dust suppression measures. Operational emissions would be reduced through implementation of mitigation measures that require reduced vehicle idling, use of non-diesel on-site equipment, meeting or exceeding 2010 engine emission standards for all diesel trucks entering the site, electric vehicle charging stations, and prohibition of refrigerated warehouses. In the absence of further feasible mitigation to reduce the Project's emission of criteria pollutants to below SCAQMD thresholds, potential air quality impacts resulting from exhaust from construction equipment will remain significant and unavoidable (Revised Final EIR Part 2, pgs. 4.3-35 to 4.3-38).

b. Construction Emissions

Significant Unavoidable Impact: The Revised Final EIR evaluated and concluded that the Project would to exceed applicable daily thresholds that may affect sensitive receptors. For construction operations, the applicable daily thresholds are:

- 75 pounds per day of ROC/VOC;
- 100 pounds per day of NO_X;
- 550 pounds per day of CO;
- 150 pounds per day of PM_{10};
- 150 pounds per day of SO_X; and
- 55 pounds per day of $PM_{2.5}$.

Finding: Potential impacts of the Project related to construction emission impacts are discussed in detail in Section 4.3 of the Revised Final EIR Part 2. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. (Finding 1). Those changes or alterations that are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency (Finding 2). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program. However, this Commission finds that even with application of these mitigation measures, the Project will have a significant impact due to adverse effects on construction emission impacts and therefore are considered significant and unavoidable. Specific economic, legal, social, technological, or other considerations make the alternatives identified in the Revised Final EIR and additional mitigation measures infeasible, and overriding economic, legal, social, technological, or other benefits of the project outweigh the significant and unavoidable effects on the environment, which are set forth in Section VI, Statement of Overriding Considerations (Finding 3).

Facts in Support of the Finding: Grading and other construction activities produce combustion emissions from various sources such as site grading, utility engines, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, asphalt paving, and motor vehicles transporting the construction crew. The use of construction equipment on-site would result in localized exhaust emissions. Activity during peak grading days typically generates a greater amount of air pollutants than other Project construction activities.

While the actual details of the future construction schedule are not known, it is expected that Project construction would occur in two phases with the construction of Phase 1 occurring over five years and the

construction of Phase 2 occurring over ten years. Appendix A.1 of the Revised Final EIR Part 2 includes details of the emission factors and other assumptions.

Table 4.3-8 (Revised Final EIR Part 2 pg. 4.3-40) identifies projected emissions resulting from grading and construction activities for the World Logistics Center project and shows the estimated maximum daily construction emissions over the course of Project construction prior to the application of mitigation.

The construction emissions estimates summarized in Table 4.3-8 are based on the assumed construction scenario described in Appendix A.1, of this Revised Final EIR Part 2. Using emission factors from the CalEEMod model for off-road sources and EMFAC2017 emission factors for on-road sources, Table 4.3-8 indicates that construction emissions of criteria pollutants would exceed the SCAQMD daily emission thresholds for all criteria pollutants (VOC, NOX, CO, PM10, and PM2.5), with the exception of SOX. This is a significant impact requiring mitigation.

Fugitive dust emissions are generally associated with land clearing and exposure of soils to the air and wind and cut-and-fill grading operations. Dust generated during construction varies substantially by project, depending on the level of activity, the specific operations and equipment, local soils, and weather conditions at the time of construction. The World Logistics Center project will be required to comply with SCAQMD Rules 402 and 403 to control fugitive dust. There are a number of feasible control measures that can be reasonably implemented to significantly reduce PM10 emissions from construction.

As identified in Table 4.3-8, fugitive dust and exhaust emissions during the anticipated peak construction day for the World Logistics Center project would exceed SCAQMD daily construction thresholds. The percentage of dust and exhaust varies by year but for PM10 is an average of 85 percent dust and 15 percent exhaust. PM2.5 has an average of 54 percent dust and 46 percent exhaust.

Concrete pouring would likely occur during nighttime hours due to limitations high temperatures pose for concrete work during the day. On-site equipment used during concrete pouring would involve daytime preparation with actual concrete pouring occurring during the nighttime hours. On average, the total hours of operation for each piece of equipment during the concrete phase would be approximately 10 hours. Therefore, maximum daily emissions presented in Table 4.3-8 represent the average concrete pour day. However, under rare occurrences, extended concrete pour days may be required. Table 4.3-9 (Revised Final EIR Part 2, pg. 4.3-41) summarizes daily maximum emissions for each year of construction associated with 24-hour operation of on-site building concrete equipment. As shown in Table 4.3-9, maximum 24-hour concrete pour days would exceed SCAQMD thresholds for NOX. However, all maximum daily emissions are less than those for the worst-case construction day as summarized in Table 4.3-8. Therefore, rare 24-hour concrete pour days would be within the estimated worst-case construction day assumptions. No further analysis of 24-hour concrete pour days is required.

Similar to extended concrete pouring days, other phases of construction such as utility installation and building construction may require an occasional extended construction day based on the task at hand and schedule goals. Occasional extended construction hours would occur for specific tasks within specific planning areas as needed (determined on a day-to-day basis) and would not occur site-wide throughout the 15-year construction period. Therefore, it is anticipated that estimated yearly maximum construction day emissions, as summarized

in table 4.3-8, represent the realistic worst-case regional construction emissions for the 15-year construction duration.

The World Logistics Center project is required to comply with regional rules that assist in reducing short-term air pollutant emissions. SCAQMD Rule 402 requires implementation of dust-suppression techniques to prevent fugitive dust from creating a nuisance off-site. SCAQMD Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. Applicable dust suppression techniques from Rule 403 are summarized below. Implementation of these dust suppression techniques can reduce the fugitive dust generation (and thus the PM10 component). Compliance with these rules would reduce impacts on nearby sensitive receptors. The applicable Rule 403 measures are as follows:

- All clearing, grading, earthmoving, or excavation activities shall cease when winds exceed 25 miles per hour per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project are watered at least three times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meter (2 feet) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicular Code Section 23114.
- The contractor shall ensure that traffic speeds on unpaved roads and project site areas are 15 miles per hour or less to reduce fugitive dust haul road emissions.

SCAQMD Rule 1113 regulates the sale and application of architectural coatings. Rule 1113 is applicable to any person who applies or solicits the application of any architectural coating within the Basin. Rule 1113 sets limits on the amount of ROG or VOC emissions allowed for all types of architectural coatings. Compliance with Rule 1113 means that architectural coatings used during construction would have ROG or VOC emissions that comply with these limits.

Overall, as shown in Table 4.3-10 (Revised Final EIR Part 2, pg. 4.3-44), construction emissions are still significant after mitigation, with the exception of PM2.5 and SO2. The reduction in PM2.5 emissions is by a reduction in exhaust from the application of Tier 4 off-road equipment. PM10 emissions are still significant because emissions in 2022, 2023, 2024, and 2028 exceed the threshold; however, emissions of PM10 during all other years of construction are less than significant. Although mitigation reduces emissions of all pollutants (with the exception of CO due to how CalEEMod calculates Tier 4 emissions) during construction, potential air quality impacts resulting from exhaust from construction equipment and fugitive dust will remain significant and unavoidable.

c. Localized Construction and Operational Air Quality Impacts

Significant Unavoidable Impact. The Revised Final EIR evaluated and concluded that construction and operation of the Project would to exceed localized significance daily thresholds that may affect sensitive receptors.

Finding: Potential impacts of the Project related to localized construction and operational air quality impacts are discussed in detail in Section 4.3 of the Revised Final EIR Part 2. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment. (Finding 1). Those changes or alterations that are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency (Finding 2). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program. However, this Commission finds that even with application of these mitigation measures, the Project will have a significant impact due to adverse effects on localized construction and operational air quality impacts and therefore, are considered significant and unavoidable. Specific economic, legal, social, technological, or other considerations make alternatives identified in the Revised Final EIR and additional mitigation measures infeasible, and overriding economic, legal, social, technological, or other benefits of the project outweigh the significant and unavoidable effects on the environment, which are set forth in Section VI, Statement of Overriding Considerations (Finding 3).

Facts in Support of the Findings: The localized significance threshold (LST) analysis evaluated four conditions:

- Project Build Out (2020): this condition assumes that Phase 1 and Phase 2 of the Project are fully built out in 2020 as a worst-case scenario.
- 2022, the year when the Project emissions from both Project construction and operation are at their highest combined levels for several pollutants; and when construction activities would occur near the existing residences west of the Project boundary along Merwin Street;
- 2025, the earliest year Phase 1 is assumed to be fully operational. When the projected construction schedule would result in construction activities in the southern portion of the Project adjacent to Alessandro Boulevard and east of the existing residential areas along Merwin Street, and when all of Phase I operations would occur (approximately 57 percent of entire Project floor space); and
- 2035 when Phase 1 and Phase 2 of the Project are fully operational.

Project Full Build Out under 2020 conditions represents hypothetical worst-case conditions in that the Project physically could not be built-out in 2020 or, in fact, in any single year due to the size of the Project. These conditions have been included in this assessment to correspond to the analysis scenarios examined in the project TIA. These conditions also do not account for the fact that vehicle emissions are expected to decline over time as vehicle emission control technologies improve. Thus, consideration of these conditions will significantly overestimate the Project's potential air quality impacts. The 2022, 2025, and 2035 conditions represent the logical and realistic development of the Project over a period of 15 years as represented by the Project applicant. The LST analysis is presented for each condition below.

Pursuant to the SCAQMD's LST methodology, only emissions generated from emission sources located within and along the Project boundaries are included in the LST assessment. These emission sources include vehicle travel on the roadway network within and along the borders of the Project and emissions from support equipment including forklifts, yard/hostler trucks, and emergency standby electric generators.

The Project Full Build Out (2020) LST Assessment

The localized assessment results for the Project Phase 1 and Phase 2 Full Build Out (2020) condition are provided in Table 4.3-11 (Revised Final EIR Part 2, pg. 4.3-46) for receptors located within the Project boundaries and in Table 4.3-12 (Revised Final EIR Part 2, pg. 4.3-47) for receptors located outside the Project's boundaries along with a comparison to the SCAQMD's localized significance thresholds. The significance thresholds for CO and nitrogen dioxide are derived from the measured ambient air quality data from the SCAQMD Riverside air monitoring station and serve as the measure of existing air quality.

As noted from Table 4.3-11, the Project would exceed the SCAQMD's significance thresholds for the annual PM10 threshold for receptors located within the Project's boundaries. As shown in Table 4.3-12, the significance thresholds would not be exceeded at any sensitive receptor located outside of the Project boundaries (Revised Final EIR Part 2, Pg. 4.3-46).

It is important to note the Project Phase 1 and Phase 2 Full Build Out (2020) condition assumes that the Project's emissions are at the levels that would occur in 2020. The majority of the Project's operational emissions are from on-road mobile sources, more particularly, heavy-duty trucks that contribute a disproportionate amount of emissions compared to passenger vehicles. Emissions from on-road mobile sources are regulated at the State and Federal levels and, therefore, are outside of the control of local agencies such as the City and the SCAQMD. For example, the CARB is working closely with the USEPA, engine and vehicle manufacturers, and other interested parties to identify programs that will reduce emissions from heavy-duty diesel vehicles in California. Emission reductions arise from a combination of measures including the use of ultra-low sulfur diesel fuel, new emission standards for large diesel engines, restrictions on diesel engine idling, addition of post-combustion filter and catalyst equipment, and retrofits for business and government diesel truck fleets. The implementation of these emission reductions will also result in reductions of other pollutants such as NOX, VOC, and CO. As these emission reduction programs are implemented and there is a turnover in the use of older vehicles with newer and cleaner vehicles, the Project's operational emissions are expected to decline significantly in the future. Emission controls on mobile source vehicles already adopted by the CARB particularly dealing with NOX and PM10 controls on heavy-duty trucks will reduce truck emissions significantly over time. Thus, Project (2020) conditions represent highly conservative estimates, in terms of overestimating of the Project's operational impacts.

Project Development Schedule LST Assessment

The final localized threshold assessment condition examined potential local Project impacts considering the proposed construction and build-out schedule of the Project over a time period of 15 years from the commencement of construction in 2020 to the final build-out and occupation in 2035. This condition examined three specific time periods:

- The Project's on-site maximum daily and annual construction emissions were estimated using the CalEEMod land use emission model and the construction equipment inventory and activities provided by the applicant. The Project's on-site operational emissions, principally from the Project's mobile sources, were derived from detailed traffic volume data provided by the project's TIA that reflects a completely operational Phase 1. The TIA applied a comprehensive regional transportation model to develop daily and peak hour traffic volumes

for 2025 and buildout from the Project's mobile sources.

Peak hour and daily Project traffic volumes were developed for each year from 2020 to buildout for roadway segments within and along the boundaries of the Project using the following assumptions:

- Project operational traffic volumes were assumed to be zero in 2020, the year that Project construction would commence.
- Traffic volumes for the years 2021 to 2024 (the completion year for Phase 1 operations) were interpolated from 2025 volumes provided in the TIA by applying the annual Project occupancy schedule to the 2025 traffic volumes.
- Traffic volumes for the years 2026 to 2034 were interpolated from the provided traffic volumes at buildout by applying the annual Project occupancy schedule.

Localized Impact Analysis, 2025. The localized impacts for the short-term construction and operational activities were analyzed using an air dispersion model (EPA AERMOD Model) to simulate the transport and dispersion of Project-related emissions through the air. These impacts were then compared to the applicable SCAQMD localized concentration thresholds.

The estimated maximum localized air quality impacts from the construction and operation of the Project at Phase 1 buildout are summarized in Table 4.3-13 for locations within the Project's boundaries. These maximum impacts were found at the locations of the existing residences within the Project boundaries. Table 4.3-14 summarizes the highest air quality impacts for sensitive receptors located outside of the Project boundaries. These maximum impacts were found at the locations of the existing residences outside of the Project boundary located west of the Project boundary along Merwin Street. As noted from these two tables, Project impacts would exceed the significance thresholds for PM10 for locations within and outside the Project boundaries, thus represents a significant impact without mitigation (Revised Final EIR Part 2, pg. 4.3-48).

Localized Air Quality Impact Analysis, 2022. The year 2022 was selected for the LST Analysis for two principal reasons: 1) the year 2022 corresponds to the year with the highest combined total on-site construction and operational emissions for NOX and PM2.5, the second-highest on-site emissions for CO, and the fourth-highest on-site emissions of PM10; and 2) the location of the building construction in 2022 places the construction emissions nearest to the existing residences located west of the Project boundary along Merwin Street.

The Project's maximum combined impacts from construction and operations during 2022 are shown in Table 4.3-15 for the existing sensitive receptors located within the Project boundaries along with the SCAQMD-recommended significance thresholds. Table 4.3-16 shows the maximum combined impacts for sensitive receptors located outside of the Project boundaries. Maximum impacts outside of the Project boundary were found within the residential areas located to the west of the Project boundary. As shown in these tables, the Project would exceed the SCAQMD's significance thresholds for PM10 at locations within the Project boundary and outside of the Project boundary and NOX within the Project boundary (Revised Final EIR Part 2, pg. 4.3-49 to 4.3-51).

Localized Air Quality Impact Analysis, 2035. The year 2035 represents a long-term planning year when both phases of the Project would be fully in operation. Operational emissions during 2035 were estimated based on the Project's trip generation and project-related travel along the local roadway network within and along the Project boundaries. Table 4.3-17 shows the maximum localized air quality impacts for 2035 relative to the background air quality levels at the existing sensitive receptors located within the Project boundaries. Table 4.3-18 identifies the highest localized impacts for sensitive receptors located outside of the Project boundaries. As shown in Table 4.3-17 and Table 4.3-18, the Project would exceed PM10 LSTs for receptors within and outside the Project boundary, and would, therefore, represent a significant impact without mitigation.

Overall the localized significance analysis demonstrates that without mitigation, the Project would exceed the localized significance thresholds for NOX and PM10 for one or more of the LST assessment years (2022, 2025, or 2035) analyzed. Therefore, according to this criterion, the air pollutant emissions would result in a significant impact and could exceed or contribute to an exceedance of the national 1- hour NO2 annual, as well as the 24-hour and annual PM10 ambient air quality standards.

Mitigation measures identified under Impact 4.3.6.2 **(Mitigation Measures 4.3.6.2A, 4.3.6.2B, 4.3.6.2D and 4.3.6.2E**) to reduce construction emissions of criteria pollutants are required. The Project will also be required to comply with SCAQMD Rules 402 and 403. Additionally, mitigation measures 4.3.6.3A, 4.3.6.3B, 4.3.6.3C, 4.3.6.3D, 4.3.6.3E, and 4.3.6.3F are required to reduce emissions of criteria pollutants during Project operations. After application of mitigation, the Project would continue to exceed the localized significance thresholds at one or more of the existing residences located within and outside the Project boundaries for PM10 (24-hour and/or annual) (Revised Final EIR Part 2, pgs. 4.3-45 to 4.3-55).

d. Long-Term Operational Emissions

Significant Unavoidable Impact: The Revised Final EIR evaluated and concluded that implementation of the Project would have the potential to exceed applicable daily thresholds for operational activities.

Finding: Potential impacts of the Project related to long-term operational emissions are discussed in detail in Section 4.3 of the Revised Final EIR Part 2. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. (Finding 1). Those changes or alterations that are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency (Finding 2). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program. However, this Commission finds that even with application of these mitigation measures, the Project will have a significant impact due to adverse effects of long-term operational emissions and therefore, are considered significant and unavoidable. Specific economic, legal, social, technological, or other considerations make the alternatives identified in the Revised Final EIR and additional mitigation measures infeasible, and overriding economic, legal, social, technological, or other benefits of the project outweigh the significant and unavoidable effects on the environment, which are set forth in Section VI, Statement of Overriding Considerations (Finding 3).

Facts in Support of the Finding: Long-term air pollutant emission impacts that would result from the Project are those associated with stationary sources (generators, forklifts, etc.), area sources (landscaping and

maintenance activities), and mobile sources (e.g., emissions from the use of motor vehicles by Project generated traffic. As discussed in Section 4.3.3.2 of the Revised Final EIR Part 2, the TIA provides Vehicle Miles Traveled (VMT) attributable to the project based on the net effect the Project would have on regional travel as well as Project VMT without consideration of a net effect. The emissions from the net effect on VMT, in conjunction with the proposed stationary and area sources, are shown in the Revised Final EIR Part 2 for determination of significance even though VMT does not represent a CEQA impact for the Project.

Worst-Case Scenario. Projected emissions resulting from operational activities of the Project under the worst-case scenario are identified in Table 4.3-20 on page 4.3-56 of the Revised Final EIR Part 2. As identified in Table 4.3-20, operational emissions for the Project would exceed SCAQMD daily operational thresholds for all criteria pollutants with the exception of SOX for the "worst-case" 2020 scenario.

There may be minor emissions of VOC from the fueling station, depending on what type of fuel is used. However, details regarding the fueling station are currently unknown so the emission source is not estimated. This is a worst-case analysis because it assumes that the entire Project would be built-out in 2020. The motor vehicle and truck emission factors are from 2020, which assumes a "dirtier" fleet than would be the case in later years. In addition, no reductions are taken for mitigation measures.

Operational Regional Emissions. Table 4.3-21 shows the detailed operational emission sources generated both on-site and off-site for Phase 1 and buildout. The table shows particulate matter (PM10 and PM2.5) divided into dust (roadway and tire and brake wear) and exhaust sources. As shown in the table, emissions of VOC, NOX, CO, PM10, and PM2.5 are significant after completion of Phase 1 and after full buildout.

Table 4.3-22 shows the operational emissions year by year using emission factors interpolated from 2025 and 2035 emission factors. The VOC, NOX, CO, PM10, and PM2.5 emissions would be over the SCAQMD's significance thresholds for most years. The emissions demonstrate that although the number of vehicles and trucks would increase year by year, the emissions do not increase dramatically because the per vehicle emission factors decrease over time as cleaner vehicles enter the fleet.

Combined Construction and Operation. There would be overlapping of construction and operational emissions with Project implementation. The maximum daily operational emissions were added to the maximum daily construction emissions and are shown in Table 4.3-23, which shows all pollutants for all years exceed the SCAQMD thresholds, with the exception of SOX emissions. As identified in Section 4.3 of Revised Final EIR Part 2, Project-related air quality impacts for all criteria pollutants, with the exception of SOX, would be significant and mitigation measures are required.

Health Effects. Section 4.3.6.6 Summary of Health Effects of Air Quality Emissions, starting on page 4.3-79 of the Revised Final EIR Part 2, discusses the health effects from ozone and PM2.5 resulting from the Project. Tables 4.3-32 through 4.3-35 show the annual percent of background health incidence for PM2.5 and ozone health effects associated with the unmitigated and mitigated Project, respectively. The "background health incidence" is the actual incidence of health effects (based on available data) as estimated in the local population

in the absence of additional emissions from the Project.[27] When taken in context, the small increase in incidences and the very small percent of the number of background incidences indicate that these health effects are minimal in a developed, urban environment. There are no relevant significance thresholds for health effects from criteria pollutants adopted by state, federal, or local agencies; thus, this information is provided for background understanding regarding the air quality emissions. Table 4.3-32 and Table 4.3-33 show the health effects, morbidity and mortality, of the unmitigated project emissions across the southern California model domain for the Annual Mean PM2.5 and Annual Mean Ozone, respectively. Table 4.3-34 and Table 4.3-35 show the health effects, morbidity and mortality, of the mitigated project emissions across the southern California model domain for the Annual Mean PM2.5 and Annual Mean Ozone, respectively. Potential PM2.5 Mitigated Project related health effects show an increase in asthma-related emergency room visits (0.0047%), asthma-related hospital admissions (0.0028%), all cardiovascular-related hospital admissions (not including myocardial infarctions (heart attacks)) (0.00059%), all respiratory-related hospital admissions (0.0015%), mortality (0.0044%), and nonfatal acute myocardial infarction (less 0.0020% for all age groups). Potential Project Mitigated Ozone-related health effects increased respiratory-related hospital admissions (0.00062%), mortality (0.00027%), and asthma-related emergency room visits for any age range (lower than 0.011% for all age groups). Because the health effects from ozone and PM2.5 are minimal, in light of background incidences, and health effects from other criteria pollutants would be even smaller, the health effects of those other criteria pollutants were not quantified. Because there are no established thresholds, this data was provided for informational purposes.

Mitigation Measures. The mitigation measures identified under Impact 4.3.6.3 (Mitigation Measures 4.3.6.3A through 4.3.6.3E) with the additional implementation of Mitigation Measure 4.3.6.4A would reduce operational emissions of criteria pollutants associated with the Project. It is important to note that, in addition to the operational activity mitigation measures identified previously, future development would need to incorporate physical attributes and operational programs that will act to generally reduce operational-source pollutant emissions including GHG emissions. These Project characteristics are identified in Section 4.7, Climate Change and Greenhouse Gas Emissions, and Section 4.17, Energy, of the Revised Final EIR Part 2 (pg. 4.3-61).

On October 21, 2016, the Project's developers entered into a settlement agreement with the SCAQMD which requires the payment to the SCAQMD of an Air Quality Improvement Fee of 64 cents per square foot for each building as the Project is constructed (Revised Final EIR Part 1, pg. 29 to 30). The settlement agreement states:

> "[T]he payment of the Air Quality Improvement Fee will adequately mitigate heavy-duty truck-related air quality impacts that may result from the construction and operation of the World Logistics Center as described in the EIR and that no additional charges will be imposed on the World Logistics Center to mitigate emissions, including NOX, described in the EIR from heavy-duty trucks."

[27] Background health statistics were obtained from data included in the BenMAP model, and the sources are referenced in the BenMAP manual (USEPA, 2018). For example, EPA obtained mortality rates from the Centers for Disease Control (CDC) WONDER database, and hospital admissions rates from the Healthcare Cost and Utilization Project (HCUP).

Funds may be used by SCAQMD for any purpose to improve air quality in the South Coast Air Basin although the SCAQMD has indicated that the funds will be used "to develop mitigation efforts focused on reducing emissions in the areas affected by the warehouse project." [28] One possible use might be that individual or fleet truck owners servicing the Project could be offered a financial incentive to purchase a near-zero or zero-emission truck model, similar to the Carl Moyer Program. This type of program has been an effective tool for more than 19 years in speeding the transition of heavy-duty trucks and other equipment to cleaner models. In the 2017 Reporting Cycle for the Carl Moyer Program (Funding Years 8-19), $87,373,480 was funded for "On-Road" vehicles by the SCAQMD for a reduction of 6,265 tons of NOX and ROG emissions, and a reduction of 145.3 tons of PM emissions, with an average cost-effectiveness of $11,612.[29] Using those costs and resulting reductions in emissions, the $26,000,000 Air Quality Improvement Fee could result in a reduction of 1,864 tons of NOX and ROG emissions, and a PM reduction of 43 tons of PM emissions. Therefore, with the payment of the Air Quality Improvement Fee through the 2016 settlement, the Project's net contribution to regional air quality would be further reduced. Because the use of the funds will be determined by the SCAQMD's Governing Board and because it is not yet known how the SCAQMD will allocate the funds, no credit for emission reductions has been taken by the Project (Revised Final EIR Part 2, pg. 4.3-62).

Although implementation of **Mitigation Measures 4.3.6.3B** through **4.3.6.3F, 4.3.6.4A,** and the payment of funds to SCAQMD may reduce impacts and vehicular trips associated with the Project, it is not possible to quantify the reduction in the amount of emissions that may occur. Considering the volume of emissions generated and current commuter habits, it is unlikely the implementation of vehicular management plans will result in a reduction of operational Project emissions to below existing SCAQMD thresholds. Application of Leadership in Energy and Environmental Design (LEED) standards and green building design principles could reduce emissions from building operations such as heating and cooling; however, such standards and principles would not reduce emissions of CO, ROG, NO_X, PM_{10}, and $PM_{2.5}$ to below SCAQMD thresholds. No other feasible mitigation measures have been identified to reduce the operational emissions of CO, ROG, NO_X, PM_{10}, and $PM_{2.5}$ to a less than significant level. Because the Project site is located in a nonattainment air basin for criteria pollutants, the addition of air pollutants resulting from operation of the Project would contribute to the continuation of nonattainment status in the Basin. In the absence of mitigation to reduce the Project's emission of contribution of ozone, PM_{10}, and $PM_{2.5}$ to below SCAQMD thresholds, long-term air quality impacts resulting from the operation of the Project would remain significant and unavoidable. (Revised Final EIR Part 2, pgs. 4.3-56 to 4.3-63).

e. Cumulative Air Quality Impacts - Construction

[28] SCAQMD press release October 21, 2016, announcing the settlement.

[29] California Air Resources Board. Carl Moyer Program Status Reports. 2017 Reporting Cycle. Available online: https://ww3.arb.ca.gov/msprog/moyer/status/status.htm

Significant Unavoidable Impact: The Revised Final EIR evaluated and concluded that the Project's contribution to the cumulative exceedance of applicable daily thresholds that may affect sensitive receptors would be cumulatively considerable.

Finding: Potential impacts of the Project related cumulative air quality impacts are discussed in detail in Section 6.3 of the Revised Final EIR Part 2. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. (Finding 1). Those changes or alterations that are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency (Finding 2). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program. However, this Commission finds that even with application of these mitigation measures, there will be a significant cumulative impact due to adverse effects from cumulative air quality impacts and the Project's contribution would be cumulatively considerable; therefore, cumulative impacts are considered significant and unavoidable. Specific economic, legal, social, technological, or other considerations make the alternatives identified in the Revised Final EIR and additional mitigation measures infeasible, and overriding economic, legal, social, technological, or other benefits of the project outweigh the significant and unavoidable effects on the environment, which are set forth in Section VI, Statement of Overriding Considerations (Finding 3).

Facts in Support of the Finding: As set forth in Section 6.3 of the Revised Final EIR Part 2, out of the 359 cumulative projects that were evaluated, 67 were found to be completed or currently undergoing construction as of November 2019. Therefore, 289 potential cumulative projects could undergo construction activities during the Project's 15-year construction period. Construction emissions gathered from the environmental documents and modeling show that out of the 289 cumulative projects, 95 cumulative projects were identified as exceeding VOC significance thresholds, 22 projects were identified as exceeding NO_X thresholds, and 2 projects would exceed CO, $PM_{2.5}$ and PM_{10} thresholds. However, even if none of the 289 potential cumulative projects undergo construction while the Project is under construction, a cumulatively considerable impact will occur because projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. The Project-specific construction emissions presented in Section 4.3.6.2 exceed the applicable SCAQMD significance thresholds for VOC, NOx, CO, PM_{10}, and $PM_{2.5}$; therefore, a cumulatively considerable impact will occur, despite any potential construction activity associated with another project.

f. Cumulative Air Quality Impacts – Localized Construction and Operational Air Quality Impacts

Significant Unavoidable Impact: The Revised Final EIR evaluated and concluded that the Project's contribution to the cumulative exceedance of localized thresholds that may affect sensitive receptors would be cumulatively considerable

Finding: Potential impacts of the Project related cumulative air quality impacts are discussed in detail in Section 6.3 of the Revised Final EIR Part 2. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. (Finding 1). Those changes or alterations that are within the responsibility and jurisdiction of another public agency and have been, or can

and should be, adopted by that other agency (Finding 2). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program. However, this Commission finds that even with application of these mitigation measures, there will be a significant cumulative impact due to adverse effects to cumulative air quality impacts and the Project's contribution will be cumulatively considerable; therefore, cumulative impacts are considered significant and unavoidable. Specific economic, legal, social, technological, or other considerations make the alternatives identified in the Revised Final EIR and additional mitigation measures infeasible, and overriding economic, legal, social, technological, or other benefits of the project outweigh the significant and unavoidable effects on the environment, which are set forth in Section VI, Statement of Overriding Considerations (Finding 3).

Facts in Support of the Finding: As set forth in Section 6.3 of the Revised Final EIR Part 2, out of the 359 cumulative projects that were identified, three cumulative projects (MV-5, MV-6, and MV-126) are located within 1,000 feet of the proposed Project boundary. The cumulative analysis focused on two cumulative scenarios: Construction start year (2020) and Full Build Out (2035).

The cumulative localized significance analysis demonstrates that without mitigation, the cumulative projects would exceed the localized significance thresholds for national 1-hour NO2, annual PM10, 24-hour PM10, and 24-hour PM2.5 for one or more of the LST assessment years (2020 or 2035) analyzed. Therefore, according to this criterion, the air pollutant emissions would result in a significant impact and could exceed or contribute to an exceedance of the national 1-hour NO2, annual PM10, 24-hour PM10, and 24-hour PM2.5 ambient air quality standards. Due to the findings of the Project's localized threshold analysis the air pollutant emissions from the Project would result in a significant cumulative impact and could exceed or contribute to an exceedance of the ambient air quality standards for NO2, PM10, and PM2.5. Construction and operation of the cumulative projects along with the Project would result in cumulatively considerable significant and unavoidable localized impacts.

g. Cumulative Air Quality Impacts - Operations

Significant Unavoidable Impact: The Revised Final EIR evaluated and concluded that the Project's contribution to the exceedance of cumulative operational thresholds would be cumulatively considerable.

Finding: Potential impacts of the Project related cumulative air quality impacts are discussed in detail in Section 6.3 of the Revised Final EIR Part 2. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment. (Finding 1). Those changes or alterations that are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency (Finding 2). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program. However, this Commission finds that even with application of these mitigation measures, the Project will have a significant impact due to adverse effects to cumulative air quality impacts and therefore are considered significant and unavoidable. Specific economic, legal, social, technological, or other considerations make alternatives identified in the Revised Final EIR and additional mitigation measures infeasible, and overriding economic, legal, social, technological, or other benefits of the project outweigh the significant and unavoidable effects on the environment, which are set forth in Section VI, Statement of Overriding Considerations (Finding 3).

Facts in Support of the Finding: As set forth in Section 6.3 of the Revised Final EIR Part 2, operational emissions gathered from the environmental documents and modeling show that out of the 359 cumulative projects, 25 cumulative projects were identified as exceeding VOC significance thresholds, 59 projects were identified as exceeding NOx thresholds, and 16 projects were identified as exceeding CO thresholds. None of the 359 projects would exceed the $PM_{2.5}$ and PM_{10} significance thresholds. However, because the Project-specific emissions exceed the SCAQMD significance thresholds, this Project is considered by the SCAQMD to be cumulatively considerable, despite the potential operation of any of the identified cumulative projects.

h. Cumulative Health Risk Impacts

Potentially Significant Impact. The Revised Final EIR evaluated and concluded that construction and operation of the Project would have a cumulatively considerable contribution cumulative significant cancer risk.

Finding: Potential impacts of the Project related to cumulative cancer risk and cancer burden impacts are discussed in detail in Section 4.3 of the Revised Final EIR Part 2. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment. (Finding 1). Those changes or alterations that are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency (Finding 2). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program. However, the Commission finds that, even with application of these mitigation measures, the cancer risk to sensitive receptors and the cancer burden to the general population will be cumulatively significant and unavoidable, and that the Project's contribution will be cumulatively considerable. The Project will have a significant impact due to adverse effects on long-term operational emissions impacts and therefore are considered significant and unavoidable. Specific economic, legal, social, technological, or other considerations make the alternatives identified in the Revised Final EIR and additional mitigation measures infeasible, and overriding economic, legal, social, technological, or other benefits of the project outweigh the significant and unavoidable effects on the environment, which are set forth in Section VI, Statement of Overriding Considerations (Finding 3).

Facts in Support of the Finding: As set forth in Section 6.3 of Revised Final EIR Part 2, the cumulative HRA uses the same air dispersion modeling and health risk calculation methodologies used in the Project-level HRA; however, the operational AERMOD model was updated to include emissions sources from the 359 cumulative projects and an expanded receptor grid that covers most of the South Coast Air Basin.

Two sets of 30-year cancer risk calculations were performed for the identified cumulative projects, one includes the cancer risks from exposure to construction plus operation (Cumulative Construction & Operation HRA), and the other includes 30-year exposure to the full operation of the 359 cumulative projects in addition to the Project (Cumulative Operation HRA).

Thirty-year exposure to cumulative construction and operations results in a cancer risk of 139.8 in one million at the maximum exposed receptor and 30-year cumulative operations would result in a cancer risk of 171.5 in one million at the maximum exposed receptor. These impacts at the maximum exposed receptor are above the cumulative cancer threshold of 10 in one million. Therefore, the construction and operation of cumulative

projects in addition to the Project is expected to have a significant and unavoidable cumulative impact. (Revised Final EIR Part 2 pg. 6.3-28). As discussed in Section 4.3 of Revised Final EIR Part 2, the Project impacts would be reduced to less-than-significant levels after implementation of mitigation. However, because the Project would result in an increase in cancer risk of 9.1 under construction + operations and 7.1 under 30-year operations, the Project would be cumulatively considerable.

3. Land Use and Planning

a. Physically Divide an Established Community

Significant Unavoidable Impact: The Revised Final EIR evaluated and concluded that the Project would physically divide an established community.

Finding: Potential impacts of the Project related to the existing rural residences on the Project site are discussed in detail in Section 4.10 of the Revised Final EIR Part 4, Volume 3. Changes or alterations have been required in, or incorporated into, the project which will mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program. However, the Commission finds that even with installation of solid block walls around the warehouse building or the existing residences, the Project will have a significant impact due to adverse effects to existing residences and therefore are considered significant and unavoidable. Specific economic, legal, social, technological, or other considerations make the alternatives identified in the Revised Final EIR and additional mitigation measures infeasible, and overriding economic, legal, social, technological, or other benefits of the project outweigh the significant and unavoidable effects on the environment, which are set forth in Section VI, Statement of Overriding Considerations (Finding 3).

Facts in Support of the Finding: According to Section 4.10 of the Revised Final EIR Part 4, Volume 3, the adjacent properties surrounding the WLC Project are residential, light industrial, open space and undeveloped. Essentially, the Project site is located along the eastern urban boundary of the City of Moreno Valley with development only adjacent to the western boundary and northwest corner of the site. At present, there are seven residences on the Project site. These properties vary in size from 0.5 to 10 acres and are located on the east side of Redlands Boulevard and World Logistics Center Parkway. These properties represent less than 1.5% of entire WLC Specific Plan area. The WLC Specific Plan designates these properties as "Light Logistics" and allows various logistics-related uses. It is believed these properties are currently occupied. It is possible that, as development of the Project site occurs according to the WLC Specific Plan, large warehouse buildings may eventually be located in close proximity to the existing residences. It would be ineffective and inefficient to try to incorporate these residences into the WLC Specific Plan land plan of large logistics warehouses to accommodate these residences. In addition, logistics operations would cause significant air pollutant, noise, and lighting, impacts on residents living in these units if they were adjacent to operating warehouses.

The WLC Specific Plan currently shows a 250-foot setback along the western boundary of the site to separate existing residences neighboring the Project site from the proposed warehouse buildings. However, it would be ineffective and inefficient to try to incorporate similar setbacks, for the existing residences on the Project site, into the WLC Specific Plan land plan. Under CEQA, the question is whether a project will affect the environment or persons in general, not whether a project will affect particular persons. For instance, CEQA

addresses how view sheds are impacted by a proposed project but would not address the specific view that an individual resident sees. Therefore, the effect on the estimated 13 people (six homes x 2.2 persons average occupancy) who live in the six houses does not constitute an impact and is insignificant. The Commission has erred on the side of caution treating the impact as if it were significant.

Installation of solid block walls around the warehouse buildings or the existing residence would help reduce noise and lighting impacts, but they would not help reduce air pollutant impacts. Therefore, there is no effective mitigation available to protect or separate these existing residences from future warehousing buildings and operations. (Revised Final EIR Part 4 Volume 3, pgs. 4.10-36).

4. Noise

a.` Off-Site Short-term Construction Impacts

Significant Unavoidable Impact: The Revised Final EIR evaluated and concluded that construction activities would adversely affect residences located adjacent to off-site construction projects because they would still be exposed to noise levels greater than 60 dBA (Leq).

Finding: Potential impacts of the Project related to off-site short-term construction impacts of the Project are discussed in detail in Section 4.12 of the Revised Final EIR Part 3. Changes or alterations have been required in, or incorporated into, the Project which would lessen the significant effects on the environment (Finding 1). Each mitigation measure is adopted by the Commission and set forth in the attached Mitigation Monitoring and Reporting Program. However, as there is no effective mitigation available to protect existing residences adjacent to a construction area from significant noise levels, Project-related noise impacts during off-site construction on existing residences will remain significant and unavoidable. Specific economic, legal, social, technological, or other considerations make the alternatives identified in the Revised Final EIR and additional mitigation measures infeasible, and overriding economic, legal, social, technological, or other benefits of the project outweigh the significant and unavoidable effects on the environment, which are set forth in Section VI, Statement of Overriding Considerations (Finding 3).

Facts in Support of the Finding: Off-site construction activities would occur within the allowed construction hours identified in the City's Noise Ordinance and would be consistent with the City's code. The nearest receptors are located at approximately 25 feet from off-site construction areas. Based on the operation of the two loudest pieces of equipment simultaneously at 25 feet, off-site construction could expose sensitive receptors to a noise level of 93 dBA Leq, which would exceed the City's allowable daytime exterior noise level of 60 dBA Leq. Implementation of Mitigation Measure 4.12.6.1A would reduce construction noise levels at nearby sensitive receptors through implementation of a NRCP, which is expected to attenuate construction noise levels by a minimum of 10 dB. However, even with implementation of this mitigation measure, noise levels experienced at residences adjacent to off-site construction activity would be above the City's threshold. Therefore, impacts would remain significant and unavoidable. (Revised Final EIR Part 4 Volume 3, pgs. 4.12-17 to 4.12-26).

b. Substantial Temporary and/or Periodic Increase in Ambient Noise Levels – Construction

Significant Unavoidable Impact: The Revised Final EIR evaluated and concluded that the Project would elevate the existing ambient noise level above the applicable 10 dB substantial temporary increase threshold.

Finding: Potential impacts of the Project related to an increase in ambient noise levels are discussed in detail in Section 4.12 of the Revised Final EIR Part 3. Changes or alterations have been required in, or incorporated into, the Project which would mitigate or avoid the significant effects on the environment (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program. However, as there is no effective mitigation available to reduce construction noise so that ambient levels would not be elevated above the applicable 10 dB substantial temporary increase threshold, impacts will remain significant and unavoidable. Specific economic, legal, social, technological, or other considerations make the alternatives identified in the Revised Final EIR and additional mitigation measures infeasible, and overriding economic, legal, social, technological, or other benefits of the project outweigh the significant and unavoidable effects on the environment, which are set forth in Section VI, Statement of Overriding Considerations (Finding 3).

Facts in Support of the Finding: The Project has the potential of exposing sensitive receptors within the vicinity of on- and off-site construction areas to noise levels that could temporarily elevate the existing ambient noise level above the applicable 10 dB substantial temporary increase threshold. As discussed in Section 4.12.3 of the Revised Final EIR Part 3, the City of Moreno Valley Noise Ordinance and General Plan do not contain an incremental increase threshold for construction. Therefore, for purposes of analysis, it was considered a significant impact in cases where sensitive receptors are exposed to construction noise levels that increase ambient noise levels by 10 dB.

Construction activities within the Project area (i.e., Plots 1 through 22) would elevate existing ambient noise levels by as much as 50 dB. The existing sensitive receptors that would be most affected by on-site construction activities are located within, to the west, and to the southwest of the Project area. The Project-related construction activities could also have the potential to expose wildlife located within the undeveloped land located south of the Project area to construction noise levels that would elevate the existing ambient to above the applied 10 dB substantial temporary increase threshold. Transient construction noise consisting of worker trips and construction equipment and materials delivery would not occur along the southern boundary of the site, adjacent to the wildlife area. Therefore, noise generated during on-site construction activities would not result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project with regard to the adjacent wildlife corridor. However, noise generated during on-site construction activities would result in a substantial temporary or periodic increase in ambient noise levels at residences within, to the west, and to the southwest of the project areas and would result in a significant impact (Revised Final EIR, Part 3, pg. 4.12-26 and Revised Final EIR, Part 1, pg. 744).As shown in Table 4.12-10 (Revised Final EIR pg. 4.12-29 to 4.12-35), off-site construction (e.g., roadway improvements, drainage improvements, etc.) in some areas, would elevate ambient noise levels by as much as 45 dB over existing ambient noise levels. The existing sensitive receptors located adjacent to Redlands Boulevard, Cactus Avenue and near the intersections of World Logistics Center Parkway, South of SR 60/Highway 60 and Redlands Boulevard/Highway 60 would be most affected by off-site construction activities. Therefore, noise generated during off-site construction activities would result in a substantial temporary or periodic increase in

ambient noise levels in the project vicinity above levels existing without the project and would result in a significant impact.

Implementation of Mitigation Measure 4.12.6.1A would reduce construction noise levels at nearby sensitive receptors through implementation of a NRCP, which is expected to attenuate construction noise levels by 10 dB and prohibit construction activities within 800 feet of residences during nighttime hours. As shown in Table 4.12-8 and Table 4.12-10, even with implementation of Mitigation Measure 4.12.6.1A, sensitive receptors located near on-site and off-site construction areas would be exposed to construction noise levels that would elevate the existing ambient noise levels above the applied 10 dB substantial temporary increase threshold. Therefore, this would result in a significant and unavoidable impact with mitigation.

c. On-Site Short-term Construction Impacts - Daytime

Significant Unavoidable Impact: The Revised Final EIR evaluated and concluded that on-site Project construction activities would adversely affect residences located within 500 feet of a construction area as the residences would be exposed to noise levels greater than 60 dBA (Leq).

Finding: Potential impacts of the Project related to on-site short-term construction impacts on the Project site are discussed in detail in Section 4.12 of the Revised Final EIR Part 3. Changes or alterations have been required in, or incorporated into, the Project which would mitigate or avoid the significant effects on the environment (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program. However, as there is no effective mitigation available to protect existing residences within 500 feet of a construction area from significant Project-related daytime noise impacts during construction and impacts on existing residences will remain significant and unavoidable. Specific economic, legal, social, technological, or other considerations make the alternatives identified in the Revised Final EIR and additional mitigation measures infeasible, and overriding economic, legal, social, technological, or other benefits of the project outweigh the significant and unavoidable effects on the environment, which are set forth in Section VI, Statement of Overriding Considerations (Finding 3).

Facts in Support of the Finding: Construction noise levels in and around the Project area would fluctuate depending on the type, number, and duration of use of various pieces of construction equipment. Construction-related material haul trips would raise ambient noise levels along haul routes, depending on the number of haul trips made and types of vehicles used. In addition, certain types of construction equipment generate impulsive noises (such as pile driving or blasting), which can be particularly disruptive. Pile driving and blasting, however, is not proposed during Project construction. Table 4.12-7 shows typical noise levels produced by the types of construction equipment that would likely be used during Project construction.

The City of Moreno Valley Noise Ordinance prohibits construction from occurring outside of the hours of 8:00 p.m. to 7:00 a.m. that creates a noise disturbance. Construction occurring within the allowable hours of 7:00 a.m. and 8:00 p.m. would not result in the violation of the City's Noise Ordinance. Residences that are exposed to noise levels exceeding those identified in Table 4.12-5 during daytime or nighttime project construction would result in violation of the City's Noise Ordinance (Revised Final EIR Part 3, pg. 4.12-16)

Construction operations would occur in two general areas; on-site and off-site. The on-site construction activities will be more intense. Some phases of the on-site construction are expected to occur for 24- hours a day, 7-days per week. For the purpose of this analysis, construction is anticipated to begin in 2020, periodically, for a total of 15-years.

On-site construction activities are expected to occur outside of the allowed construction hours specified in the City of Moreno Valley Noise Ordinance. The operation of each piece of off-road equipment within the on-site construction areas (i.e., Plots 1 through 22) would not be constant throughout the day, as equipment would be turned off when not in use. Most of the time over a typical work day, the equipment would be operating at different locations within the various Plots of the Project site and would not likely be operating concurrently. However, for a more conservative approximation of construction noise levels to which the nearest sensitive receptor would be exposed, it is assumed that two of the loudest pieces of construction equipment would be operating at the same time and located within the Project Plots nearest to a sensitive receptor. The nearest sensitive receptors are the existing on-site residences, which would be located approximately 25 feet from construction activity of various Plots. As a worst-case scenario, it has been assumed that all existing on-site residences will remain onsite throughout construction (Revised Final EIR Part 3, pg. 4.12-17).

Based on the list of the construction equipment that would be used at each of the Plots, it was assumed that the two loudest pieces of off-road equipment (a paver and scraper) would have a combined noise level of 85 dBA Leq from a distance of 50 feet (FHWA, 2006a). Using this reference noise level and a 7.5 dB per doubling of distance attenuation rate, the noise exposure level at representative locations around the Project site were calculated and presented in Table 4.12-8. The location of the modeled receptor locations is presented in Figure 4.12-3. As shown in Figure 4.12-3 and Table 4.12-8 of the Revised Final EIR Part 3, noise generated during construction on the Plots, in some cases construction of various Plots occurring concurrently, would expose sensitive receptors to noise levels that would exceed the City's 60 dBA Leq daytime exterior noise standard. Specifically, impacts would occur at existing residences located within and to the west of the Project area. Affected receptors are all located within City of Moreno Valley boundaries.

Based on these projections, anticipated worst-case construction noise levels would regularly be exceeded at residences within and near the Project area. Based on an Leq noise level of 85 dBA Leq at 50 feet and an attenuation rate of 7.5 dB per doubling of distance, an observer would need to be at a distance of 500 feet from an active Project construction area to experience a noise level of 60 dBA Leq, or 800 feet for a noise level of 55 dBA Leq. Therefore, the on-site construction of the Project would result in the exposure of persons to or generation of noise levels in excess of standards established in the City of Moreno Valley Noise Ordinance and would result in a significant impact.

Implementation of **Mitigation Measure 4.12.6.1A** would reduce construction noise levels at nearby sensitive receptors through implementation of a NRCP, which is expected to attenuate construction noise levels by a minimum of 10 dB. Table 4.12-8 shows mitigated construction noise levels at sensitive receptors in the vicinity of on-site construction areas. Sensitive receptors located within and to the west of the Project would continue to be exposed to construction noise levels that would exceed the City's daytime exterior noise standard of 60 dBA Leq even with implementation of mitigation. Additionally, with a 10-dB reduction, off-site construction

activity would continue to expose the sensitive receptors at 25 feet to noise levels up to 83 dBA Leq. Therefore, this would result in a significant and unavoidable impact even with the implementation of mitigation.

d. Long-Term Traffic Noise Impacts

Significant Unavoidable Impact: The Revised Final EIR evaluated and concluded that the Project's long-term traffic would result in a substantial permanent increase in ambient noise levels in the vicinity of the WLC Specific Plan area exceeding the maximum noise level allowed under the City's Municipal Code.

Finding: Potential impacts of the Project related to long-term traffic noise impacts on the Project site are discussed in detail in Section 4.12 of the Revised Final EIR Part 3. Changes or alterations have been required in, or incorporated into, the Project which would mitigate or avoid the significant effects on the environment. (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program. However, the Commission finds that even with application of these mitigation measures, the Project will have a significant impact due to adverse effects to long-term traffic noise impacts and therefore, are considered significant and unavoidable. Specific economic, legal, social, technological, or other considerations make the alternatives identified in the Revised Final EIR and additional mitigation measures infeasible, and overriding economic, legal, social, technological, or other benefits of the project outweigh the significant and unavoidable effects on the environment, which are set forth in Section VI, Statement of Overriding Considerations (Finding 3).

Facts in Support of the Finding: The noise analysis for the World Logistics Center project is based on the traffic volume data contained in the revised Traffic Impact Analysis (TIA) prepared for the Project (contained in its entirety as Revised Final EIR Part 3 Appendix D). The TIA addressed the intersections of surface streets in Moreno Valley of a collector or higher classification street with another collector or higher classification street, at which the Project will add 50 or more peak hour trips. The study area also included the main travel routes between the Project and the nearby cities of Riverside, Perris, Beaumont, San Jacinto, and Redlands. The study area extended west to the nearest ramps on SR-91 and as far south as the I-215 ramps at Redlands Avenue in Perris. The study area for freeways was selected to encompass the freeway routes radiating from the Project site to the north, south, east, and west. The study area extended west to the nearest ramps on SR-91 and as far south as the I-215 ramps at Redlands Avenue in Perris. The study area for freeways was selected to encompass the freeway routes radiating from the project site to the north, south, east, and west. The traffic analysis covered SR-60 from I-10 in the east to SR-71 in the west, SR-91/I-215 from I-210 in the east to I-15 in the west, I-215 from Redlands Avenue in the north to the Scott Road interchange in the south, and I- 10 from SR-62 in the east to SR-60 in the west.

Three hundred and thirty-nine (339) roadway links and eighty-nine (89) freeway segments were analyzed in the noise analysis. The change in noise level was calculated for all 428 roadway and freeway links with and without the World Logistics Center project for the (2018)[30], 2025, and 2040 buildout scenarios.[31] Segments

[30] The Project's contribution to traffic noise in 2020 would represent a slightly smaller percentage given the increase in ambient traffic of roughly 2% per year. Using a 2018 buildout year therefore slightly overstates the increase in traffic noise attributable to the Project.

[31] The traffic impact analysis (TIA) (Revised FEIR Part 3, Appendix F) analyzes full project buildout under existing

with noise increases less than 1.5 dB would not have a substantial noise increase and were not presented in the main body of the noise report (i.e., the tables). Similarly, any segments that do not have sensitive receptors (e.g., residential uses or schools) were also not presented in the main body of the noise report. Based on this filtering process, of the 428 segments analyzed, 21 segments have sensitive receptors and an increase of 1.5 dB for at least one buildout scenario and were therefore addressed in the analysis (Revised Final EIR Part 3, pgs. 4.12-36 to 4.12-37).

The projected future traffic volumes (WSP USA, June 2018) for roadway segments in the World Logistics Center project vicinity were used in the TIA. Modeled noise levels represent the worst-case scenario, which assumes that no shielding is provided between the traffic and the location where the noise contours are drawn. As previously identified, long-term impacts from the Project's traffic noise that affect existing sensitive land uses are considered to be substantial and, therefore, constitute a significant noise impact if the Project would:

- Increase noise levels by 5dB or more where the no Project noise level is less than 60 CNEL;
- Increase noise levels by 3dB or more where the no Project noise level is 60 CNEL to 65 CNEL; or
- Increase noise levels by 1.5 dB or more where the no Project noise level is greater than 65 CNEL.

Operation of development that could occur within the World Logistics Center Project area would generate traffic along roadways in the project vicinity. Table 4.12-11 of the Revised Final EIR Part 3 (pg. 4.12-37) identifies existing with Project roadway traffic noise levels. Build out of the proposed WLC project under 2018 conditions would result in substantial increases in traffic noise levels in the Existing plus Project Build Out scenario case. The largest Project-related increase in traffic noise would be along Cactus Avenue Extension and Street F where increases of greater than 65 dBA are predicted. However, the increases associated with these roadway segments are attributable in part to Cactus Avenue Extension and Street F being new roads that will be constructed by the Project. A total of 13 road or freeway segments would result in a substantial noise increase attributable to the Project, resulting in a significant impact requiring mitigation.

Year 2025 (Phase I) With and Without World Logistics Center project scenarios projected traffic volumes on roadway segments in the Project vicinity were used to conduct the traffic noise modeling. The projected traffic volumes in the area were taken from the TIA prepared for the Project. Table 4.12-12 of the Revised Final EIR Part 3 (pg. 4.12-38) identifies year 2025 Without Project and With Project traffic noise levels.

Increases in noise levels associated with Buildout Year (2040) traffic conditions on area roadways range up to 68.3 dBA. As identified in Table 4.12-13, the greatest increase in noise levels would be along Cactus Avenue Extension and Street F (east of World Logistics Center Parkway), where increases of 66.8 dBA and 68.3 dBA, respectively, are predicted for the Buildout Year 2040 With Project scenario over the Buildout Year 2040

conditions (year 2018) and full project buildout in 2040, which is the worst case for traffic analysis purposes as it accounts for greater regional growth in non-project traffic. For purposes of conservative air quality and greenhouse gas analyses in the Revised FEIR Part 2, it is assumed that full project operations would occur as early as 2035, resulting in the use of higher mobile emissions factors (dirtier engines). In addition, the public project buildout scenario under existing conditions assumed the year 2020 to align with the date of Part 2 of the Revised FEIR. The traffic utilized in the traffic noise analysis remain unchanged and references to the 2018 and 2040 build out years has been retained to maintain consistency with the TIA.

Without Project scenario. However, the increases associated with these roadway segments are attributable in part to Cactus Avenue Extension and Street F being new roads that will be constructed by the Project. A total of eight road and freeway segments would result in a substantial noise increase attributable to the Project, resulting in a significant impact requiring mitigation (Revised Final EIR Part 3, pg. 4.12-39).

Areas within the World Logistics Center Site. Six occupied noise-sensitive uses within the World Logistics Center site include residences that may remain with the implementation of the Project. The land is currently zoned as WLC SP-LD with Industrial/Business Park general land uses, but it is anticipated that the residences may remain for some time. The existing residences, as long as they remain, must be considered sensitive land uses.

- *Street A/ World Logistics Center Parkway, South of SR 60 (Street B/Eucalyptus Avenue to Street F).* Three residences are located along Street A (World Logistics Center Parkway, South of SR 60) between the future Street B and Street F. These residences are anticipated to experience noise increases up to 18.5 dB due to the implementation of the Project. As a result, existing noise levels at these residences will be changed significantly. Therefore, this would be a significant impact requiring mitigation. The exact alignment of the roadway is to be determined, but the homes may be roughly 100 feet from the centerline on the roadway. Two residences front onto Street A (World Logistics Center Parkway), and the driveway access would make a soundwall ineffective. The other residence is on Street A (World Logistics Center Parkway) and it is difficult to determine where an outdoor living area is for this residence. However, since it is a single residence, a soundwall would have a limited effectiveness. Since mitigation is not feasible, impacts remain significant and unavoidable.
- Street F/Dracaea Avenue (east of Street A/ World Logistics Center Parkway, South of SR 60). A single residence is located east of World Logistics Center Parkway, South of SR 60 along what is currently Dracaea Avenue (future Street F). Existing conditions identify low levels of traffic noise on Dracaea Avenue. With build out of the Project in year 2040, this residence would experience noise increases up to 69.2 CNEL during the 2018 buildout year. Therefore, this would be a significant impact requiring mitigation. Installation of a soundwall would not be effective in reducing noise levels due to the opening for the driveway. Since mitigation is not feasible, impacts remain significant and unavoidable.
- Street E/Dracaea Avenue (east of Redlands Boulevard). Two residences are located along Dracaea Avenue east of Redlands Boulevard. These residences would be most affected by traffic along Redlands Boulevard between Eucalyptus Avenue and Cottonwood Avenue, where no significant noise increase has been identified. Additionally, although the alignment of future Street E is not yet known, it is not anticipated that the future Street E centerline would be located less than 100 feet from these residences. Therefore, impacts would be less than significant, and no mitigation is required.

Off-Site Areas Adjacent to the World Logistics Center Site. For areas adjacent to the World Logistics Center site, 13 segments would experience a noise increase that would be greater than significance criteria specified previously. These areas are described below.

- *Street D/Cactus Avenue Extension (Alessandro Boulevard to Cactus Avenue).* Cactus Avenue Extension, as shown in the Specific Plan, will come down the western side of the World

Logistics Center project parallel to Merwin Street. It then merges with Cactus Avenue traveling to the west until Redlands Boulevard. A specific alignment has not been determined for this roadway. There are approximately 14 homes that side-on to Merwin Street that could be affected by traffic on Cactus Avenue Extension. There are no soundwalls along these homes. These homes would experience noise level increases of up to 66.8 dB during the 2040 buildout year. Therefore, this would be a significant impact requiring mitigation.

- *Redlands Boulevard (from Eucalyptus Avenue to State Route 60).* There are homes located at the northwestern corner of Redlands Boulevard and Eucalyptus Avenue. The 2018 buildout scenario results in a significant noise increase of 2.8 dB. Therefore, this would be a significant impact requiring mitigation.
- *Cactus Avenue (west of Redlands Boulevard).* Existing residences are located along Cactus Avenue with rear yards facing Cactus Avenue with soundwalls located along the rear yards of the residences. The 2018 and 2040 buildout scenarios result in significant noise increases of 2.1 dB and 3.9 dB, respectively. Therefore, this would be a significant impact requiring mitigation.
- *Ironwood Avenue (between Redlands Boulevard and Highland Boulevard)*. There are two single-family homes that front onto Ironwood Avenue. There are also two churches along this roadway. A significant noise increase of 5.5 dB is projected for 2018 with full Project build-out. Therefore, this would be a significant impact requiring mitigation.
- *Cactus Avenue (Redlands Boulevard to Cactus Avenue Extension)*. This area is occupied by a small group of single-family homes along Cactus Avenue between the future Street D/Cactus Avenue Extension and Redlands Boulevard. A significant noise increase is projected for all buildout scenarios. Currently, there is no soundwall along these homes. Therefore, this would be a significant impact requiring mitigation.
- *Locust Avenue (between Moreno Beach Drive and Smiley Boulevard).* There are three single-family homes along this roadway and the front onto the roadway. The 2018 buildout scenario results in a significant noise increase for this area. In 2018, the project will increase noise levels by 5.1 dB. Therefore, this would be a significant impact requiring mitigation.
- *Locust Avenue (between Moreno Beach Drive and Redlands Boulevard).* There are single-family homes along this roadway with front, rear, and side yards facing Locust Avenue. With Project buildout in 2018, the project will increase noise levels by 5.7 dB. Therefore, this would be a significant impact requiring mitigation.
- *Kitching Street (between Krameria Avenue and Lurin Avenue)*. There are single-family homes along this roadway with rear yards facing Kitching Street. Existing 6-foot high soundwalls are located along the residences and rear yard areas. Under the 2018 buildout scenario, the noise level is projected to increase by 3.2 dB. Therefore, this would be a significant impact requiring mitigation.
- *State Route 60 eastbound ramps (between SR-60 and Central Avenue)*. Single-family homes are located south of SR-60 eastbound ramps. Under the Project buildout scenario in year 2018, a noise level increase of 7.6 dB is anticipated. Therefore, this would be a significant impact requiring mitigation.
- *State Route 60 (from Perris Boulevard to Nason Street).* All residential areas along this stretch of freeway have soundwalls in place. The 2018 buildout scenario results in a significant noise increase of 1.5 dB. Therefore, this would be a significant impact requiring

mitigation.

- *State Route 60 (from Moreno Beach Drive to Redlands Boulevard).* There are soundwalls in place for all residences in this area. The existing 2018 buildout scenario results in a significant noise increase of 2.4 dB. Therefore, this would be a significant impact requiring mitigation.
- *State Route 215 (from Mill Street to 2nd Street)*. There are four residential uses located to the west of SR-215 south of 2nd Street with no soundwalls. The residential uses are set back from the freeway and are located at a lower grade than the freeway. The 2040 buildout scenario results in a significant noise increase of 1.9 dB. Therefore, this would be a significant impact requiring mitigation.
- *State Route 215 (from Baseline Road to Highland Avenue/SR-210)*. There are residential uses on the west and east sides of SR-215. There are soundwalls in place along this segment of the SR-215 alignment. The 2040 buildout scenario results in a significant noise increase of 1.7 dB. Therefore, this would be a significant impact requiring mitigation.

Specific Plan Design Features. The WLCSP indicates there will be a 250-foot setback from existing housing along Redlands Boulevard. No additional design features to attenuate noise impacts are planned as part of the WLCSP.

With the implementation of **Mitigation Measures 4.12.6.2A** through **4.12.6.2D**, two areas would experience noise increases that would be mitigated to a less than significant level. Those areas are as follows:

- Cactus Avenue from Redlands Boulevard to Cactus Avenue Extension; and
- Cactus Avenue Extension from Alessandro Boulevard to Cactus Avenue.

For the remaining noise impact locations adjacent to the World Logistics Center site for which significant noise impacts have been identified, mitigation measures are not feasible or will not fully reduce the impact to less than significant levels; therefore, aside from the two areas listed above, impacts would remain significant and unavoidable (Refer to Revised Final EIR Part 3, pgs. 4.12-44 to 4.12-45).

e. Cumulative Short-Term Construction Noise

Significant Unavoidable Impact: The Revised Final EIR evaluated and concluded that the Project's contribution to cumulative short-term construction noise levels in the project vicinity is cumulatively considerable.

Finding: Potential impacts of the Project related to short-term construction noise impacts are discussed in detail in Section 6.12 of the Revised Final EIR Part 3. Changes or alterations have been required in, or incorporated into, the Project which would mitigate or avoid the significant effects on the environment (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program. However, as there is no effective mitigation available to protect existing residences within 500 feet of a construction area from significant noise levels, Project-related noise cumulative impacts during construction on existing rural residences will remain significant and unavoidable. Specific economic, legal, social, technological, or other considerations make alternatives identified in the Revised Final EIR and additional mitigation measures infeasible, and overriding economic, legal, social,

technological, or other benefits of the project outweigh the significant effects on the environment, which are set forth in Section VI, Statement of Overriding Considerations (Finding 3).

Facts in Support of the Finding: As discussed in Section 6.12 of the Revised Final EIR Part 3, construction crew commutes and the transport of construction equipment, and materials to the WLCSP area would incrementally increase noise levels on access roads leading to the site. Secondary sources of noise would include noise generated during excavation, grading, and building erection on the Project site. The net increase in Project site noise levels generated by these activities and other sources has been quantitatively estimated and compared to the applicable noise standards and thresholds of significance. Three cumulative projects are located at distances that could undergo construction activities during the Project's 16-year construction period: MV-5: P06-158/Gascon, MV-6: Highland Fairview Corporate Park, and MV-126: TTM 33222. Construction of the western portion of the Project would result in significant and unavoidable impacts. Should any of these three cumulative projects undergo construction while the western portion of the Project is under construction, cumulative construction noise impacts would occur, potentially exposing sensitive receptors to cumulative construction noise greater than that experienced from Project construction alone. Therefore, Project construction would result in cumulatively considerable and potentially significant cumulative noise impacts.

The three cumulative construction projects do not have CEQA documents in which construction noise has been analyzed. Therefore, assuming that construction of Related Projects would consist of similar construction activity and equipment as the project, receptors located nearest both the Project and each of the related projects could potentially be exposed to noise level increase of 10.1 dBA Leq and 44.4 dBA Leq (Revised Final EIR Part 3 pg. 6.12-25).

Implementation of Mitigation Measure 4.12.6.1A would reduce construction noise levels at nearby sensitive receptors through implementation of a Noise Reduction Compliance Plan (NRCP), which is expected to attenuate construction noise levels by 10 dB and prohibit construction activities within 800 feet of residences during nighttime hours. As shown in Section 4.12, Table 4.12-8 and Table 4.12-9, even with implementation of Mitigation Measure 4.12.6.1A, sensitive receptors located near on-site and off-site construction areas would be exposed to construction noise levels that would elevate the existing ambient noise levels above the applied 10 dB substantial temporary increase threshold. As shown in Table 6.12-3 (Revised Final EIR Part 3 pg. 6.12-26), with implementation of mitigation measures to Project construction noise levels, cumulative construction noise at sensitive receptors nearest Related Project MV-126 is expected to remain significant and unavoidable. Therefore, this would result in a significant and unavoidable cumulative impact with mitigation.

f. Cumulative Long-Term Traffic Noise Impacts

Significant Unavoidable Impact: The Revised Final EIR evaluated and concluded that the Project's contribution to cumulative long-term traffic noise levels in the project vicinity is cumulatively considerable.

Finding: Potential cumulative impacts of the Project related to cumulative long-term traffic noise impacts are discussed in detail in Section 6.12 of the Revised Final EIR Part 3. Changes or alterations have been required in, or incorporated into, the Project which would mitigate or avoid the significant effects on the environment (Finding 1). Each mitigation measure is adopted by the Planning Commission and set forth in the attached Mitigation Monitoring and Reporting Program. However, the Commission finds that even with application of

these mitigation measures, the Project will have significant cumulative impacts due to adverse effects to long-term traffic noise impacts and therefore are considered significant and unavoidable. Specific economic, legal, social, technological, or other considerations make the alternatives identified in the Revised Final EIR and additional mitigation measures infeasible, and overriding economic, legal, social, technological, or other benefits of the project outweigh the significant and unavoidable effects on the environment, which are set forth in Section VI, Statement of Overriding Considerations (Finding 3).

Facts in Support of the Finding: The noise analysis for the World Logistics Center project is based on the traffic volume data contained in the revised Traffic Impact Analysis (TIA) prepared for the project (contained in its entirety as Revised Sections of the Final EIR Appendix D). Cumulative traffic volumes contained in the TIA were developed for the Future Year 2025 and Buildout 2040 analysis time horizons. Traffic volumes for each time horizon were developed utilizing a combination of various future traffic growth methods as follows. For Future Year 2025, traffic volumes were developed by interpolating year 2040 traffic volume projections from the Riverside County Transportation and Analysis Model (RivTAM) to year 2025 plus traffic from a list of past, present, and reasonably foreseeable projects (see Table 6.12B). For Buildout Year 2040, traffic volumes were developed by utilizing the year 2040 traffic volume projections from the RivTAM plus traffic from a list of past, present, and reasonably foreseeable projects.

Three hundred and thirty-nine (339) roadway links and eighty-nine (89) freeway segments were analyzed in the noise analysis. The change in noise level was calculated for all 428 roadway and freeway links with and without the World Logistics Center project for the existing case (2018), 2025, and 2040 buildout scenarios. Segments with noise increases less than 1.5 dB would not have a substantial noise increase and were not presented in the main body of the noise report (i.e., the tables). Similarly, any segments that do not have sensitive receptors (e.g., residential uses or schools) were also not presented in the main body of the noise report. Based on this filtering process, of the 428 segments analyzed, 21 segments have sensitive receptors and an increase of 1.5 dB for at least one buildout scenario and were therefore addressed in the analysis (Revised Final EIR Part 3, pgs. 6.12-26).

Cumulative noise impacts associated with roadway noise have been addressed based on the cumulative traffic volumes, analyzing the difference between future plus project traffic noise and existing without Project traffic noise to account for cumulative projects as well as ambient growth as a worst-case scenario. As identified in Table 6.12-4 (Revised Final EIR Part 3 pg. 6.12-27), implementation of the proposed WLC project would contribute to cumulative changes in traffic noise levels in Year 2025 (Phase I). The largest project-related increase in traffic noise would be along Street D/Cactus Avenue Extension (Alessandro Avenue to Cactus Avenue) and along Street F (east of World Logistics Center Parkway), where increases of 63.9 dBA and 58.1 dBA, respectively, are predicted for the 2025 With Project Phase 1 scenario over the 2018 Existing Conditions scenario. However, the increases associated with these roadway segments is attributable in part to Street D/Cactus Avenue Extension and Street F being new roads that will be constructed by the Project through open space areas that are currently vacant and don't contribute to the overall ambient noise environment. A total of eleven road segments would result in a substantial noise increase attributable to the Project, resulting in a significant cumulative impact requiring mitigation.

Increases in noise levels associated with Buildout Year traffic conditions on area roadways range up to 68.3 dBA. As identified in the Table 6.12-5 (Revised Final EIR Part 3, pg. 6.12-28), the greatest increase in noise levels would be along Street D/Cactus Avenue Extension (Alessandro Boulevard to Cactus Avenue) and along Street F (east of World Logistics Center Parkway), where increases of 66.8 dBA and 68.3 dBA, respectively, are predicted for the Buildout Year With Project scenario over the Existing Conditions scenario. However, the increases associated with these roadway segments is attributable in part to Cactus Avenue Extension and Street F, being new roads that will be constructed by the Project through open space areas that are currently vacant and don't contribute to the overall ambient noise environment. A total of twenty-one road and freeway segments would result in a substantial noise increase attributable to the project, resulting in a significant impact requiring mitigation.

The project calls for improvements to several of the roadways around the project area in order to accommodate the projected increase in project traffic volumes. The presence of residential uses occurs within the Project and nearby area. These roadway segments are analyzed against the thresholds for determining significant impacts defined previously in Section 4.12.6.2 (Revised Final

EIR Part 3 pg. 4.12-36 to 4.12-45). As described previously in Section 4.12.4 (Revised Final EIR Part 3, pg. 4.12-15 to 4.12-16), the Project's incremental contribution to a cumulative noise increase would be considered cumulatively considerable and significant when ambient noise levels affect noise-sensitive land uses and when the Project increases noise levels by 1 dB or more over pre-Project conditions and the predicted future cumulative with Project noise levels cause the following cumulative increases:

- Increase noise levels by 5 dB or more where the existing noise level is less than 60 CNEL;
- Increase noise levels by 3 dB or more where the existing noise level is 60 to 65 CNEL; or
- Increase noise levels by 1.5 dB or more where the existing noise level is greater than 65 CNEL.

Cumulative noise impacts associated with roadway noise have been addressed based on the 2025 and 2040-time horizons analyses for the roadway segments identified for analysis in Section 4.12 of the Revised Final EIR Part 3. Table 6.12-4 (Revised Final EIR Part 3, pg. 6.12-27) and Table 6.12-5 (Revised Final EIR Part 3, pg. 6.12-28) show the Future Year 2025 and Buildout 2040, respectively, CNEL values with the Project and if a substantial increase would be produced based on the cumulatively significant significance criteria identified above. Traffic noise level increases from the existing baseline condition and the future (2025 and 2040) time horizons are attributable to the intermingled effects of both the cumulative (i.e., past, present, and reasonably foreseeable projects) development projects in the Project vicinity and region as well as the Project.

As discussed in Section 4.12.6.2 (Revised Final EIR Part 3, pg. 4.12-36 to 4.12-45), there are numerous instances in which there is no feasible means to reduce roadway noise impacts because of the existing developed nature of the affected roadway segment and/or the scattered nature of the sensitive receptors (i.e., residences), which prohibits the effectiveness of a soundwall. For those segments at which there is a cumulatively considerable impact and there is no feasible means to provide mitigation, the significant cumulative impact will remain significant and unavoidable (Revised Final EIR Part 3, pg. 6.12-29).

5. Transportation

a. Intersection and Roadway Level of Service (Outside the Jurisdiction of the City of Moreno Valley)

Potential Significant Impact: Whether the Project could cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system.

Findings: Potential impacts of the Project related to the increase in traffic volumes are discussed in detail in Section 4.15 and Appendix F of the Revised Final EIR Part 3. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program. However, the Commission finds that even with mitigation measures, the Project will have significant impacts due to inability to control the mitigation, funding and timing for improvements located outside the City of Moreno Valley, and therefore are considered significant and unavoidable. Those changes or alterations that are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency (Finding 2). Specific economic, legal, social, technological, or other considerations make the alternatives identified in the Revised Final EIR and additional mitigation measures infeasible, and overriding economic, legal, social, technological, or other benefits of the project outweigh the significant and unavoidable effects on the environment, which are set forth in Section VI, Statement of Overriding Considerations (Finding 3).

Facts in Support of the Findings: The Traffic Impact Analysis (TIA, Revised Final EIR Part 3, Appendix F) discusses Project-related impacts to the intersection and roadway level of service (LOS) under the following development scenarios:

5) Existing baseline conditions (2018) plus Phase 1 of the Project
6) Existing baseline conditions (2018) plus Buildout of the Project
7) Existing baseline conditions plus other past, present, and reasonably foreseeable projects expected to be constructed by 2025 plus Phase 1 of the Project
8) Existing baseline conditions plus other past, present, and reasonably foreseeable projects expected to be constructed by 2040 plus Buildout of the Project

The study area for surface streets covered all intersections in Moreno Valley of collector or higher functional classification with another collector or higher classification street, at which the Project would add 50 or more peak hour trips, the standard generally used to determine if an impact is potentially significant. The study area also included the main routes between the Project and the neighboring communities of Riverside, Perris, Beaumont, San Jacinto, and Redlands. The study area also extended west to the nearest ramps to SR-91 and as far south as the I-215 ramps at Redlands Avenue in Perris. The study area for freeways was selected to encompass the freeway routes extended from the Project site to the north, south, east, and west. The analysis covered SR-60 from I-10 in the east to SR-71 in the west, SR-91/I-215 from I-210 in the east to I-15 in the west, I-215 from Redlands Avenue in the north to the Scott interchange in the south, and I-10 from SR-62 in the east to SR-60 in the west. In addition, any freeway ramp where the Project added 100 or more peak-hour trips was also studied.

Intersection LOS

Existing Baseline (Year 2018) Plus Project Phase 1. Existing baseline (Year 2018) plus Project Phase 1 levels of service for the study area intersections are summarized in Table 26 of the Revised Final EIR Part 3, Appendix F (pg. 123), showing that 19 intersections would operate at unacceptable LOS. Table 27 (pg. 129) shows there are 15 study intersections where Phase 1 of the Project would have a significant impact. Of those 15 study intersections, 12 are located outside of the jurisdiction of the City of Moreno Valley.

Existing Baseline (Year 2018) Plus Project Buildout. Existing baseline (Year 2018) plus Project Buildout levels of service for the study area intersections are summarized in Table 35 of the Revised Final EIR Part 3, Appendix F (pg. 161), showing that 25 intersections would operate at unacceptable LOS. Table 36 (pg. 167) shows there are 17 study intersections where buildout of the Project would have a significant impact. Of those 17 study intersections, 12 are located outside of the jurisdiction of the City of Moreno Valley.

2025 Plus Project Phase 1. Year 2025 plus Project Phase 1 levels of service for the study area intersections are summarized in Table 49 of the Revised Final EIR Part 3, Appendix F (pg. 229), showing that 26 intersections would operate at unacceptable LOS. Table 50 (pg. 235) shows there are 13 study intersections where Phase 1 of the Project would have a significant impact. Of those 13 study intersections, 10 are located outside of the jurisdiction of the City of Moreno Valley.

2040 Plus Project Buildout. Year 2040 plus Project Buildout levels of service for the study area intersections are summarized in Table 63 of the Revised Final EIR Part 3, Appendix F (pg. 300), showing that 72 intersections would operate at unacceptable LOS. Table 64 (pg. 306) shows there are 30 study intersections where buildout of the Project would have a significant impact. Of those 30 study intersections, 13 are located outside of the jurisdiction of the City of Moreno Valley.

Roadway Segment LOS

Existing Baseline (Year 2018) Plus Project Phase 1. The roadway segment levels of service for the study area are summarized in Table 25 of the Revised Final EIR Part 3, Appendix F (pg. 104). Table 25 shows that 3 roadway segments would operate at unacceptable LOS and that the Project would worsen conditions, resulting in significant impacts at all 3 roadway segments. Of those 3 segments, 2 are located outside of the jurisdiction of the City of Moreno Valley.

Existing Baseline (Year 2018) Plus Project Buildout. The roadway segment levels of service for the study area are summarized in Table 34 of the Revised Final EIR Part 3, Appendix F (pg. 142). Table 34 shows that three roadway segments would operate at unacceptable LOS and that the Project would worsen conditions, resulting in significant impacts at all three roadway segments. Of those 3 segments, 2 are located outside of the jurisdiction of the City of Moreno Valley.

2025 Plus Project Phase 1. The roadway segment levels of service for the study area are summarized in table 48 of the Revised Final EIR Part 3, Appendix F (pg. 210). Table 48 shows that all study segments would operate at acceptable LOS, and no Project impacts would occur.

2040 Plus Project Buildout. The roadway segment levels of service for the study area are summarized in Table 62 of the Revised Final EIR Part 3, Appendix F (pg. 280). Table 62 shows that one roadway segment,

located outside of the jurisdiction of the City of Moreno Valley, would operate at unacceptable LOS and that the Project would worsen conditions, resulting in a significant impact.

Freeway Segment LOS

Existing Baseline (Year 2018) Plus Project Phase 1. Existing baseline (Year 2018) plus Project Phase 1 levels of service for freeway segments are summarized in Table 28 of the Revised Final EIR Part 3, Appendix F (pg. 130), showing that 33 freeway segments would operate at unacceptable LOS. Table 29 (pg. 135) shows there are 24 freeway segments where Phase 1 of the Project would have a significant impact.

Existing Baseline (Year 2018) Plus Project Buildout. Existing baseline (Year 2018) plus Project Buildout levels of service for freeway segments are summarized in Table 37 of the Revised Final EIR Part 3, Appendix F (pg. 169), showing that 23 freeway segments would operate at unacceptable LOS. Table 38 (pg. 173) shows there are 24 freeway segments where buildout of the Project would have a significant impact.

2025 Plus Project Phase 1. Year 2025 plus Project Phase 1 levels of service for freeway segments are summarized in Table 51 of the Revised Final EIR Part 3, Appendix F (pg. 237), showing that 40 freeway segments would operate at unacceptable LOS. Table 52 (pg. 241) shows there are 34 freeway segments where Phase 1 of the Project would have a significant impact.

2040 Plus Project Buildout. Year 2040 plus Project Buildout levels of service for freeway segments are summarized in Table 65 of the Revised Final EIR Part 3, Appendix F (pg. 310), showing that 58 freeway segments would operate at unacceptable LOS. Table 66 (pg. 314) shows there are 42 freeway segments where buildout of the Project would have a significant impact.

Freeway Weaving LOS

Existing Baseline (Year 2018) Plus Project Phase 1. Existing baseline (Year 2018) plus Project Phase 1 levels of service for freeway weaving sections are summarized in Table 30 of the Revised Final EIR Part 3, Appendix F (pg. 137), showing that 5 freeway weaving sections would operate at unacceptable LOS. Table 31 (pg. 139) shows that Phase 1 of the Project would have a significant impact at all 5 freeway weaving sections.

Existing Baseline (Year 2018) Plus Project Buildout. Existing baseline (Year 2018) plus Project buildout levels of service for freeway weaving sections are summarized in Table 39 of the Revised Final EIR Part 3, Appendix F (pg. 175), showing that 5 freeway weaving sections would operate at unacceptable LOS. Table 40 (pg. 177) shows that buildout of the Project would have a significant impact at all 5 freeway weaving sections.

2025 Plus Project Phase 1. Year 2025 plus Project Phase 1 levels of service for freeway weaving sections are summarized in Table 54 of the Revised Final EIR Part 3, Appendix F (pg. 245), showing that 9 freeway weaving sections would operate at unacceptable LOS and that Phase 1 of the Project would have a significant impact at all 9 freeway weaving sections.

2040 Plus Project Buildout. Year 2040 plus Project buildout levels of service for freeway weaving sections are summarized in Table 68 of the Revised Final EIR Part 3, Appendix F (pg. 318), showing that 14 freeway

weaving sections would operate at unacceptable LOS and that buildout of the Project would have a significant impact at all 14 freeway weaving sections.

Freeway Ramp LOS

Existing Baseline (Year 2018) Plus Project Phase 1. Existing baseline (Year 2018) plus Project Phase 1 levels of service for freeway ramps are summarized in Table 33 of the Revised Final EIR Part 3, Appendix F (pg. 140), showing that 1 freeway ramp would operate at unacceptable LOS and that Phase 1 of the Project would have a significant impact at that freeway ramp.

Existing Baseline (Year 2018) Plus Project Buildout. Existing baseline (Year 2018) plus Project buildout levels of service for freeway ramps are summarized in Table 42 of the Revised Final EIR Part 3, Appendix F (pg. 279), showing that 1 freeway ramp would operate at unacceptable LOS and that buildout of the Project would have a significant impact at that freeway ramp.

2025 Plus Project Phase 1. Year 2025 plus Project Phase 1 levels of service for freeway ramps are summarized in Table 47 of the Revised Final EIR Part 3, Appendix F (pg. 208), showing that 1 freeway ramp would operate at unacceptable LOS. Table 56 (pg. 247) shows that Phase 1 of the Project would have a significant impact at that freeway ramp.

2040 Plus Project Buildout. Year 2040 plus Project buildout levels of service for freeway ramps are summarized in Table 61 of the Revised Final EIR Part 3, Appendix F (pg. 278), showing that 3 freeway ramps would operate at unacceptable LOS. Table 70 (pg. 320) shows that buildout of the Project would have a significant impact at one of those freeway ramps.

Offsite Improvements to TUMF Facilities

As indicated in Section 4.15 of the Revised Final EIR Part 3, there are improvements and changes to the road system that are part of the TUMF Regional System of Highways and Arterials, some of which are under the jurisdiction of Moreno Valley and others of which are located in other jurisdictions. Mitigation Measure 4.15.7.4D requires the developer to pay TUMF fees applicable to a particular building prior to receiving a certificate of occupancy for the building. These payments shall constitute the developer's mitigation of Project impacts to this category of roads. Mitigation Measure 4.15.7.4G requires the City to work with the other member agencies of the Western Riverside Council of Governments, the agency overseeing the TUMF program, to program TUMF funds to implement the mitigation measures identified in the Revised Final EIR Part 3 (pg. 4.15-131) pertaining to TUMF facilities outside the jurisdiction of the City of Moreno Valley. To the extent that TUMF fees provided by the developer are used to implement the recommended improvements, the Project's impacts would be less-than-significant. However, because the City does not have direct control over TUMF funding, the City cannot ensure that the identified improvements would be made. Thus, at this point the Project's impacts on these facilities must be considered significant and unavoidable (Revised Final EIR, Part 3, pp. 4.15-132).

Off-Site Improvements to Roads Outside the Jurisdiction of the City and Not Part of the TUMF Program

At this time, the City does not have cooperative agreements with nearby jurisdictions that would serve as a fair share contribution program for collecting and distributing developer funds to cover the cost of cross jurisdictions mitigation measures, other than the TUMF program. The City will work with the Cities of Beaumont, Perris, Redlands and Riverside, and with Riverside County to collect fair share funds from the developer and to implement the mitigations measures identified in the Revised Final EIR Part 3 (Tables. 4.15-40, 4.15-41 and 4.15-42) that are in these jurisdictions if fair share contribution programs have been established with the jurisdictions. To the extent that the City is able to establish such a program (as described in Mitigation Measures 4.15.7.4E and 4.15.7.4F) and the other jurisdiction constructs the recommended improvement, the Project's impacts would be less-than-significant. However, because the City cannot guarantee that such a program will be established and does not have direct control over facilities outside of its jurisdiction, the City cannot ensure that the identified improvements would be made. Thus, at this point the Project's impacts on these facilities must be considered significant and unavoidable.

Similarly, the City has not entered into an agreement with Caltrans for the collection of developer fair share payments for improvements to the state highway system other than freeway interchange improvements funded through the TUMF program. Nor has Caltrans established a fair share contribution program to collect fair-share contributions to freeway improvements such as those identified in Revised Final EIR Part 3 Tables 4.15-40 and 4.15-41. Instead, Caltrans has traditionally relied on other means to fund freeway improvements; means involving multiple stages of review and input from other agencies, with priorities and constraints applied at each stage, that preclude a direct connection between developer-provided fair-share funds and specific highway improvements.

The key feature of this system pertaining to the recommended freeway mitigation measures is that this system is outside the control of the City of Moreno Valley. The City shall work with Caltrans to establish a fair share contribution program for collecting fair share funds from developers for use in funding needed freeway improvements. However, since at the present time no such program exists that would ensure that WLC funds contributed to Caltrans or any other state agency would be used to implement specific improvements that mitigate WLC impacts, and because there is no mechanism by which the City can construct or guarantee the construction of any improvements to the freeway system by itself, the Project's impacts on the state highway system must be considered significant and unavoidable (Revised Final EIR Part 3, pp. 4.15-131 to 4.15-135).

b. Cumulative Transportation Impacts

Potential Significant Impact: Whether the Project could cause a cumulatively considerable increase in traffic on the intersection, street and freeway system outside the jurisdiction of the City of Moreno Valley that is substantial in relation to the without Project (i.e., No-Project) scenario.

Findings: Potential cumulative impacts of the Project related to the increase in traffic volumes are discussed in detail in Section 6.15 and Appendix F of the Revised Final EIR Part 3. Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment (Finding 1). Each mitigation measure adopted by the Planning Commission is set forth in the attached Mitigation Monitoring and Reporting Program. However, the Commission finds that even with mitigation measures, the Project will have significant impacts due to inability to control the mitigation, funding and timing

for improvements located outside the City of Moreno Valley, and therefore are considered significant and unavoidable. Those changes or alterations that are within the responsibility and jurisdiction of other public agencies and have been, or can and should be, adopted by those other agencies (Finding 2). Specific economic, legal, social, technological, or other considerations make the alternatives identified in the Revised Final EIR and additional mitigation measures infeasible, and overriding economic, legal, social, technological, or other benefits of the project outweigh the significant and unavoidable effects on the environment, which are set forth in Section VI, Statement of Overriding Considerations (Finding 3).

Facts in Support of the Findings: Section 6.15 of the Revised Final EIR Part 3 and the Traffic Impact Analysis (TIA) in Appendix F discuss cumulative impacts of the Project to the intersection level of service (LOS). The cumulative impacts of the Project were determined by comparing the LOS of the study facilities under the 2040 No-Project and 2040 Plus Project Build-out Scenarios.

The study area for surface streets covered all intersections in Moreno Valley of collector or higher functional classification with another collector or higher classification street, at which the Project would add 50 or more peak hour trips. The study area also included the main routes between the Project and the neighboring communities of Riverside, Perris, Beaumont, San Jacinto, and Redlands.

Intersection LOS

Project Cumulative Impacts Under the 2040 Plus Project Buildout Scenario. The cumulative impacts under the Year 2040 plus Project Buildout levels of service for the study area intersections are summarized in Table 6.15-3 in the Revised Final EIR Part 3 and in Table 76 on page 343 within the TIA, showing that 26 intersections would have unacceptable LOS and resulting in significant cumulative impacts. Of the 26 intersections, 10 are located outside of the City of Moreno Valley.

Roadway Segment LOS

Project Cumulative Impacts Under the 2040 Plus Project Buildout Scenario. The cumulative impacts under the Year 2040 plus Project Buildout levels of service for the study area roadway segments are summarized in Table 6.15-2 in the Revised Final EIR Part 3 and in Table 75 on page 341 within the TIA, showing that one roadway segment would have unacceptable LOS and result in significant cumulative impacts. The roadway segment is located outside of the City of Moreno Valley.

Freeway LOS

Project Cumulative Impacts Under the 2040 Plus Project Buildout Scenario. The cumulative impacts under the Year 2040 plus Project Buildout levels of service for the study area freeway facilities (mainline and weaving facilities) are summarized on pages 6.15-38 and 6.15-41 through 6.15-44 in the Revised Final EIR Part 3 as well as Table 77 and pages 346 through 354 of the TIA located in Appendix F of the Revised Final EIR Part 3. The project would result in significant cumulative impacts to 21 mainline facilities and 11 freeway weaving sections as shown in Table 77 of the TIA.

Mitigation Measures

Implementation of **Mitigation Measures 4.15.7.4.A** through **4.15.7.4.G** requires the applicant to construct or fund all required mitigation for the Project's cumulative impacts for intersections and roadways within the City od Moreno Valley , and includes the payment of a Transportation Uniform Mitigation Fee (TUMF) as set forth in Moreno Valley Municipal Code Chapter 3.44 and paying a fair share contribution to jurisdictions that have established such programs toward mitigating Project-related cumulative impacts in jurisdictions other than the City of Moreno Valley, as identified in Section 6.15 and Appendix F of the Revised Final EIR Part 3. With implementation of these mitigation measures, the Project's cumulative impacts on intersections located within the City of Moreno Valley could be reduced to less than significant. However, because the City cannot guarantee that such programs will be established and does not have direct control over the funding or construction of needed improvements outside of its jurisdiction, the City cannot ensure that the identified improvements would be made. Thus, at this point the Project's cumulative impacts on these facilities must be considered significant and unavoidable. A discussion of the two categories of improvements that would result in significant and unavoidable impacts is discussed below.

Offsite Improvements to TUMF Facilities

As indicated in Section 6.15 of the Revised Final EIR Part 3, there are improvements and changes to the road system that are part of the TUMF Regional System of Highways and Arterials, some of which are under the jurisdiction of Moreno Valley and others of which are located in other jurisdictions. Mitigation Measure 4.15.7.4D requires the developer to pay TUMF fees applicable to a particular building prior to receiving a certificate of occupancy for the building. These payments shall constitute the developer's mitigation of Project impacts to this category of roads. Mitigation Measure 4.15.7.4G requires the City to work with the other member agencies of the Western Riverside Council of Governments, the agency overseeing the TUMF program, to program TUMF funds to implement the mitigation measures identified in the Revised Final EIR Part 3 (pp. 6.15-39 to 6.15-40) pertaining to TUMF facilities outside the jurisdiction of the City of Moreno Valley. To the extent that TUMF fees provided by the developer are used to implement the recommended improvements, the Project's impacts would be less-than-significant. However, because the City does not have direct control over TUMF funding, the City cannot ensure that the identified improvements would be made. Thus, at this point the Project's cumulative impacts on these facilities must be considered significant and unavoidable (Revised Final EIR, Part 3, p. 6.15-41).

Off-Site Improvements to Roads Outside the Jurisdiction of the City and Not Part of the TUMF Program

At this time, the City does not have cooperative agreements with nearby jurisdictions that would serve as a fair share contribution program for collecting and distributing developer funds to cover the cost of cross jurisdictions mitigation measures, other than the TUMF program. The City will work with the Cities of Beaumont, Perris, Redlands and Riverside, and with Riverside County to collect fair share funds from the developer and to implement the signalization of the San Timoteo Road/Alessandro Road intersection and the San Timoteo Road and Live Oak Canyon intersection (respectively) if fair share contribution programs have been established with the jurisdictions. The City will work with the City of Riverside to collect a fair-share contribution from the developer to signalize the Martin Luther King Boulevard/I-215 northbound ramp intersection if fair share contribution program has been established with the City of Riverside. To the extent

that the City is able to establish such programs (as described in Mitigation Measure 4.15.7.4F) and the other jurisdiction constructs the recommended improvement, the Project's impact would be less than significant. However, because the City cannot guarantee that such programs will be established and does not have direct control over facilities outside of its jurisdiction, the City cannot ensure that the identified improvements would be made. Thus, at this point the Project's impacts on these facilities must be considered significant and unavoidable.

Similarly, the City has not entered into an agreement with Caltrans for the collection of developer fair share payments for improvements to the state highway system other than freeway interchange improvements funded through the TUMF program. Nor has Caltrans established a fair share contribution program to collect fair-share contributions to freeway improvements such as those identified in Table 77 of the TIA in the Revised Final EIR Part 3. Instead, Caltrans has traditionally relied on other means to fund freeway improvements; means involving multiple stages of review and input from other agencies, with priorities and constraints applied at each stage, that preclude a direct connection between developer-provided fair-share funds and specific highway improvements.

The key feature of this system pertaining to the recommended freeway mitigation measures is that this system is outside the control of the City of Moreno Valley. The City shall work with Caltrans to establish a fair share contribution program for collecting fair share funds from developers for use in funding needed freeway improvements. However, since at the present time no such program exists that would ensure that WLC funds contributed to Caltrans or any other state agency would be used to implement specific improvements that mitigate WLC impacts, and because there is no mechanism by which the City can construct or guarantee the construction of any improvements to the freeway system by itself, the Project's impacts on the state highway system must be considered significant and unavoidable (Revised Final EIR Part 3, pp. 4.15-41 to 4.15-43).

D. ADEQUACY OF THE RANGE OF PROJECT ALTERNATIVES

The Revised Final EIR Part 4 analyzed four alternatives to the Project as proposed, and also evaluated these alternatives for their ability to meet the Project's objectives as described in Section II.B above. CEQA requires the evaluation of a "No Project Alternative" to assess the maximum net change in the environment as a result of implementation of the Project. The No Project Alternative, referred to as the No Project/No Build, assumes no ground-disturbing activities would take place, nor would any form of structure or facility be erected. No Project/Existing General Plan Alternative, a Reduced Density Alternative, and two Mixed Use Alternatives were also selected for analysis. CEQA requires the evaluation of alternatives that can reduce the significance of identified impacts and "feasibly attain most of the basic objectives of the Project." Thus, in order to develop a range of reasonable alternatives, the Project Objectives must be considered when this Commission is evaluating the alternatives.

1. No Project/No-Build Alternative

Description: Under the No-Build Alternative, no development would take place within the project limits. No ground-disturbing activities would take place, nor would any form of structure or facility be erected. This alternative provides a baseline comparison to the Project. (Revised Final EIR Part 4, Volume 3, pg. 6-14 to 6-15).

Impacts: The No Project/No-Build Alternative, as referenced in Section 6.0 of the Revised Final EIR Part 4, Volume 3, would not result in any new physical environmental effects.

Objectives: Under the No Project/No Build Alternative, the subject site would not be developed and none of the twelve of the Project Objectives would be achieved.

Finding: Under the No-Build Alternative, no ground-disturbing activities would take place, nor would any form of structure or facility be erected. This Alternative would not result in the same significant and unavoidable impacts associated with agricultural resources, air quality, and traffic that have been identified within the Revised Final EIR Part 4, Volume 3 for the Project. In the absence of development, no impacts would occur, and this alternative would be the environmentally superior alternative. However, prohibiting development of the site, as suggested by this alternative, would not fulfill any of the primary objectives of the Project. Retention of the project site in its current condition would not create a high cube logistics facility consisting of approximately 2,525 acres of warehouse uses and it would not expand employment opportunities within the City and surrounding area. This Alternative provides a baseline comparison to the Project. Because the No-Build Alternative does not meet any the Project objectives, the Commission hereby rejects the No-Build Alternative.

2. No Project/Existing General Plan Alternative

Note: This alternative is moot, as the Project is now consistent with the City's General Plan and zoning, which reflects the site as World Logistics Center Specific Plan, in accordance with the City's November 2015 approvals and as remains in effect following the various court actions noted above.

3. Alternative 1 - Reduced Density Alternative

Description: As identified in Section 6.0 of the Revised Final EIR Part 4, Volume 3, the Reduced Density Alternative has been considered with the intent of avoiding or substantially reducing significant impacts, and in particular the significant impacts that cannot be reduced to a less than significant level through implementation of mitigation measures created by the Project's traffic, air quality, and noise impacts. This Alternative includes development of the project site with approximately 28 million square feet of logistics warehousing, a reduction of 12.6 million square feet, including 74.3 acres for open space. The 1,084 acres owned by the CDFW would be designated as Open Space in the City's General Plan, similar to the Project. Under this alternative, the proposed logistics uses would represent a net decrease of approximately 31 percent as compared with the Project.

Because of the large area, approximately 2,535 acres, of the Project that is proposed for development, public facilities, or off-site improvements, a variety of reduced density alternatives could be considered that might substantially reduce or eliminate one or more of the significant and unavoidable impacts of the Project. For example, warehousing development on the site would have to be reduced to approximately one percent of the project site, or 400,000 square feet, of the WLC Project's proposed high-cube logistics warehouse building area in order to eliminate significant and unavoidable impacts associated with air quality in order to reduce air pollution emissions to less than applicable SCAQMD thresholds. The only way this could logically occur would be to develop a small portion of the site (i.e., less than one percent) and leave the rest of the site vacant. In addition, even this substantial reduction in the proposed high-cube logistics warehouse building area and/or

developable area would not eliminate the Project's other significant and unavoidable impacts associated with aesthetics, air quality, noise, and transportation. Any of the viable alternatives that are examined in this EIR would entail some type of development on all or most of the project site, rather than development of an illogically small portion of the site (i.e., one percent). (Revised Final EIR Part 4, Volume 3, pg. 6-23 to 6-24).

Impacts: As identified in Section 6.0 of the Revised Final EIR Part 4, Volume 3, the Reduced Density Alternative would result in similar impacts for the following nine environmental issues: Aesthetics; Agriculture and Forestry Resources; Biological Resources; Cultural Resources; Geology and Soils; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Planning; Mineral Resources; Recreation. Under the Reduced Density Alternative, development of the same high-cube logistics land uses, building heights and mass, but at a floor area level approximately 70 percent of the Project, would be constructed resulting in significant and unavoidable impacts associated with scenic vistas, local scenic roads, character of the site and surroundings, and on a cumulatively considerable basis in the same exact manner as the Project. Impacts related to short-term construction-related air quality would be the same as the Project, because the same amount of land would be disturbed and the same mix of equipment would be utilized. The Reduced Density Alternative would result in significant and unavoidable air quality impacts from CO, VOC, NO_X, and PM_{10}, emissions during project construction, in the same exact manner as the Project. Long-term operational-related air quality impacts would be incrementally reduced when compared to the Project, but the emissions cannot be mitigated to below SCAQMD thresholds and would remain significant and unavoidable in approximately the same manner as the Project. Similarly, impacts related to short-term construction-related noise cannot be mitigated to a less than significant level and would be significant and unavoidable in the exact same manner as the Project. Although traffic-related noise would be reduced when compared to the Project, impacts would have a similar effect on local roadway segments and would remain significant and unavoidable as there are no feasible mitigation measures that would be able to reduce impacts to a less than significant level, in approximately the same manner as the Project. Under this alternative, the volume of water required and the amount of wastewater and solid waste generated would be reduced in comparison to the Project and the decrease in the amount of logistics uses would result in a reduction of permanent jobs that would be created. Consequently, this Alternative would have incrementally reduced demand on public services, recreation, and water use. Similar to the Project, increased property tax revenues, the payment of fees, and adherence to City development and utility requirements would reduce these impacts to less than significant levels.

Because of the decrease in vehicle trips achieved under this alternative, impacts to the operation of local roadways and intersections would be proportionally reduced from those identified for the Project. However, under this Alternative, the future increases in traffic volumes would have a similar effect on freeways and interchanges, resulting in significant impacts similar to those identified for the Project. Since the City does not have control over when freeway improvements would occur, traffic impacts to freeways and interchanges would remain significant and unavoidable for impacts associated with freeway segments in approximately the same manner as the Project, as the City does not have control of when such freeway improvements can be installed or constructed by Caltrans.

In summary, the Reduced Density Alternative would incrementally reduce almost all of the Project impacts by reducing the total square footage of development. However, all of the impacts identified as significant and

unavoidable under the Project, including aesthetics, air quality, greenhouse gas emissions, noise, and traffic would still be significant and unavoidable under this alternative. (Revised Final EIR Part 4, Volume 3, pg. 6-24 to 6-29).

Objectives: Under this Alternative, some of the Project objectives are met, but not nearly to the same degree as the Project which includes creating substantial employment opportunities for the citizens; providing the land use designations and infrastructure plans necessary to meet current market demands and to support the City's Economic Development Action Plan; creates a major logistics center with good regional and freeway access; provides a major logistics center to accommodate to some degree the ever- expanding volumes at the Ports of Los Angeles and Long Beach; creates a project that will provide a balanced approach to the City's fiscal viability, economic expansion, and environmental integrity; provides the infrastructure improvements required to meet project needs in an efficient and cost-effective manner; encourages new development consistent with regional and municipal service capabilities; improves employment opportunities within the City to improve the City's jobs/housing balance and help reduce systemic unemployment within the City; provides thousands of construction job opportunities during the Project's buildout phase to improve the jobs/housing balance and help reduce systemic unemployment; and provide appropriate transitions or setbacks between on-site and off-site uses. (Revised Final EIR Part 4, Volume 3, Table 6.M: Comparison of Reduced Density Alternative to the Project Objectives, pg. 6-29).

Findings: Under the Reduced Density Alternative, development of the project site with approximately 28 million square feet of logistics warehousing, including 74.3 acres for open space would occur. This Alternative would have similar impacts that have been identified within the Revised Final EIR Part 4, Volume 3. However, the Reduced Density Alternative would result in a decrease in trip generation in comparison to the Project and would result in a decrease in the severity of the significant and unavoidable impacts to construction and operational air pollution emissions, and traffic. The Commission finds that the Reduced Density Alternative would fulfill three of the 12 Project Objectives by establishing design standards and development guidelines to ensure a consistent and attractive appearance throughout the entire project; establishing a master plan for the entire project area to ensure that the Project is efficient and business-friendly, accommodating the next-generation of logistics buildings; and providing appropriate transitions or setbacks between on-site and off-site uses. Moreno Valley residents would also have more opportunities for employment. Because the Reduced Density Alternative will not fulfill nine of the twelve objectives of the Project and the severity of significant and unavoidable impacts would be not be reduced, this Commission hereby rejects the Reduced Density Alternative.

4. Alternative 2 - Mixed Use A

Description: As identified in Section 6.0 of the Revised Final EIR Part 4, Volume 3, with the intent of avoiding or substantially reducing significant impacts created by the Project's traffic, air quality, and noise impacts, the City considered Mixed Use A Alternative. This alternative includes development of the Project site with approximately 1,410 acres of logistics warehousing (22 million square feet), 1,000 acres of light industrial uses (2,120 million square feet), 50 acres of retail commercial uses (500,000 square feet), 100 acres of professional or medical office uses (1.0 million square feet), and 150 acres of open space. (Revised Final EIR Part 4, Volume 3, pg. 6-29 to 6-30).

Impacts: Section 6.0 of the Revised Final EIR Part 4, Volume 3, identifies nine environmental issues that would have similar impacts as the Project. These issues are: Aesthetics, Agricultural and Forestry Resources, Cultural Resources, Biological Resources, Geology and Soils, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, and Recreation. Under this alternative, impacts related to short-term construction-related air quality and noise impacts would remain significant and unavoidable, similar to the Project. Long-term air quality operational impacts under this alternative would be increased in magnitude, remain significant and unavoidable, and would result in similar conditions as identified for the Project. The Mixed Use A Alternative would decrease the amount of logistics warehousing and would add light industrial, commercial, and office uses that would generate more permanent and more varied jobs than the Project, but some uses may require skilled workers and it is not known if or to what degree these workers already reside in the City. In addition, the developer will be supporting a local employment center to help City residents find positions within the WLC before the positions are advertised on a regional basis. The office uses proposed under this alternative may incrementally increase the total number of people that would be added to the City's population and could have greater demands on public services and recreation. However, the increased property tax revenues, payment of fees, and dedication of parkland would reduce these impacts to a less than significant level. This alternative would increase the amount of wastewater generated, increase the amount of potable water required, and increase the amount of solid waste produced on-site. Similar to the Project, adherence to utility requirements would reduce these impacts to less than significant levels. Because of the increase in vehicle trips resulting from this alternative, impacts to noise and air quality would be proportionally increased from the Project and remain significant and unavoidable.

Long-term traffic impacts would remain significant and unavoidable for impacts associated with freeway segments as the City does not have control of when such freeway improvements would occur. Similarly, traffic- related noise would be increased in magnitude and cannot be mitigated to a less than significant level in a manner similar to the Project.

In summary, the Mixed Use A Alternative would increase employment opportunities but would substantially increase traffic, noise, and air quality impacts. All the impacts identified as significant under the Project, including air quality health risks, would still be significant under this alternative. (Revised Final EIR Part 4, Volume 3, pgs. 6-29 through 6-34).

Objectives: Under this alternative, nearly all of the Project objectives are met, with the exception of the following: creates a major logistics center with good regional and freeway access; provides a major logistics center to accommodate to some degree the ever-expanding volumes at the Ports of Los Angeles and Long Beach; creates a project that will provide a balanced approach to the City's fiscal viability, economic expansion, and environmental integrity; and provides the infrastructure improvements required to meet Project needs in an efficient and cost-effective manner; encourages new development consistent with regional and municipal service capabilities. (Revised Final EIR Part 4, Volume 3, Table 6.O: Comparison of the Mixed Use A Alternative to the Project Objectives, pg. 6-34).

Finding: Under the Mixed Use A Alternative, the project site would be developed with approximately 1,410 acres of logistics warehousing (22 million square feet), 1,000 acres of light industrial uses (2,120 million square feet), 50 acres of retail commercial uses (500,000 square feet), 100 acres of professional or medical office uses

(1.0 million square feet), and 150 acres of open space. The Mixed Use A Alternative would increase employment opportunities but would substantially increase traffic, noise, and air quality impacts. All the impacts identified as significant under the Project, including air quality health risks, would still be significant under this alternative.

Most of the objectives of the Project would be met; however, the Mixed Use A Alternative would not meet the Project objectives of locating distribution services near transportation corridors and clustering such uses near the state highway system. This Commission finds that the Mixed Use A Alternative would have similar impacts to all environmental issues. Because the Mixed Use A Alternative will not substantially reduce the environmental impact of the Project and it would not meet the Project objectives of locating distribution services near transportation corridors and clustering such uses near the state highway system, this Commission hereby rejects the Mixed Use A Alternative.

5. Alternative 3 - Mixed Use B

Description: As identified in Section 6.0 of the FEIR, Volume 3, the Mixed Use B Alternative would develop the project site similar to the land use plan of the Moreno Highlands Specific Plan (MHSP) but with 10 million square feet of logistics warehousing on the 603 acres proposed for business, retail, institutional, and other uses under the MHSP. (Revised Final EIR Part 4 Volume 3, pg. 6-34 to 6-35).

Impacts: Section 6.0 of the Revised Final EIR Part 4, Volume 3, Under Alternative 3, impacts related to short-term construction-related air quality would be similar to the Project as the same amount of land would be disturbed, and the same mix of equipment would be utilized. Long-term operational-related air pollutant emissions would be higher than the Project and would remain significant and unavoidable, with the exception of $PM_{2.5}$ and SO_X. Like the Project, long-term air quality relative to criteria pollutants would still be significant, with the exception of SO_X. Assuming the same level of mitigation as the proposed Project, there would be no cancer risks associated with this alternative since the use of new technology diesel engines do not contribute to cancer risk as described in Revised Final EIR Volume 3 Section 4.3. The development of the Mixed Use B Alternative would have increased demands on public services and recreation facilities to serve future residential uses. However, increased property tax revenues, payment of development impact fees, and adherence to development requirements would reduce these impacts to a less than significant level. Water supply availability is expected to be available as water demand is expected to be the same. Water demand was determined to be available for the Project. There would be an increase in vehicle trips under this alternative, resulting in greater noise and air quality impacts compared to that identified for the Project; therefore, long-term traffic impacts would remain significant and unavoidable. Development of the Mixed-Use B Alternative would provide new employment opportunities and homes for residents of Moreno Valley, but new employment opportunities would be significantly reduced compared to the Project.

In summary, the Mixed-Use B Alternative would incrementally increase traffic and not improve the City's jobs/housing balance over the long-term. However, this is the only alternative that would reduce a significant impact of the Project (aesthetics – views) by substantially reducing the amount of warehousing on the site and replacing it with residential uses. Views of the area would still transition from vacant agricultural land to suburban development, but it would have a residential appearance compared to the Project. All the other

impacts identified as significant under the Project, including likely air quality health risks, would still be significant under this alternative. (Revised Final EIR Part 4, Volume 3, pgs. 6-34 through 6-38).

Objectives: Under this alternative, some of the Project objectives are met, with the exception of the following: provides the land use designation and infrastructure plans necessary to meet current market demands and to support the City's Economic Development Action Plan; creates a major logistics with good regional and freeway access; establishes a master plan for the entire project area to ensure that the project is efficient and business-friendly, accommodating the next-generation of logistics buildings; provides a major logistics center to accommodate to some degree the ever-expanding trade volumes at the Ports of Los Angeles and Long Beach; creates a project that will provide a balanced approach to the City's fiscal viability, economic expansion, and environmental integrity; provides the infrastructure improvements required to meet project needs in an efficient and cost-effective manner; encourages new development consistent with regional and municipal service capabilities; and provides thousands of construction job opportunities during the Project's buildout. (Revised Final EIR Part 4, Volume 3, Table 6.Q: Comparison of the Mixed-Use B Alternative to the Project Objectives, pg. 6-38).

Finding: Under the Mixed Use B Alternative, development of the Project site similar to the land use plan of the Moreno Highlands Specific Plan (MHSP) but with 10 million square feet of logistics warehousing on the 603 acres proposed for business, retail, institutional, and other uses under the MHSP. The Mixed-Use B Alternative would incrementally increase traffic and not improve the City's jobs/housing balance over the long-term. However, this is the only alternative that would reduce a significant impact of the Project (aesthetics – views) by substantially reducing the amount of warehousing on the site and replacing it with residential uses. Views of the area would still transition from vacant agricultural land to suburban development, but it would have a residential appearance compared to the Project. All the other impacts identified as significant under the Project, including likely air quality health risks, would still be significant under this alternative. (Revised Final EIR Part 4, Volume 3, pgs. 6-37).

Some of the objectives of the Project would be met; however, the Project objectives of locating distribution services near transportation corridors and clustering such uses near the state highway system would not be met. This Commission finds that the Mixed-Use B Alternative would have similar impacts to all environmental issues except for aesthetic because this Alternative would eliminate the significant and unavoidable impacts to aesthetics. Because the Mixed Use B Alternative will not substantially reduce the environmental impact of the Project and it would not meet the Project objectives of locating major distribution services near transportation corridors and clustering such uses near the state highway system, provide land use designations and infrastructure plans necessary to meet current market demands and to support the City's Economic Development Action Plan, and create a project that will provide a balanced approach to the City's fiscal viability, economic expansion, and environmental integrity this Commission hereby rejects the Mixed Use B Alternative.

6. Alternatives Considered and Rejected

A variety of additional alternatives were considered as part of the Revised Final EIR Part 4, Volume 3's Alternatives Analysis. (Revised Final EIR Part 4, Volume 3, pgs. 6-3 through 6-5) Two possible alternatives

were considered and rejected because they could not accomplish the basic objectives of the Project or they were considered infeasible. Per the *CEQA Guidelines* (Section 15126.6(c)), factors that may be considered when addressing the feasibility of alternatives include failure to meet most of the stated Project objectives, infeasibility, or inability to avoid significant environmental effects. The purpose of the Project is to provide for and expand employment and revenue opportunities within the City of Moreno Valley. The Project would expand employment options in a location that is convenient to existing transportation corridors, convenient to existing and future City residents and would augment the City's economic base. The following provides and discussion of the three development scenarios that were considered and rejected as potential alternatives to implementation of the Project based on Section 15126.6 of the *CEQA Guidelines* because they did not feasibly attain most of the basic objectives of the Project while reducing or avoiding any of the significant effects of the Project:

- All Residential Alternative: A number of residential uses, including very low density (2-acre or 5-acre lots) were considered prior to deciding on all warehousing uses, but it was concluded that any residential alternatives, or alternatives that emphasized residential uses, would further exacerbate the City's jobs/housing imbalance and did not meet any of the Project goals. In addition, the City's Economic Strategy Plan excludes additional residential development in this area. For these reasons, all Residential Use Alternatives were rejected for further analysis. However, an evaluation of the largely residential Moreno Highlands Specific Plan (MHSP) was provided under the No Project/Existing General Plan alternative. (Revised Final EIR Part 4, Volume 3, pg. 6-4).
- Mixed Use Alternative: The EIR examines two Mixed Use Alternatives with varying amounts of residential and non-residential uses. The No Project-Existing General Plan Alternative is based on the approved mixed-use Moreno Highlands Specific Plan (MHSP). In addition, Alternative 3 (Mixed Use B) evaluates the impacts of substituting logistics warehouse uses for the non-residential uses currently included in the MHSP. After extensive evaluation, it was concluded that any reasonable combination of residential and non-residential uses (i.e., light industrial, business park, office, commercial) would result in impacts similar to those of the MHSP, Alternative 2 (mixed non-residential uses but no residential uses), or Alternative 3 (Moreno Highlands Specific Plan with logistics warehousing as the main non-residential use). For this reason, no other Mixed Use Alternatives were considered further in this analysis. (Revised Final EIR Part 4, Volume 3, pg. 6-4).
- Alternative Sites. Section 6.0 of the Revised Final EIR Part 4, Volume 3 examines different sites in the surrounding region to determine if an alternative location would reduce or eliminate one or more significant impacts of the Project. This analysis must be based on feasible sites that could realistically support the Project (i.e., a contiguous 2,610-acre site for 40.6 million square feet of high-cube and light logistics warehouse uses as envisioned by the WLC Specific Plan). The surrounding jurisdictions, including Cities of Riverside, Perris, San Jacinto, Menifee, Calimesa, Banning, and Beaumont and the County of Riverside, along with Moreno Valley were contacted to identify potential alternative sites for the Project. Revised Final EIR Part 4, Volume 3, Figure 6.1 pg. 44 shows the locations of the various jurisdictions that were contacted and/or analyzed in this evaluation and Revised Final EIR Part 4, Volume 3, Table 6.R pg. 45 presents the results of

that analysis. Table 6.R indicates that there are no feasible alternative sites in the surrounding or nearby jurisdictions that could support the Project (i.e., that have enough vacant land zoned or available for logistics warehousing with good freeway and/or rail access). For these reasons, Alternative Sites were not considered further in this analysis. (Revised Final EIR Part 4, Volume 3, pgs. 6-38 through 6-41).

7. Environmentally Superior Alternative

As identified in the Revised Final EIR Part 4, Volume 3, the No Project/Existing General Plan Alternative has mixed impacts relative to the Project; it reduces aesthetic impacts to less than significant levels but worsens the jobs/housing ratio by introducing more housing than employment-generating uses. The Mixed Use A Alternative substantially increases traffic and related impacts compared to the Project impacts, but it does not create any additional significant impacts. The Mixed Use B Alternative would incrementally increase traffic and would not improve the jobs/housing balance. It would incrementally reduce health risks to existing residents along Redlands Boulevard (i.e., approximately 30 percent less warehousing), but could create health risks for new residents depending on the ultimate location of warehouses and new residences. In addition, this alternative would also worsen the jobs/housing ratio of the City by allowing the construction of many more homes than job-creating land uses. Regarding air quality impacts, development of any land uses would likely exceed SCAQMD thresholds mainly due to the size of the Project site. (Revised Final EIR Part 4, Volume 3, pg. 6-45 to6-47).

The *CEQA Guidelines* (Section 15126.6 (e[2]) requires that an environmentally superior alternative be identified in the EIR. Based on the analysis in Revised Final EIR Part 4 Section 6 and the summary contained in Revised Final EIR Part 4 Table 6.S, Alternative 1 – Reduced Density – is the only alternative that reduces traffic, air quality, and related impacts by reducing the total square footage of warehousing by approximately 30 percent. Alternative 3—Mixed Use B—is the only alternative that would reduce a significant impact of the proposed project (i.e., aesthetics – views). However, it could create health risks for future residents of the Project and would worsen the jobs/housing balance of the City over the long term. For these reasons, the Revised Final EIR Part 4 concluded that Alternative 1 – Reduced Density — was environmentally superior to the proposed project.

Revised Final EIR Part 4 Table 6.T compared Alternative 1 to the project objectives and determined Alternative 1 does not meet 9 of the 12 major goals of the proposed project mainly because reducing the total square footage by 30 percent also reduces the amount of new employment and property tax revenues. Therefore, Alternative 1 - Reduced Density, was rejected in favor of the proposed project.

E. GROWTH-INDUCING IMPACTS

CEQA requires a discussion of ways in which the Project could be growth-inducing. Specifically, CEQA Guidelines Section 1512602(d) states than an EIR must describe the ways in which the Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.

The Project area is largely vacant undeveloped land, although there are six existing single-family homes in various locations on the WLC Project site along with associated ranch/farm buildings. The site has been farmed

since the early 1900s and has supported dry (non-irrigated) farming, livestock grazing, and limited citrus groves. Much of the site continues to be used for dry farming.

The City's population has grown steadily over the past decades. Population projections developed by SCAG estimate the City's population will reach approximately 213,700 persons by the year 2020 and approximately 255,200 persons by the year 2035. The extent to which the new jobs created by a Project are filled by existing residents is a factor that tends to reduce the growth-inducing effect of a Project. Construction of the WLC Project will create short-term construction jobs. These short-term positions are anticipated to be filled by workers who, for the most part, reside in the Project area; therefore, construction of the WLC Project will not generate a permanent increase in population within the Project area. Development envisioned under the Specific Plan consists of approximately 40.6 million square feet of logistics warehouse and general warehouse facilities.

Development of the high-cube logistics warehouse and general warehouse facilities will create jobs in the local economy. It is estimated that the WLC Project would result in approximately 25,000 new on-site job opportunities in addition to 7,583 indirect jobs of which 3,792 are projected to be within the City as a result of Project implementation (Revised Final EIR Part 1, Response 1-G-170-4).

The new employment opportunities resulting from development of the proposed high-cube logistics warehouse and general warehouse uses will raise the City's current jobs-to-housing ratio by providing additional jobs to local residents. While the place of residence of the persons accepting employment provided by the proposed uses is uncertain, due to the City's projected jobs/housing ratio, it is reasonable to assume that a large percentage of these jobs would be filled by persons already living within the City or Project area. The Project does not include a residential component. The WLC Project is located within an area that is currently largely vacant and previously planned for a mix of residential, commercial, business park, and open space land uses in accordance with the General Plan Community Development Element. The WLC Project is consistent with the City's General Plan and zoning, which allows a mix of land use designations including Logistics Development and Light Logistics. Therefore, no significant increase in population of the City would result from the development or operation of the WLC Project.

The *Fiscal and Economic Impact Study World Logistics Center Moreno Valley, California* (Revised Final EIR Part 4 Appendix O "Study," DTA 2014) estimates that approximately 7,386 indirect/induced jobs will be created in the County, of which 3,693 jobs are projected to be within the City as a result of Project implementation (updated as approximately 25,000 new on-site job opportunities in addition to 7,583 indirect jobs of which 3,792 are projected to be within the City as a result of Project implementation, as noted in Revised Final EIR Part 1, Response 1-G-170-4). While the specific location of the potential additional indirect/induced jobs created within the County cannot be specifically determined, it is reasonable to assume that a large percentage of these jobs will support service jobs and are likely to be located in the WLC Project vicinity, and therefore the City. As detailed in the Study, total recurring revenues available to the City are estimated at approximately $11,257,466 per year. The greatest percentage of revenue is attributed to the Property Tax In-Lieu of Vehicle License Fee (40.2%), followed by Secured Property Tax (29.1%), and Business Receipts Tax and Licenses (10.8%). Total recurring costs to the City are estimated at approximately

$5,557,674 per year. The greatest percentage of cost is attributed to the Police Services (35.8%), followed by Infrastructure and Parks Maintenance Costs (34.1%), and Fire Services (13.3%).

Project recurring annual fiscal surplus that would be available to the City is estimated at approximately 7 million dollars which is twice the Project annual City General Fund costs.

The Project would add 40.6 million square feet of logistics facilities and associated infrastructure in the eastern portion of the City. Since the City currently has a jobs-to-housing ratio substantially lower than the region (i.e., SCAG region), it is likely that much of the employment that would be generated by this Project can be accommodated by the existing workforce in the City and surrounding area. In that way, the Project is growth-inducing in terms of employment. Due to relatively high vacancy rates in the City, it is also likely that the housing needs of new employees that do not already live in the City (i.e., own or rent) could largely be accommodated by the City's existing housing stock. Therefore, the WLC Project would only produce modest (i.e., not significant) growth inducement within Moreno Valley.

As previously noted, the specific location of the additional indirect jobs created within the County cannot be specifically determined; however, it is likely that a large percentage of these jobs will be support service jobs and are likely to be located in the Project vicinity. The Study assumes that one-half of these indirect jobs will be located within the City. The Study indicates that the creation of new jobs to the City will lead to more consumer spending by employees in existing retail establishments within the City, as well as new retail development that will be attracted to the City as a result of this spending. Job creation also results in increased tax revenues to the City through increased property taxes and sales taxes associated with development of the WLC Project. However, it is important to note that because of the difference in timing of the development of the various phases of the WLC Project, the number of employees summarized above will not be realized at the same time.

Development of the WLC Project is projected to create approximately 16,521 construction-related jobs within the City. Similar to recurring employment (i.e., permanent), it is likely that a large percentage of these jobs will be located in the general vicinity of the WLC Project and therefore within the City.

The WLC Project does not include a residential component; therefore, the jobs generated by the WLC Project would not need to support new households as a result of direct employment or indirect employment. Based on the potential increase in jobs (additional 25,000 direct jobs) within the City and no substantial increase in population as a result of the project, the City's jobs-to-housing ratio would improve from the (2011) ratio of 0.47 to 0.91, thus achieving a greater jobs-to-housing balance within the City. As development of the WLC Project is expected to occur over the course of many years, the jobs-to-housing ratio will not be significantly changed immediately. The City's current jobs-to-housing ratio is exceptionally low when compared to SCAG standards; therefore, the need for employment is immediate. A balance between jobs and housing within the City would have a positive impact by decreasing costs associated with commuting, traffic congestion, air pollution, and improves the standard of living. It also provides savings and a better quality of life to consumers in operation and maintenance of automobiles, lessening commute times and saving to local public agencies in terms of the need to construct and maintain new road improvements.

Streets, water and sewer utilities, and municipal services would be extended to serve the WLC Project. The WLC Project will benefit other development projects in the Project area, and therefore, could potentially induce additional business and job growth by removing an impediment to growth, such as a lack of basic infrastructure or services. However, the WLC Project is located proximate to other existing warehouse, commercial, and residential uses. Therefore, the Project will necessitate extension of major infrastructure; however, the Project will not result in substantial population growth that has not already been planned for in the City's General Plan. As discussed in the Statement of Overriding Considerations in Section VI, the Project is consistent with the General Plan and would further the overall goals of the General Plan, and because the improvements necessary for development of the site would not facilitate growth that has not been anticipated in the project area, no significant growth-inducing effect would occur, and no mitigation is required. (Section 5.0 of the Revised Final EIR Part 4, Volume 3, pgs. 5-4 through 5-6)

F. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126(c) of the CEQA Guidelines mandates that an EIR must address any significant irreversible environmental changes which would be involved in the proposed action should it be implemented. An impact would fall into this category if it resulted in any of the following:

A. The project would involve a large commitment of non-renewable resources;

B. The primary and secondary impacts of the project would generally commit future generations of people to similar uses;

C. The project involves uses in which irreversible damage could result from any potential environmental incidents associated with the project; and/or

D. The project will consume large amounts of energy that are produced from non-renewable fossil fuels, although the WLC Specific Plan indicates the proposed uses will efficiently consume energy and water resources.

Determining whether the WLC Project may result in significant irreversible effects requires a determination of whether key resources would be degraded or destroyed in such a way that there would be little possibility of restoring them. Because no significant mineral resources were identified within the Project site, no significant impacts related to this issue would result from development of the Project. Natural resources in the form of construction materials would be utilized in the construction of the WLC Project and energy resources in the form of electricity and natural gas would be used during the long-term operation of the Project; however, their use is not expected to result in a negative impact related to the availability of these resources. Existing scenic vistas were identified as being visible from outside the Project limits. Implementation of the WLC Project would result in the obstruction of views of the Badlands, Mt. Russell and Mystic Lake/San Jacinto Wildlife Preserve from the nearest sensitive visual receptors and those traveling along roadways in the Project vicinity. This is a significant and irreversible environmental change that would occur as a result of Project implementation. Cumulatively, future development along SR-60 would also result in the obstruction of the existing views of surrounding mountains and visual features.

In addition, this logistics warehouse project, in concert with the other built or approved industrial warehouse projects to the north and west, will fundamentally change the character and land use pattern of this portion of

the City. Many of the Project-specific impacts are addressed, as outlined above, but the land use change represented by this and other industrial projects represents a substantial irreversible change in community character for this area. (Revised Final EIR Part 4, Volume 3 pgs. 5-4).

VI. STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to Section 15093 of the CEQA Guidelines, this Commission must balance the benefits of the proposed Project against unavoidable environmental risks in determining whether to approve the proposed Parcel Map, and CEQA Guidelines Section 15093(b) provides that when a public agency approves a project that will result in significant impacts that are identified in the Final EIR but are not avoided or substantially lessened, the agency must state in writing the specific reasons to support its decision based on the Final EIR and/or other information in the whole administrative record. If the specific economic, legal, social, technological or other benefits of a proposed project outweigh its unavoidable adverse environmental impacts, the adverse effects may be considered "acceptable."

As set forth in sections V.A and V.B above, many of the World Logistics Center's impacts on the environment will either be insignificant or, through the imposition of mitigation measures as conditions of approval of the Project, can be reduced to less than significant.

Some impacts of the World Logistics Center will remain significant and unavoidable even after the imposition of all feasible mitigation measures which include impacts to aesthetics, air quality, land use, noise, transportation and circulation. There are no feasible alternatives to the Project which would mitigate or avoid those environmental impacts as indicated in Section V.D above.

In consideration of the above and as set forth below, this Commission has determined that the benefits which will accrue from the development of the Project outweigh the significant and unavoidable impacts which the Project will produce.

Finding: Notwithstanding the significant unavoidable impacts to aesthetics (individually and cumulative), air quality (individually and cumulative), land use and planning, noise, and transportation discussed in subsection V.C above, the development of otherwise underused land, the creation of jobs by the Project, both during construction and after the Project is in operation, the multiplier effect which will create secondary jobs to support the Project and those who work in it, the substantial economic benefits which will be generated, directly and indirectly, by the Project, the reduction in commute times and the reduction of trips on the County's highways during peak morning and evening hours in the peak travel direction, the reduction of water consumption over previously planned uses, the achievement of the City's goal of attracting new business opportunities, the improvement of the City's jobs/housing balance and the generation of revenues which will go into the City's general fund constitute benefits which outweigh the unavoidable adverse environmental impacts to aesthetics, air quality, land use, noise and transportation and circulation. Each of the benefits, individually, constitutes a sufficient basis for approving the Project notwithstanding the significant and unavoidable impact on aesthetics, air quality, land use, noise and transportation and circulation which will result.

Factual Basis for the Finding:

Approval of the Project Will Create Jobs and Increase Economic Activity. At full build-out, the Project is estimated to generate over 25,000 ongoing direct jobs in the City. An economic study of the Project

concluded that the proposed WLC project could generate approximately 25,000 new on-site jobs within the City (Revised Final EIR Part 1, Response 1-G-170-4). In addition to the projected on-site job creation, the study estimates the proposed WLC Project could generate new off-site jobs (i.e., indirect/induced employment) in all industries of the economy. The study also estimated that an additional 7,583 indirect/induced jobs could be created in the County, of which 3,792 jobs were projected to be within the City as a result of project implementation. In constant 2012 dollars, these jobs will result in estimated annual wages of approximately $830,000,000 for direct jobs and approximately $300,000,000 in wages resulting from indirect and induced jobs. Of the estimated $300,000,000 indirect and induced jobs approximately $150,000,000 in wages will occur within the City. (Revised Final EIR Part 4 Appendix O, Table 4B.). This translates into an overall annual estimated economic output of approximately $2,370,000,000, approximately $1,940,000,000 of which will occur within the City (Revised Final EIR Part 4 Appendix O, Table 4C.). The Project also is estimated to generate in aggregate, almost 13,000 direct construction jobs over the 15-year build-out period, equivalent to approximately 850 full-time equivalent jobs every year for the duration of the 15-year construction period. These jobs will result in estimated wages, in constant 2012 dollars, of approximately $625,000,000. (Revised Final EIR Part 4 Appendix O, Table 4D.) Added to this will be approximately 7,400 estimated indirect and induced jobs, with approximately 3,700 of them within the City, with wages, in constant 2012 dollars, of approximately $300,000,000 half of which, approximately $150,000,000 will be for jobs within the City. (Revised Final EIR Part 4 Appendix O, Table 4D.) Construction is estimated to result in approximately $2,600,000,000 in total economic output, which includes in wages and sales income of which approximately $2,140,000,000 will occur within the City. (Revised Final EIR Part 4 Appendix O, Table 4D.)

Furthermore, with the recent dramatic economic impact of the COVID-19 restrictions and associated substantial job loss, unemployment claims and direct impact to local businesses, the Project provides extraordinary economic value in construction jobs, City revenues, infrastructure improvements and permanent jobs at a time when such economic considerations are critical to a City's immediate and long-term success.

Approval of the Project Will Increase the City's Tax Revenues and Generate a Substantial Annual tax Surplus. At full build-out, the Project is estimated to generate approximately $11,300,000 in annual revenues (in constant 2012 dollars) for the City (Revised Final EIR Part 4 Appendix O, Table 3A) with approximately $5,500,000 in costs (Revised Final EIR Part 4 Appendix O, Table 3B) resulting in an estimated annual surplus of almost $5,700,000 (Revised Final EIR Part 4 Appendix O, Table 3C). In addition, the City will receive an estimated additional $1,800,000 in Moreno Valley Fire property taxes over the cost of the fire protection services which will be provided to the Project, money that can be spent on fire services in other parts of the City (Revised Final EIR Part 4 Appendix O, page 18).

Approval of the Project Will Provide Money for Schools. The Project is estimated to provide approximately $47,502,000 in school impact mitigation fees (calculated based on a total 40,600,000 sq. ft. times the 2019 Moreno Valley School District and San Jacinto Unified School District's respective development fees) that can be used to improve educational opportunities for students within both the Moreno Valley Unified School District and the San Jacinto Unified School District. (Revised Final EIR Part 4, Table 4.14.D.) The Project is estimated to also generate approximately $22,000,000 in additional State education revenue annually as a result of the 1% ad valorem property taxes assessed against the developed Project property. Further, the Project

is estimated to contribute $6,993,000 to be used by the City to provide and enhance educational and workforce development training in the supply chain and logistics industries. Finally, the Project will also benefit education as a result of income taxes paid to the State on jobs created by the Project, which will be used to fund elementary and high schools, both locally and throughout the State. (Education Code § 14002.).

Approval of the Project Will Improve the City's Jobs/Housing Balance. As shown in Section 4.13.1.3 of the Revised Final EIR Part 4, the City's current jobs/housing balance of 0.47 is one of the lowest in Southern California and is almost 60% below the Southern California Association of Government's 1.14 average, resulting in long commutes for many of the City's residents. At full build-out, the jobs within the City associated with the Project, direct, indirect and induced, are projected to increase the jobs/housing balance to 0.91 (Revised Final EIR Part 4 Appendix O, Table 4F).

Approval of the Project Will Further the State of California's Goals of Improving the Urban Jobs/Housing Balance. California Government Code 65890.1 declares the following:

- State land use patterns should be encouraged that balance the location of employment-generating uses with residential uses so that employment-related commuting is minimized.
- Balance in employment and residential land use patterns reduces traffic congestion and may contribute to improvement of air quality in urban areas.
- Balancing of employment-generating land uses and residential land uses improves economic and housing opportunities and reduces loss of economic productivity caused by transportation delay.
- The attainment of a more balanced land use pattern requires the cooperation of government agencies with the private sector to assure that public and private decisions affecting land use take into consideration the need to seek balance in the location of employment-generating land uses and residential land uses.
- Local agencies and state agencies should cooperate to facilitate the balancing of employment-generating land uses and residential land uses and provisions of transportation to serve these uses.
- Local governments have the primary responsibility to plan for local land use patterns, within the parameters established by state law to achieve statewide needs.
- It is the intent of the Legislature to move toward the goal that every California worker have available the opportunity to reside close to his or her jobsite.

By creating an estimated 25,000 direct jobs and more indirect and induced jobs in Moreno Valley, the Project improves the City's jobs/housing balance and helps the City meet this State-mandated goal.

Approval of the Project Will Further the General Plan's Goal to Create an Orderly and Balanced Land Use Pattern that Accommodates a Range of Residential, Cultural, Recreational, Business and Employment Opportunities (Goal 9.1, I). The Project adds a major jobs-rich, high- demand land use which is projected to provide a substantial number of both construction and permanent job opportunities to significantly improve the City's low jobs-housing balance and establish a long-term stable tax base to fund City services. The Project includes a Specific Plan which incorporates extensive project design standards and

project review processes to ensure that all project development occurs in an orderly and balanced manner.

Approval of the Project Will Further the General Plan's Goal of Creating Clean, Attractive Conditions, Free of Blight and Deteriorated Conditions (Goal 9.1, II). The Project will convert more than 2,600 acres of unused, unproductive marginal farmland into a comprehensively designed logistics campus incorporating Project-wide guidelines for site planning, architecture, and landscaping. The WLC project will advance many of the City's General Plan goals, objectives and policies. The Project includes a Specific Plan which requires compliance with these guidelines for all development within the WLC, all of which will be subject to a discretionary plan review process including provisions for public review.

Approval of the Project Will Further the General Plan's Goal of Creating a Community that Enjoys a Healthy Economic Climate that Benefits Both Residents and Businesses (Goal 9.1, IV). The Project will create substantial long-term economic growth and stability for the City as a whole through the creation of tens of thousands of short-term and long-term employment opportunities, increased property values, substantial on-going revenue sources from property taxes and retail sales, low cost of municipal services for logistics uses and payment of substantial development fees. Based on the projections from three separate economic analyses contained in the EIR, the Project will provide substantial annual tax surpluses that will generate funds for use by the City to address city-wideneeds.

Approval of the Project Will Further the General Plan's Goal of Creating Recreational Amenities, Recreational Services and Open Space, Including but not Limited to Parks, Multi-Use Trails, Community Centers and Open Space (Goal 9.1, V). The Project includes the offer of dedication of 74.3 acres of significant open space in the Mt. Russell area. This area is immediately adjacent to the State of California's 8,800-acre Lake Perris State Recreation Area and the 9,000-acre San Jacinto Wildlife Area. The 74.3 acres will be offered for dedication to the state and to the City for open space use. In addition, the WLC Specific Plan includes the provision for more than five miles of new mixed-use trails to be developed through the Project extending the existing trail system to provide public access opportunities to the Lake Perris Recreation Area and the San Jacinto Wildlife Area.

Approval of the Project Will Further the General Plan's Goal to Create a Pattern of Land Uses Which Organizes Future Growth, Minimizes Conflicts Between Land Uses and Which Promotes the Rational Utilization of Presently Underdeveloped and Undeveloped Parcels (Goal 2.1). The Project will develop a major undeveloped section of the City into a self-contained, master-planned logistics park featuring major setback areas between the Project and adjacent land uses. Development of the Project will occur in an organized rational manner subject to the review and approval by the City of all development proposals.

Approval of the Project Will Further the General Plan's Goal to Create an Organized, Well-Designed, High Quality, and Functional Balance of Urban and Rural Land Uses that Will Meet the Needs of a Diverse Population and Promote the Optimum Degree of Health, Safety, Well- being and Beauty for All Areas of the Community While Maintaining a Sound Economic Base (Goal 2.2). The Project will convert more than 2,600 acres of unused, unproductive marginal farmland into a comprehensively designed logistics campus incorporating Project-wide guidelines for site planning, architecture, and landscaping. The WLC project will advance many of the City's General Plan goals, objectives and policies. This Project replaces the

previously approved 20-year old Moreno Highlands Specific Plan west of Gilman Springs Road which proved to be unmarketable. The Project is projected to create thousands of job opportunities in the City of Moreno Valley within a master-planned logistics campus that will feature unified building design concepts, on-site and off-site landscaping, architecture, street design and a project-wide drainage and water quality system that emphasizes the creation of a sustainable business environment, a safe working environment for thousands of employees, in an attractive comfortable setting while creating a source of major economic benefits and stability to the City and its residents.

Approval of the Project Will Further the General Plan's Goal of Achieving an Overall Design Statement that Will Establish a Visually Unique Image Throughout the City (Goal 2.3). The Project will be subject to extensive design guidelines which guide all elements of the development of the Project including grading, streets, buildings, lighting, landscaping, architecture, screening, parking, and signage all focused on creating a unified, aesthetically pleasing, functional design across the entire project area. The Project's proximity to SR60 and Gilman Springs Road will provide a comprehensively planned, architecturally-significant entry statement for the City. Every element of the Project will be subject to City review and approval to ensure that all applicable standards and these City goals are met.

Approval of the Project Will Further the General Plan's Goal of Providing Systems for Water Supply and Distribution; Wastewater Collection, Treatment and Disposal; and Energy Distribution Which are Capable of Meeting the Present and Future Needs of All Residential, Commercial and Industrial Customers Within the City of Moreno Valley (Goal 2.5). The Project will provide necessary infrastructure systems to accommodate the future water, wastewater and utility needs of all users within the WLC. Such infrastructure systems will be constructed to keep pace with demand and will be monitored by the City and the Eastern Municipal Water District in connection with the review of each individual building application. Infrastructure improvements will be required to be operational at such time as buildings are occupied.

Approval of the Project Will Further the General Plan's Goal of Balancing the Provision of Urban and Rural Lands Within Moreno Valley by Providing Adequate Land for Present and Future Urban and Economic Development Needs, While Retaining the Significant Natural Features and the Rural Character and Lifestyle of the Northeastern Portion of the Community (Objective 2.1). The Project will establish a major center of jobs-rich land uses to provide thousands of job opportunities for residents of the City and the region and will generate substantial long-term tax revenues to the City, the County and the State to assist in the funding of public services throughout the region. The development of the Project will be accomplished without impact on the rural character and lifestyle of the northeastern portion of the community. The SR60 corridor will provide a significant visual and functional separation between the WLC project and the northeastern portion of the community.

Approval of the Project Will Further the General Plan's Goal of Providing a Mix of Industrial Uses Which Will Provide a Sound and Diversified Economic Base and Ample Employment Opportunities for the Citizens of Moreno Valley with the Establishment of Industrial Activities that Have Good Access to the Regional Transportation System, Accommodate the Personal Needs of Workers and Business Visitors; and which Meets the Service Needs of Local Businesses (Objective 2.5). The Project will provide

a large-scale, master-planned logistics center specifically designed for the unique goods movement needs of the national and international business community relating to access, circulation, security and technology, all in an attractive, secure and sustainable environment. The Project will create thousands of job opportunities for the citizens of Moreno Valley and the region and will provide a substantial long-term source of tax revenues to help provide a stable and diversified economic base for the City. The circulation plan for the Project is oriented toward the SR60 freeway and to Gilman Springs Road so that traffic, particularly truck traffic, can move to and from the freeway system without interacting with drivers from residential areas in the vicinity. Heavy trucks are prohibited on streets adjacent to residential areas in the vicinity of the Project.

Approval of the Project Will Further the General Plan's Goal of Designating Business Park/Industrial Areas to Provide for Manufacturing, Research and Development, Warehousing and Distribution as Well as Office and Support Commercial Activities (Policy 2.5.1). The Project will create a 2,600-acre master-planned logistics park which can provide up to 40,600,000 square feet of logistics uses (warehouse and distribution) and ancillary office uses in addition to associated infrastructure. Development of the Project will create thousands of job opportunities responding to the strong demand of the logistics industry and adding to the depth and variety of employment opportunities in the City. Development of the Project will provide a substantial long-term revenue benefits to the City allowing for the funding of City services across a broader and more stable economic base.

Approval of the Project Will Further the General Plan's Goal of Locating Industrial Uses to Avoid Adverse Impacts on Surrounding Land Uses (Policy 2.5.2). The Project site is located at the most easterly end of the City and is buffered by SR60 on the north, Gilman Springs Road and the Badlands on the east, and the permanent open space of the San Jacinto Wildlife Area on the south. The Project includes several design features specifically to address the interface with the residential areas to the west of the Project. An extensive landscaped setback runs the full length of the Project along Redlands Boulevard, Bay Avenue and Merwin Street. This setback includes an earthen berm and a landscape design oriented to the adjacent residential neighborhoods. Special building height restrictions are applicable to the Project along its western edge to reduce the visibility of WLC buildings from the properties to the west. Other design features include: substantial development setbacks along all edges of the Project, extensive landscape treatments within these setbacks, a circulation system designed to direct trucks toward the freeways and away from residential areas, revisions to city-enforced Truck Routes to prohibit large trucks in residential areas, lighting restrictions, noise restrictions, building height limitations and architectural and landscape guidelines. These design features will be implemented by the City in connection with its review and approval of all development proposals within the WLC area.

Approval of the Project Will Further the General Plan's Goal of Screening Manufacturing and Industrial Uses When Necessary to Reduce Glare, Noise, Dust, Vibrations and Unsightly Views (Policy 2.5.3). The Project provides extensive design guidelines in the Specific Plan to provide appropriate screening of WLC uses. The Specific Plan contains provisions for extensive landscape areas in setbacks around the WLC project, including an earthen berm along the western project edge. In addition, guidelines addressing building height limitations, on-site and off-site landscape requirements, equipment screening, light-shielding and noise restrictions are contained in the Specific Plan. Implementation of these design features will ensure that adjacent

properties are not adversely affected by the development of the WLC project. The City will implement these guidelines in connection with its Plot Plan review of all development proposals in the WLC as required in the Specific Plan.

Approval of the Project Will Further the General Plan's Goal of Designing Industrial Developments to Discourage Access Through Residential Areas (Policy 2.5.4). The Project provides for a circulation system that directs traffic toward the freeways and away from local residential areas. The circulation plan provides no vehicular access to Redlands Blvd. between the existing intersections with Eucalyptus Ave. on the north and Cactus Ave. on the south. The City's Truck Routes will be amended such that heavy truck traffic will be prohibited on Redlands Blvd. south of Eucalyptus Ave. and on Cactus Ave. west of the WLC project.

Approval of the Project Will Further the General Plan's Goal of Encouraging Open Space Preservation through Policies that Recognize Valuable Natural Resources and Areas Required for Protection of Public Safety that Exist in the City (Objective 2.7). The Project includes 74.3 acres of land on the slopes of Mt. Russell will be offered for dedication to the State of California or to the City of Moreno Valley as permanent open space

Approval of the Project Will Further the General Plan's Goal of Supporting and Encouraging the Annexation of Unincorporated Areas within the General Plan Study Area for which: a)Long-term Benefits Will be Derived by the City, b) Adequate Infrastructure and Services Have Been or Can Be Economically Provided in Accordance with Current City Standards, and c)the Proposed Annexation Will Generate Sufficient Revenues to Adequately Pay for the Provision of City Services Within a Reasonable Period of Time (Policy 2.9.1). The Project includes the annexation of an 85-acre parcel at the intersection of Gilman Springs Road and Alessandro Blvd., the development of which is incorporated into the WLC Specific Plan. The site's location west of Gilman Springs Road makes its inclusion in the Specific Plan both practical and logical from a Project design perspective as well as for the delivery of public services.

Approval of the Project Will Further the General Plan's Goal of Ensuring that All Development within the City of Moreno Valley Is of High Quality, Yields a Pleasant Living and Working Environment for Existing and Future Residents and Attracts Business as the Result of:

Consistent Exemplary Design (Objective 2.10). The Project establishes extensive design guidelines in the Specific Plan and establishes project review procedures by the City to ensure that all development is of high quality, compatible design, and incorporates features to enhance its environmental sustainability. The City will conduct a discretionary review of all development proposals to ensure that the overall WLC and each building within it will result in a pleasant environment for employees and visitors. Through the provisions of the Specific Plan, the Project will have a consistent design theme (Policy 2.10.1), will contain regulations regarding screening of outdoor storage and trash facilities (Policy 2.10.2), will require architecturally attractive building elevations (Policy 2.10.3), will require landscaping as an integral part of the Project design (Policy 2.10.4), requires a landscaped area as setback along the freeway right-of-way (Policy 2.10.5), will require a comprehensive sign program for the entire Project area (Policy 2.10.6), provides regulations for the control of on-site lighting (Policy 2.10.7 and 8), provides design standards for fences and walls (Policy 2.10.9), provides design standards for street frontages (Policy 2.10.10), provides design features (setbacks, berms, landscaping,

height restrictions, etc.) to screen the Project from residential properties (Policy 2.10.11), provides screening requirements for on-site parking areas (Policy 2.10.12) and requires compliance with the Municipal Code for landscaping in parking areas (Policy 2.10.13).

Approval of the Project Will Further the General Plan's Goal of Maintaining a Water System Capable of Meeting Daily and Peak Demands of Moreno Valley Residents and Businesses Including the Provision of Adequate Fire Flows (Objective 2.11). The Project will be designed to minimize water consumption to the greatest degree possible. In addition to incorporating water-saving design features in all buildings, the Project will feature a landscape design that will minimize the use of mechanical irrigation to the greatest degree possible. The Project is required to confirm the availability of infrastructure to provide adequate water service (including fire flows) to serve development prior to the occupancy of each building in the WLC. Improvement plans will be reviewed and approved by the City and by Eastern Municipal Water District for all development within the WLC.

Approval of the Project Will Further the General Plan's Goal of Maintaining a Wastewater Collection, Treatment and Disposal System Capable of Meeting the Daily and Peak Demands of Moreno Valley Residents and Businesses (Objective 2.12). The Project's commitment to reducing water consumption throughout the Project will significantly reduce the amount of wastewater that will be generated. The Project is required to confirm the availability of infrastructure to provide adequate wastewater services to serve development prior to the occupancy of each building in the WLC. Improvement plans will be reviewed and approved by the City and by Eastern Municipal Water District for all development within the Project.

Approval of the Project Will Further the General Plan's Goal of Coordinating Development Activity With the Provision of Public Infrastructure and Services (Objective 2.13). The Project is subject to state-mandated subdivision procedures as well as discretionary project review procedures both carried out by the City prior to the development of any property within the Project area. These procedures establish the nature and extent of infrastructure improvements needed to serve any proposed development. All development plans will be reviewed and approved by the service provider and such development will be limited to that which can be adequately served (Policy 2.13.1). Backbone facilities will be constructed with the initial phases of the development served (Policy 2.13.2). Such improvements are required to be operational prior to the occupancy of any new buildings (Policy 2.13.3). The Project will include advanced technology infrastructure, including high-speed internet access and solar energy. (Policy 2.13.4).

Approval of the Project Will Further the General Plan's Goal of Developing a System of Trails Which Contribute to Environmental Quality and Energy Conservation by Providing Alternatives to Motorized Vehicular Travel and Opportunities for Recreational Equestrian Riding, Bicycle Riding and Hiking and that Connects With Major Regional Trail Systems (Objective 4.3). The Project includes the extension of the City's multi-use trail system with five miles of trails to be constructed within the WLC. These trails will provide linkages between the residential area west of the Project to the Lake Perris Recreation Area and the San Jacinto Wildlife Area to the south of the Project and to the Badlands area east of the Project. The trails will extend along Eucalyptus Ave. providing a nearby linkage to the future trails on the north side of SR60 (Policy 4.3.1). In addition, a public Trail Head will be constructed along Alessandro Boulevard (Policy 4.3.5).

All such multi-use trails will be constructed along with adjacent development (Policy 4.3.3).

Approval of the Project Will Further the General Plan's Goal of a Safe, Efficient, Environmentally and Fiscally Sound Integrated Vehicular Circulation System which Provides Access to Development and Supports Mobility Requirements of the System's Users (Goal 5.1). The Project incorporates a circulation system that fully meets the needs of the WLC project through the provision of enhanced freeway interchanges, new and expanded arterial highways, and collector streets within the WLC (Objective 5.1). The design of this system of roadways will be evaluated with each proposed building to ensure that adequate access and circulation is provided for planned vehicles (autos and trucks) as well as emergency vehicles, trash trucks, pedestrians and bicycles (Policy 5.1.1). Class II bikeways will be constructed on all streets in the WLC to reduce conflicts between vehicular, pedestrian and bicycle traffic (Policy 5.1.2). Off-street parking is required to meet Municipal Code requirements (Policy 5.1.3) and additional truck pull-out parking bays along collector streets will be installed to offer additional truck parking without obstructing traffic flow. The circulation system is designed to preclude project truck traffic from traveling through residential areas by interrupting through traffic on Alessandro Blvd. and by not designating Redlands Blvd. south of Eucalyptus Ave. and Cactus Avenue west of the WLC project as Truck Routes.

Approval of the Project Will Further the General Plan's Goal of Maintaining Level Of Service (LOS) "D" in the Vicinity of SR60 and High Employment Centers (Objective 5.3). The Project has been designed to meet the LOS "D" standard throughout the Project and each building project will be required to prepare and process a focused traffic impact analysis to confirm that this standard is met. Road improvements to maintain this standard will be constructed prior to occupancy of each building (Policy 5.3.1). Other traffic improvements will be funded through the collection of TUMF fees in connection with the construction of each building (Policy 5.3.5). Mitigation Measures imposed on the development of the Project will ensure that surrounding streets will not be exposed to additional traffic or traffic delays.

Approval of the Project Will Further the General Plan's Goal of Maximizing the Efficiency of the Local Circulation System (Objective 5.5). The Project's circulation system includes a system of roadways to provide safe and efficient access to all development parcels within the WLC. Each individual project will be reviewed and approved by the City to ensure that roadway spacing is appropriate (Policy 5.5.1), turn lanes are provided where necessary (Policy 5.5.2) and points of access are coordinated to ensure adequate capacity, efficiency and safety (Policy 5.5.3 and 5.5.4).

Approval of the Project Will Further the General Plan's Goal of Encouraging Development of an Efficient Public Transportation System for the Entire Community (Objective 5.8). The Project has been designed to accommodate public transit vehicles on all Project streets, including future bus turnouts and bus shelters at such time as bus routes are established to serve the WLC (Policy 5.8.4).

Approval of the Project Will Further the General Plan's Goal of Encouraging Development of Safe, Efficient and Aesthetic Pedestrian Facilities (Objective 5.9). The Project includes a system of pedestrian walkways that will link all Project sites to one another as well as to transit facilities, trails, bikeways, and off-Project locations (Policies 5.9.1 and .2). Such pedestrian walks will be designed into adjacent Project plans to enhance the aesthetics of the pedestrian experience while encouraging non-vehicular transportation. (Policies

5.9.3 and .4).

Approval of the Project Will Further the General Plan's Goal of Encouraging Bicycling as an Alternative to Single Occupant Vehicle Travel for the Purpose of Reducing Fuel Consumption.

Traffic Congestion and Air Pollution (Objective 5.10). The Project provides a comprehensive network of bikeways along all Project streets to link all Project sites as well as links to off-Project bicycle facilities and circulation facilities (Policy 5.10.1). Plot Plans for each building will ensure that facilities are incorporated (storage lockers, showers, etc.) to encourage the use of bicycles.

Approval of the Project Will Make Major Progress Toward Fulfilling Goals of the Moreno Valley Economic Development Action Plan. The Moreno Valley Economic Development Action Plan approved by the City Council, first as a two-year plan in April 2011, and again as a three- year plan in April 2013, specifically identified logistics development in eastern Moreno Valley as a primary economic opportunity for the City. The logistics industry has been a leader in job creation in the Inland Empire and is expected to remain a strong business sector for the region (Inland Empire Quarterly Economic Report, January, 2014). Accordingly, the Project will create jobs well-suited for the local population in a community with an unemployment rate of 9.7% (April, 2014), which is well above the State average of 7.3% (April, 2014). (City Manager's Report, pages 13-14 (June, 2014).

Approval of the Project Will Provide Quality Jobs. As set forth in Revised Final EIR Part 1 Response to Comment 1-F8-17, development of the Project is projected to create over 25,000 jobs with an estimated average annual income of $40,926 (David Taussig & Associates, Fiscal and Economic Impact Study, 2014). This average income, taken from the U.S. Census Bureau for Riverside County and the Inland Empire, is slightly higher than the $40,124 average income of current Moreno Valley residents according to the U.S. Bureau of Labor Statistics.

Approval of the Project Will Create Jobs in the Industry Where Demand Exists. For twenty years, the Moreno Highlands Specific Plan allowed for the development of a mix of residential, commercial, and small business park uses. However, due to a lack of demand, the uses allowed by the Specific Plan were never realized. Throughout Moreno Valley, there remains undeveloped residentially and commercially zoned property that sits underutilized due to a lack of demand resulting in a lack of job creation. Recognition of the lack of job creation was one of the driving elements of the City's Economic Development Action Plan (April, 2011 and April, 2013), which sought to increase investment in the City and create job opportunities within the City. The Economic Development Action Plan identified healthcare and the logistics industries as the two major areas of economic opportunity for the City, where job creation is directly linked to market demand. The City has lost job creation opportunities due to the mismatch between zoning and market demand for those land uses. By selectively aligning some of the City's land uses with market demands, the City will create job opportunities within the City that would not be achievable based on current zoning and market demand.

Approval of the Project Will Increase Employment, Furthering the City's Goal of Improving Quality of Life and Creating a Healthy Economic Climate by Reducing Poverty and Its Impacts. The Project will create jobs improving the economic vitality of the City and help reduce its 10.7% unemployment rate as of

August 2014, according to the City Manager's October, 2014, Update. Increased employment in the City is one of many actions that will raise the quality of life and help improve the economic environment for the 1 in 6 residents, including 1 in 4 children, that live below the poverty line. By approving the Project, thereby creating an estimated 25,000 jobs, the City will help reduce poverty and its resulting impacts, which will result in an improved quality of life and economic climate (Ultimate General Plan Goals II and IV).

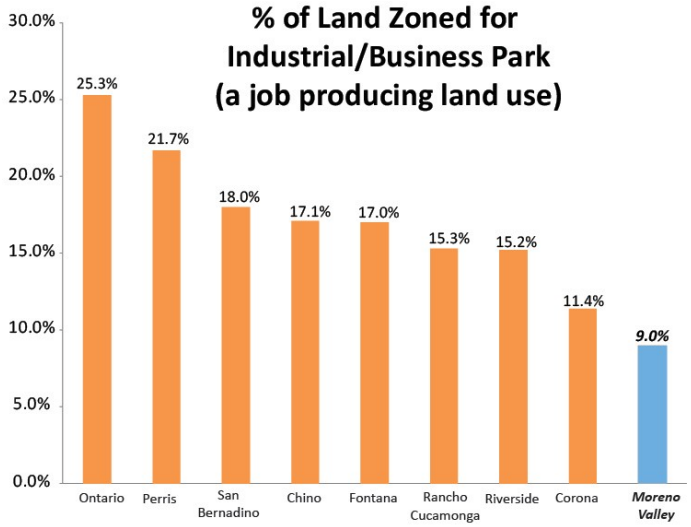
Approval of the Project Will Improve Public Health. One method of improving public health in Moreno Valley is to improve economic opportunities in the City because poverty is strongly correlated with many negative outcomes, particularly health. Public health research groups like the Robert Woods Johnson Foundation find that socioeconomic difficulties, not environmental issues, are the principal causes of public health risks (http://www.dailynews.com/opinion/20131025/californias- poor-kept-in-poverty-by-job-killing-elite-john-husing). And according to "IS POVERTY A DEATH SENTENCE? The Human Cost of Socioeconomic Disparities" by Senator Bernie Sanders (http://www.sanders.senate.gov/), almost as many people die from poverty as from lung cancer. Therefore, one of the best ways to improve public health in Moreno Valley is to increase the number of employment opportunities in the City. By approving the Project, thereby creating an estimated 25,000 direct jobs, the City will help reduce poverty and its resulting public health impacts.

Approval of the Project Will Allow for the Economic Use of Currently Underused Land. As set forth in Appendices C-1 and C-4 of the Revised Final EIR Part 4 , the Project site is currently suitable only for dry farming as the high cost and uncertain availability of irrigation water make irrigated farming economically infeasible. Further, as stated in section 3.3.1 of the Revised Final EIR Part 4 , there were numerous uses permitted by the previous zoning on the site (the Moreno Highlands Specific Plan), but, because there had been no market for the planned and permitted uses, the Project site has remained undeveloped for over 20 years. As set forth in the Project Objectives in Section 3.6 of the Revised Final EIR Part 4 and in the Fiscal and Economic Impact Study dated May 21, 2014 (Revised Final EIR Part 4 Appendix O), the approval of the Project will allow the conversion of vacant, marginally productive agricultural land into a jobs- and revenue-producing facility.

Approval of the Project Will Ensure the Availability of Industrially-Zoned Land in Moreno Valley to Meet Demand. With the exception of the Project site, the City of Moreno Valley has less than 150 acres, remaining for industrial development that does not already have an application for development pending. Over 14 million square feet of industrial development has been constructed in Moreno Valley with only one building currently vacant (City of Moreno Valley Economic Development Summary, July 10, 2014). As noted, inclusive of the 14 million square feet of industrial buildings already developed in the city, the City will still suffer from a substantial deficit of jobs compared to housing and the remaining 150 acres of industrial land in the City is insufficient to create the jobs needed to reduce poverty in the City and to meet the City's employment goals set forth in the Economic Development Action Plan. Land for logistics development is in high demand and is one of the fastest-growing sectors in the Inland Empire (Inland Empire Quarterly Economic Report, January, 2014). Without additional industrially zoned land, the City will not be able to meet the regional demand for logistics facilities which the city has identified as a prime area of economic opportunity in the City. Approval of the Project will provide more than 2,400 acres of land for logistics use, responding to

the demand for those uses.

Approval of the Project Will Allow Moreno Valley to be More Competitive for Industrial Projects. Moreno Valley substantially lags other cities in the Inland Empire in the percentage of land zoned for industrial/business park uses (see chart below):



City of Moreno Valley's Economic Development Action Plan, Survey of Inland Region - Industrial/Business Park Zoning (April, 2011)

With hardly any other available land remaining in the City for industrial development, the City cannot effectively compete and gain its fair share of industry in the region. With an insufficient amount of industrially zoned land, Moreno Valley is unable to attract the jobs necessary to provide economic opportunities for its residents.

Approval of the Project Will Make Major Progress Toward Fulfilling the Regional Need for Logistics Development. The Southern California Association of Governments, of which the City is a member, came to the following conclusions in its June, 2010, report, Industrial Space in Southern California: Future Supply and Demand for Warehousing and Intermodal Facilities, at pages ES- 1-2:

"According to assumed growth rates, the region will run out of suitably zoned vacant land in about the year 2028. At that time, forecasts show that the demand for warehousing space will be approximately 1,023 million square feet.

"During the year 2035, there will be a projected shortfall of space of about 228 million square feet, unless other land not currently zoned for warehousing becomes available."

The Project will be developed over the time period that the region needs additional appropriately zoned land for warehousing and intermodal facilities. As a result, the Project will help meet the forecasted demand for such facilities and will allow the City to be well placed to reap the benefits from serving the demand for

logistics services.

Approval of the Project Will Implement Aggressive Air Quality Strategies. The Project will implement the most stringent air quality requirements. All trucks serving the facility will be required to meet U.S. Environmental Protection Agency's (USEPA) and California Air Resources Board's (CARB) most stringent engine emissions standards that apply to new heavy-duty vehicles (Mitigation Measure 4.3.6.2A). By prohibiting trucks that do not meet 2010 emissions standards, the Project will exceed the operational requirements of USEPA and CARB and other agencies. In addition, the Project will: 1) construct an alternative fueling station to encourage the use of alternatively-fueled vehicles (Mitigation Measure 4.3.6.3C); 2) prohibit the use of diesel in onsite facility equipment (Mitigation Measure 4.3.6.3B); and 3) restrict idling (Mitigation Measure 4.3.6.3B), and 4) prohibit the use of diesel backup generators (Mitigation Measure 4.3.6.3B).

Approval of the Project Will Ensure that the Health of Residents, School Children and Workers, both Within and Outside of the Project Area, Will Not Be Adversely Affected by the Construction and Operation of the Project. The development of a logistics facility necessarily involves the use of large numbers of diesel trucks. Numerous studies have found that the exhaust from the older diesel trucks can cause cancer and other adverse health effects. As set forth in Revised Final EIR Part 4 Section 4.3, the recent study conducted by the Health Effects Institute demonstrates that diesel trucks which comply with stringent USEPA and CARB standards do not cause cancer or adverse health effects. Project conditions of approval prohibit diesel trucks which do not comply with the 2010 standards from accessing the Project. The Revised Final EIR Part 2 utilized current OEHHA guidelines and the new EMFAC2017 emission factors, demonstrating that the Project would not result in significant health risk impacts (Revised Final EIR Part 2, Page 4.3-78). As a result, the City will enjoy the numerous benefits which will flow from the construction and operation of the Project without subjecting anyone to the risk of cancer and other adverse health effects which result from the use of older diesel trucks.

Approval of the Project Will Reduce Commuting Time and Decrease Traffic on the County's Highways during Peak Hours. As shown in Section 4.15.3.2 of the Revised Final EIR Part 4 , the jobs created by the Project will result in shorter commutes for the City's residents, shorter commutes for those who do not reside in the City but who have been forced to seek jobs closer to Los Angeles and will allow workers from outside of the City to travel to and from the Project on the County's freeways in the off peak directions which will reduce commute times. (Revised Final EIR Part 4 Appendix L, section 4.D.)

Approval of the Project Will Result in Substantially Fewer Vehicle Trips Compared to the Previous Zoning (prior to adoption of the WLC Specific Plan). The traffic study for the Moreno Highlands Specific Plan (current zoning) forecasted a total of 178,608 average vehicle trips per day (ADT) resulting from the development of the Moreno Highlands plan. Deducting the land in the Moreno Highlands plan purchased by the California Department of Fish and Wildlife, San Diego Gas and Electric Company and Southern California Gas Company, none of which will be developed further, reduces the Average Daily Trips to 119,668. (Revised Final EIR Part 4, Volume 3, Table 6.G.) The development of the Moreno Highlands plan (zoning in place prior to November 2015 adoption of the WLC Specific Plan) would result in more than a 70% increase in Average Daily Trips as compared to the development of the World Logistics Center project (69,542 ADT). (Revised

Final EIR Part 4, Volume 3, Table 6.G.) It is important to note that the approved Moreno Highlands traffic studies did not provide separate counts for car and truck traffic and did not provide a forecast in terms of passenger care equivalents (PCEs) therefore the Average Daily Trips for the Moreno Highlands plan may understate total traffic as compared to the World Logistics Center Average Daily Trips. However, even if the Moreno Highlands plan were to generate no truck trips at all (only passenger car trips), it would still generate substantially more PCE trips than the proposed Project. Further, the operation of the WLC will result in a substantial net decrease in vehicle miles currently traveled because of the substantial decrease in the commuting distances of the workers who will have jobs at the WLC (Attachment B).

Approval of the Project Will Result in the Consumption of Substantially Less Water Compared to Previous Zoning. When compared to the previously in place Moreno Highland Specific Plan, there will be a 64% decrease in projected water demand, 1,761,260 gallons per day, compared to 4,888,456 gallons per day after accounting for the land within the Specific Plan area which will never be developed. (Revised Final EIR Part 4, Table 6.I.) As a result, the Project's water usage consumption will be substantially below that anticipated in the City's General Plan and the 2010 Eastern Municipal Water District's Urban Water Management Plan. (Revised Final EIR Part 4, Volume 3, pg. 4.16-20.). As the Project is currently consistent with the General Plan and zoning, Project implementation will be consistent with General Plan and Urban Water Management Plan projections.

Approval of the Project Will Create a Master-Planned, Sustainable Development. The development of the Project will be governed by the World Logistics Center Specific Plan which will result in a master-planned industrial development that will create a jobs center in eastern Moreno Valley that is separated from residential communities. By governing the development of the Project through the use of the Specific Plan, the City has ensured that all development at the Project site will meet the highest environmental standards while limiting impacts on the community. The Project achieves these standards through requirements such as LEED certification for buildings, minimal irrigation landscaping, solar power which ensures sustainable design and the smallest environmental footprint. In addition, the use of a master-planned development ensures that the Project will meet the highest aesthetic standards, creating a world-class facility, subject to rigorous design standards.

VII. CERTIFICATION OF THE FINAL ENVIRONMENTAL IMPACT REPORT

A. FINDINGS

1. CEQA Compliance

The Moreno Valley Planning Commission certifies that the Revised Final EIR was prepared in compliance with CEQA and the CEQA Guidelines and that the Planning Commission has complied with CEQA's procedural and substantive requirements.

The Moreno Valley Planning Commission further certifies declares that it has reviewed and considered the EIR in evaluating the Project and that the Revised Final EIR reflects the independent judgment and analysis of the Planning Commission. The Planning Commission further finds that no new significant information as defined by CEQA Guidelines Section 15088.5, has been received by the Planning Commission after the circulation of the RSFEIR and Recirculated Sections that would require further recirculation. All of the information added to the Revised Final EIR merely clarifies, amplifies or makes insignificant modifications to an already adequate DEIR, RSFEIR and Recirculated Sections pursuant to CEQA Guidelines Section 15088.5(b).

Accordingly, the Planning Commission certifies the Revised Final EIR for the WLC Project.

As the decision-making body for approval of the Parcel Map, the Planning Commission has reviewed and considered the information contained in the Findings and supporting documentation. The Planning Commission determines that the Findings contain a complete and accurate reporting of the environmental impacts and mitigation measures associated with the Project, as well as complete and accurate reporting of the unavoidable impacts and benefits of the Project as detailed in the Statement of Overriding Considerations.

B. Significant Unavoidable Impacts/Statement of Overriding Considerations

The Project will have significant adverse impacts even following adoption of all feasible mitigation measures which are required by the Commission The following significant environmental impacts have been identified in the Revised Final EIR and will require mitigation but cannot be mitigated to a level of insignificance as set forth in Section V(C) of these Findings:

- Aesthetics - Scenic Vistas
- Aesthetics - Scenic Resources and Scenic Highways
- Aesthetics - Substantial degradation of the existing visual character or quality of the site and its surroundings
- Aesthetics - Cumulative Aesthetic Impacts
- Air Quality - Construction Air Pollutant Emissions
- Air Quality - Operational Air Pollutant Emissions
- Air Quality - Consistency with Air Quality Management Plan (AQMP)
- Air Quality - Cumulative Air Pollutant Emissions

- Air Quality - Sensitive Receptors
- Land Use and Planning - Physically divide an established neighborhood (impacts on existing residences)
- Noise - Short-Term Construction Noise
- Noise - Long-Term Traffic Noise
- Noise – Long Term Noise
- Noise - Cumulative Noise Levels
- Transportation - Off-Site Impacts to TUMF Facilities
- Transportation Off-Site Improvements to Roads Outside the Jurisdiction of the City and Not Part of the TUMF Program

The Planning Commission has eliminated or substantially reduced environmental impacts where feasible as described in the Findings, and the Planning Commission determines that the remaining unavoidable significant adverse impacts are acceptable due to the reasons set forth in the preceding Statement of Overriding Considerations.

C. Conclusions

All potentially significant environmental impacts from implementation of the Project have been identified in the Revised Final EIR and, with the implementation of the mitigation measures defined herein and set forth in the MMRP, will be mitigated to a less-than-significant level, except for the impacts identified in Section VII.A.2 above. All reasonable and feasible mitigation measures have been adopted in the MMRP, the City finds that economic, social, and environmental considerations of the proposed Project outweigh the unavoidable significant adverse impacts described in Section VII.A.2 above. Further, the City finds that each of the separate benefits of the proposed Project is hereby determined to be, independent of the other proposed Project benefits, a basis for overriding all unavoidable environmental impacts identified in the Revised Final EIR and in these Findings. The reasons for accepting these remaining significant impacts are described below. In making these findings, the City has balanced the benefits of the proposed Project against its unavoidable environmental impacts and finds that the benefits outweigh and override the significant unavoidable impacts for the reasons stated below.

VIII. ADOPTION OF MITIGATION MONITORING AND REPORTING PROGRAM

Pursuant to *Public Resources Code* Section 21081.6, the Planning Commission hereby adopts, as conditions of approval of the Project, the Mitigation Monitoring and Reporting Plan (MMRP) provided as Resolution Exhibit B. In the event of any inconsistencies between the mitigation measures as set forth herein and the attached MMRP, the MMRP shall control, except to the extent that a mitigation measure contained herein is inadvertently omitted from the MMRP, in which case such mitigation measure shall be deemed as if it were included in the MMRP.

Attachment A

VMT Thresholds Memo