

The California Environmental Quality Act (CEQA) documentation before you includes a number of errors that require clarification and correction in order to provide a complete and adequate informational document to support the decision-making process.

The CEQA Findings and Statement of Overriding Considerations provided with your agenda packet (pages 1287 to 1355) ask that you recommend approval of this project despite unmitigated significant impacts related to air quality, greenhouse gas emissions, land use and planning, and transportation and traffic. Readily applicable modifications to the proposed project to conform to setback standards and control truck access could reduce or eliminate these significant impacts. You should not make a recommendation regarding the CEQA documentation until the comments below and the feasible project modifications have been addressed.

Project Description

1. Throughout the EIR, there are references to mitigating project design features that are not reflected in the recommend mitigation measures (for instance, building design to qualify for LEED certification on page 3-26). The Mitigation Monitoring Program (beginning on agenda packet pages 1356) must be revised to itemize such mitigating design features to provide an enforceable mechanism to insure their incorporation in any future construction.
2. The project plans detail the estimated earthwork quantities by building (agenda packet page 1597). It is not clear whether the estimated quantities include the excavation volumes for the associated basins. The proposed basins are identified as having a total functional volume of about 12 acre-feet, which corresponds to about 20,000 cubic yards (one acre-foot is equivalent to 1613 cubic yards). The total excavation volume will be higher as each basin includes an additional freeboard depth. If the basin excavation has not been considered in the earthwork estimates, the EIR must be revised to consider the potential impacts of export of at least 20,000 cubic yards of excavated soil (approximately 1600 to 2000 truck loads).
3. The project description includes an optional development scenario for the Building 2 site that would establish a 166-space overflow trailer parking area for Building 1. Throughout the EIR is summarily assumed that the resulting reduction in building area would result in more limited impacts. This conclusion is inaccurate when considering the localized impact of associated truck movements. The trip generation assumptions for Building 2 (agenda packet page 10729) indicate only 81 trips per day involving 4-axle or large vehicles each day, and the trip distribution assumptions indicate trips for Building 2 would not involve activity east of Cosmos Street on Krameria Avenue (agenda packet page 10734). The EIR is silent to the typical daily activity level for this optional use or anticipated travel routes. Without enforceable mitigation, project operations under the trailer parking option could entail more heavy truck trips on

Krameria Avenue east of Cosmos Street, with increased localized traffic, noise and air quality impacts to neighboring residents. The EIR must be revised to address the omissions and errors regarding the trailer parking option for the Building 2 site.

Mitigation Measures and Mitigation Monitoring Program

4. Proposed Conditions of Approval TE6 for the Building 1 and Building 2 plot plans (agenda packet pages 1456 and 1494) and Mitigation Measure 4.3-17 (agenda packet page 1378) define allowable truck access routes and require signs at project driveways to direct trucks to the approved truck route. The April 2015 24-hour traffic counts for Indian Street at Krameria Avenue and Krameria Avenue at Indian Street (agenda packet pages 11328 through 11333) documented 59 trucks per day on Indian Street south of Krameria Avenue and 108 trucks on Krameria Avenue east of Indian Street, providing clear evidence that the driveway restrictions and signage that have been required for previous projects, and that are recommended as mitigation for this project, are ineffective. The EIR must be revised to include effective, enforceable traffic, air and noise impacts related to project-level and cumulative truck traffic associated with the Specific Plan area. Mitigation should include a comprehensive traffic control program involving the City, landowners, businesses and local residents. The program should incorporate measures such as more substantial signage, pavement markings, physical barriers, and an education program for owners, tenants and truckers.
5. City records indicate recent administrative requests for the Proctor & Gamble site involving temporary chillers and an above-ground diesel tank. First, it is unclear whether the City conducted any evaluation of these modifications in light of the original approvals and associated environmental analysis. Second, these modifications highlight the changes that often occur after project approval and that are often overlooked as to the obligation to ensure they remain within the scope and scale of the original approval and related environmental findings. The Mitigation Monitoring Program should be revised to detail procedures required to evaluate subsequent project changes in light of the certified EIR and associated mitigation measures.
6. A recent South Coast Air Quality Management District Study ("High-Cube Warehouse Vehicle Trip Generation Analysis", Institute of Traffic Engineers, October 2016) shows significant variation in total trip generation and trip splits by vehicle type for the various types of uses that are occupying warehouses such as those proposed (study page 13 excerpt attached as page 8). The Mitigation Monitoring Program addition regarding evaluation of subsequent project changes should include a requirement to evaluate the future building uses against the assumptions in the certified EIR.

Air Quality

7. The EIR utilizes state and federal primary pollutant standards and South Coast Air Quality Management District thresholds for evaluation of air quality impacts (beginning on agenda packet page 1863). This approach ignores City air quality standards established in Moreno Valley Municipal Code Section 9.10.050 and Moreno Valley Industrial Area Specific Plan performance standard III.H.9.c. The impact analysis must be revised to evaluate project impacts against these City thresholds.
8. The explanation of operation phase localized emissions analysis (agenda packet page 2435) indicates that only on-site mobile sources were analyzed. The proposed project creates significant additional truck traffic on Heacock Street, north of Iris Avenue, with 70% of project truck traffic assumed to travel north on Heacock Street, past existing residential areas. The impact analysis must be expanded to evaluate impacts upon these off-site areas from operation phase mobile sources. Further, any required mitigation should consider a requirement that project truck traffic be restricted to Heacock Street south of Krameria Avenue, where there are no existing or planned residential uses.
9. The carbon monoxide hotspot analysis (beginning on agenda packet page 2436) relies upon an often-used qualitative assessment comparing project on-road emissions to those for a very busy intersection in Los Angeles. This qualitative approach is not appropriate for the proposed project with its substantial truck activity and idling sources other than street intersections (e.g., dock areas) near sensitive receptors. The impact analysis must be revised to provide a quantitative analysis for carbon monoxide hotspots.
10. The project health risk assessment determines a project-level risk of 9.5/million, where the identified threshold is 10/million. The Proctor & Gamble project predicted a risk of 7.9/million for that project, based upon 2008 assumptions and methodology. How does the analysis for the Moreno Valley Logistics Center take into account the combined effect of exposure of adjacent residents to trucking activity from both the proposed project and Proctor & Gamble? If the analysis as presented does not consider the combined effect of all nearby sources, the EIR must be revised to do so prior to any decision on the project.
11. The comments below under Traffic and Transportation identify an apparent mistake in the traffic study truck trip assignments that would result in underestimation of emissions for Building 1. Also, the Health Risk Assessment technical appendix presents an incorrect truck traffic percentage (bottom of agenda packet page 3597, 31.8%, where it should be 38.1%). The EIR consultant should clarify (by reference to substantial evidence in the record) whether this is truly an error in the assessment assumptions, or whether this is simply a typographic error. Any corresponding corrections to the EIR must be complete prior to any decision on the project.

Hazards and Hazardous Materials

12. The impact analysis and consultation record provide no evidence of consultation with responsible parties with Eastern Municipal Water District, Santa Ana Regional Water Quality Control Board, or the United States Air Force with respect to potential issues related to the contaminated groundwater plume underlying the site or the proximate monitoring well operated by EMWD. Such consultation is required by Public Resources Code Section 21153 before completion of the EIR.
13. The impact analysis includes a vapor migration study that suggests the ability for contaminants within the underlying contaminated groundwater plume to migrate upwards through the soil. The impact analysis also include an evaluation of residual pesticide contamination from prior agricultural use. It is not clear why the soil sampling would not have also include contaminants resulting from the underlying groundwater contamination. The EIR should be revised to address this potential site condition and the need for any remedial measures as part of future construction.

Land Use

14. The analysis of land use impacts associated with project conformance with the Moreno Valley Industrial Area Specific Plan (beginning at agenda packet page 2003) utilizes the significance of air quality, hazards and hazardous materials and noise impacts as the threshold for significance of potential land use impacts. This is counter to the General Objectives of the Specific Plan, which is to avoid or minimize potential conflicts with surrounding land uses (Specific Plan Goals and Objectives, Land Use Compatibility Goal, page IV-1, excerpt provided with previous comments). Applicable Municipal Code and Specific Plan performance standards for compatible development must be considered in a revised analysis of project compatibility with the Moreno Valley Industrial Area Specific Plan.

Noise

15. The noise impact analysis depicts nearby residential receptor locations at the residential buildings. The Moreno Valley Industrial Area Specific Plan performance standard for noise is 65 Ldn as measured at the industrial site property line (Section III.H.9.a). Municipal Code Section 9.10.140 also requires that noise from loudspeakers, buzzers, gongs, etc. over may not exceed 55 decibels at the industrial property line. The impact analysis must be revised to assess noise levels at the project site property line for comparison to these thresholds established under City ordinance.
16. The noise analysis does not consider residential receptors on Heacock Street north of Krameria Avenue when 70 percent of project truck traffic is assumed to use this street segment. The

project noise consultant should explain this omission and the EIR must be revised to include any required analysis prior to any decision on the project.

17. The noise analysis for on-site operations identifies an assumed noise source at 8-feet, with attenuation being provided by a 6-foot barrier (existing perimeter walls at adjacent homes). As a general rule, effective noise attenuation requires that the noise barrier interrupt the receiver's line-of-sight to the source. The project noise consultant should explain the analysis approach for those areas where the existing residential perimeter walls are the identified barrier. Any necessary revisions to the EIR to properly address project noise impacts upon residential receiver to the east must be completed prior to any decision on the project.

Traffic

18. There appears to be a significant error in the traffic study truck trip distribution assumptions. This is made evident by comparing the individual building truck trip generation numbers in traffic study Table 4-3 (agenda packet page 10729) to the truck trip distribution in Figure 4-2 (2 of 2) (agenda packet page 10734). Table 4-3 identifies 73% of project trucks destined for Buildings 1 and 2 by way of Krameria Avenue and Cosmos Street; however, only 59% of project trucks are distributed here per Figure 4-2. The traffic consultant must explain the apparent error. Any resultant corrections to the traffic study must be completed prior to any decision on the project. The apparent underestimation of truck activity on Krameria Avenue, east of Cosmos Street would in turn result in underestimation of noise and air quality impacts. The air and noise consultants must disclose any resultant errors in their analyses and any necessary corrections must be completed prior to any decision on the project. The project EIR must be revised to disclose the corrected analysis for traffic, air and noise impacts prior to any decision on the project.
19. The Moreno Valley Industrial Area Specific Plan Development Framework, Section IV-D, Circulation (specific plan page IV-6) provides that primary access for development within the plan area is intended Perris Boulevard, Indian Street and Kitching Street. Actual development, as evidenced by existing traffic counts and project trip distribution assumptions has instead created Heacock Street as a primary access, where it is identified under the Specific Plan as an "additional" point of access. The departure from the intended Specific Plan development framework must be acknowledged and addressed in the project record and the EIR analysis.
20. The project traffic study identifies a 7-page list of projects that are claimed to be considered in the cumulative analysis, including the World Logistics Center (Table 4-4, beginning on agenda packet page 10756). It is impossible for the reader to understand how these projects are actually reflected in the traffic analysis. The traffic consultant should explain this to the Commission and the public. Only once this explanation is given can a reviewer draw their own conclusion as to whether the cumulative analysis is complete and adequate.

21. There is nothing in the record to indicate that the responsible authority at the Flood Control District has commented on feasibility of use of the Perris Valley Flood Control Channel right of way for the planned Class I multi-use bike path. The EIR (agenda packet page 2104) concludes that the proposed project would not preclude future implementation of this facility, presumably on the assumption it will be placed within the Flood Control right-of-way. As it stands, the EIR conclusion is not supported by substantial evidence that Flood Control will in fact allow this facility within their right-of-way. Without confirmation from Flood Control, the project EIR must be revised to address provision of the planned facilities as part of the project and identify any resulting impacts (including potential truck traffic conflicts in the "with Indian Street Bridge" scenario).
22. The EIR includes conflicting information as to the intent to allow trucks to access the site from Driveway 6, along the south Indian Street frontage (compare driveway design in the plot plan exhibit at agenda packet page 1580 to traffic study content at agenda packet pages 10701 and 10702 indicating a requirement for designation of a portion of Indian Street as a truck route if the bridge is built.) This discrepancy requires clarification and any resultant corrections to the EIR analysis of traffic, air and noise impacts prior to a decision on the project.

Utilities and Service Systems

23. The Phase 1 Environmental Site Assessment acknowledges an existing Eastern Municipal Water District monitoring well at the south boundary of the Building 1 and 4 sites (agenda packet page 9837). The project record includes no documentation of consultation with responsible water district representatives regarding these wells. The record requires correction to obtain water district input regarding any requirements for protection or replacement of these wells and any concerns regarding proximity to the proposed water detention basins, and to address any project impacts identified as a result of the consultation.

Alternatives

24. The No Project alternative is carefully manipulated to produce a more substantial air quality impact as the basis for rejection. While it is described as only differing from the proposed project by providing an increased setback, it inexplicably omits key project mitigation measures requiring low emissions indoor and outdoor yard equipment. This key and misleading assumption for the No Project Alternative is only discovered by careful reading of the air quality impacts section of the alternative assessment (agenda packet page 2238). This improper assumption significantly skews the comparative analysis of the potential benefit of a larger setback, actually concluding that the health risk impacts with the larger setback would be double those under the reduced 100-foot setback. The EIR and the proposed Facts, Findings

and Statement of Overriding Considerations must be revised to properly include the required mitigation measures for indoor and outdoor yard equipment as part of the No Project Alternative.

Response to Comments

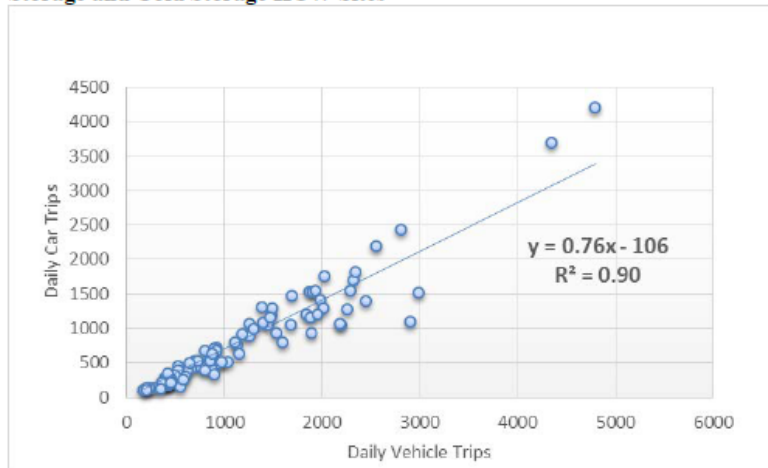
25. The response to comments from the South Coast Air Quality Management District (agenda packet page 1649) rejects the air district's professional guidance regarding placement of residential receptors in the rear yard areas for nearby homes across Indian Street. In fact, the Specific Plan performance standard for air quality (Section III.H.9.c) requires measurement at the property line, with confusion as to whether the reference location is the industrial site or the residential lot. Based upon City performance standards, the appropriate receptor location is at the property line. The City must clarify the intent of the confusing Specific Plan language to establish whether the proper placement is at the residential property line or the industrial property line. Necessary corrections to the air quality assessment and EIR impact analysis must be completed before a decision on the proposed project.

Recirculation of Revised Draft EIR

26. The EIR and all supporting documents must be updated to address the above concerns and any concerns raised by others in conjunction with the hearing. Once the supplemental analysis is complete, an evaluation as to whether the changes warrant recirculation of a revised draft EIR must be made. Considering the apparent error in the truck traffic distribution in proximity to sensitive receptors and adjustments to thresholds for analysis of air and noise impacts, it seems likely that required changes to the EIR would constitute substantial new information regarding new or more severe significant impacts requiring recirculation under State CEQA Guidelines Section 15088.5.

Figure 2 is a plot of daily car trips versus daily vehicle trips generated at transload, short-term storage, and cold storage HCWs. The plot demonstrates strong correlation between the two trip-making characteristics of HCW sites. The data yields a linear fitted curve equation with an R² value of 0.90. The correlation between the daily truck trips and daily vehicle trips is not as strong and yields a linear fitted curve equation R² value that is less than the ITE acceptability threshold of 0.50.

Figure 2. Correlation between Daily Cars and Total Daily Traffic at Transload, Short-Term Storage and Cold Storage HCW Sites



Key Findings – Daily Trip Generation

Table 5 compares daily trip rates for the five different types of HCWs. The table includes weighted average rates for all vehicles, cars, trucks, and 5-or-more-axle trucks. The table also includes the weighted average rate for daily vehicle trips contained in ITE *Trip Generation Manual* 9th Edition, for high-cube warehouses (land use code 152). The single fulfillment center count was taken during a holiday shopping season when activity would be expected to be higher than an annual average.

Table 5. Weighted Average Rates for Daily Trips at High-Cube Warehouses

Type of High-Cube Warehouse	Weighted Average for Daily Trips per 1,000 GSF ¹⁰			
	All Vehicles	Cars	Trucks	5+ Axle Trucks
Transload & Short-Term Storage (91)	1.432	1.000	0.454	0.233
Cold Storage (9)	2.115	1.282	0.836	0.749
Fulfillment Center (1)	8.178	7.461	0.717	0.242
Parcel Hub (1)	10.638	6.631	4.007	0.982
ITE <i>Trip Generation Manual</i> – 9 th Edition	1.68	--	--	--

Note: The values in parentheses represent the number of data collection sites for HCW type.

¹⁰ The weighted average rates for cars and trucks may not sum to match the “all vehicle” rates because some data sources collected total vehicle trips and did not separate cars and trucks.