

**Final Programmatic Environmental Impact Report
Volume 2 – Revised Draft EIR (Track Changes)
World Logistics Center Project**

Table 1.B: World Logistics Center Project Environmental Impact Summary

Issues/Impacts	Mitigation Measures	Level of Significance
<p>Impact 4.2.6.2 Conversion of Farmland to Non-Agricultural Uses</p> <p>The project will convert 2,610 acres of Farmland of Local Importance to urban uses.</p>	<p><u>including location and accessibility, soils and topography, micro and macro climatic conditions, water availability and quality, as well as local practices, good farm management and cultural (growing) costs. The form and content of this easement, as well as the estimates of agricultural productivity, shall be reviewed and approved in advance by the Planning Official.</u></p> <p>Previously referenced Mitigation Measures 4.2.6.1A and 4.2.6.1B</p>	<p>Less than Significant and Unavoidable <u>with Mitigation</u></p>
<p>Cumulative Agricultural Impacts</p> <p>As urban development continues in the City and surrounding areas, there will be a cumulative loss of agricultural land through conversion to urban uses. This process is a long-established historical process based on local and regional economic conditions, resulting in the eventual relocation of farming to more rural and outlying areas (e.g., Coachella Valley, Kern County, etc.).</p>		
<p>4.3 Air Quality</p>		
<p align="center">LESS THAN SIGNIFICANT IMPACTS</p>		
<p>Odors</p> <p>The proposed project involves large warehouses and no uses that would generate substantial odors. The natural gas facilities on site sometimes generate temporary odors from natural gas blow-offs, but these are not considered significant impacts.</p>	<p>No mitigation is required.</p>	<p>Less than Significant.</p>
<p>Long-Term Microscale (CO Hot Spot) Emissions</p>		
<p>The project air quality study determined that project-related traffic would not create</p>	<p>No mitigation is required.</p>	<p>Less than Significant</p>

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<p>any CO hot spots on local roadways through project buildout.</p>		
<p align="center">SIGNIFICANT IMPACTS</p>		
<p align="center">Impact 4.3.6.1 Air Quality Management Plan Consistency</p>		
<p>The land uses of the proposed project are not consistent with those used to prepare the most current AQMP. Although the project would substantially improve the jobs/housing balance of the City by introducing more employment-generating uses than new housing, it would exceed applicable thresholds for all criteria pollutants, with the exception of SO_x. Despite the implementation of mitigation measures for both construction and operation, emissions associated with the proposed project cannot be reduced below applicable SCAQMD thresholds.</p>	<p>Implementation of Mitigation Measures 4.3.6.2A through 4.3.6.2D, 4.3.6.3A through 4.3.6.3E, and 4.3.6.4A 2B, 4.3.6.4A, and 4.3.6.4B will help reduce air pollutant emissions of the project, but it will still be inconsistent with the AQMP.</p>	<p>Significant and Unavoidable</p>
<p align="center">Impact 4.3.6.2 Construction Equipment Exhaust Emissions</p>		
<p>Future development within the WLCSP will exceed daily air pollutant significance criteria established by the SCAMQD for construction-related activities.</p>	<p>Construction equipment maintenance records (including the emission control tier of the equipment) shall be kept on site during construction and shall be available for inspection by the City of Moreno Valley.</p> <p>a) <u>Off-road diesel-powered construction equipment greater than 50 horsepower shall meet United States Environmental Protection Agency Tier 4 off-road emissions standards. Before the year 2027, if a good faith effort to rent Tier 4 equipment in quantities consistent to meet the construction schedule within 200 miles of project has been conducted but has been unsuccessful, then Tier 3 equipment can be used. In the year 2027 and later, Tier 4 equipment shall be used for all equipment greater than 50 horsepower with the exception of scrapers, which shall be Tier 3 or higher. Written verification of the Tier 4 equipment search of three or more qualified rental companies shall be provided to the City verifying the results of the search. A copy of each unit's certified tier specification shall be available for inspection by the City at the time of mobilization of each applicable unit of equipment.</u></p>	<p>Significant and Unavoidable</p>

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	<p>b) <u>During all construction activities, off-road diesel-powered equipment may be in the "on" position not more than 10 hours per day. c) Construction equipment shall be properly maintained according to manufacturer specifications.</u></p> <p>d) <u>All diesel powered construction equipment, delivery vehicles, and delivery trucks shall be turned off when not in use. On-site idling shall be limited to three minutes in any one hour.</u></p> <p>e) <u>Electrical hook ups to the power grid shall be provided for electric construction tools including saws, drills and compressors, where feasible, to reduce the need for diesel-powered electric generators. Where feasible and available, electric tools shall be used</u></p> <p>f) <u>The project shall demonstrate compliance with South Coast Air Quality Management District Rule 403 concerning fugitive dust and provide appropriate documentation to the City of Moreno Valley.</u></p> <p>g) <u>All construction contractors shall be provided information on the South Coast Air Quality Management District Surplus Opt-In "SOON" funds which provides funds to accelerate cleanup of off-road diesel vehicles.</u></p> <p>h) <u>Construction on-road haul trucks shall be model year 2007 or newer.</u></p> <p>i) <u>Information on ridesharing programs shall be made available to construction employees.</u></p> <p>j) <u>During construction, lunch options shall be provided onsite.</u></p> <p>k) <u>A publicly visible sign shall be posted with the telephone number and person to contact regarding dust complaints per AQMD Standards. l) Only non-diesel material handling equipment may be used in any logistics building in the WLC. m) Off-site construction shall be limited to the hours between 6 a.m. to 8 p.m. on weekdays only. Construction during City holidays shall not be permitted.</u></p> <p>4.3.6.2B <u>Prior to issuance of any grading permits, a traffic control plan shall be submitted to and approved by the City of Moreno Valley that describes in detail the location of equipment staging areas, stockpiling/storage areas, construction parking areas, safe detours around the project construction site, as well as provide temporary traffic control (e.g., flag person) during construction-related truck</u></p>	

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<p>4.3.6.2C</p> <p>The following measures shall be applied during construction of the project to reduce volatile organic compounds (VOC):</p> <ul style="list-style-type: none"> a) <u>Non-VOC containing paints, sealants, adhesives, solvents, asphalt primer, and architectural coatings (where used), or pre-fabricated architectural panels shall be used in the construction of the project to the maximum extent practicable. If such products are not commercially available, products with a VOC content of 100 grams per liter or lower for both interior and exterior surfaces shall be used.</u> b) <u>Leftover paint shall be taken to a designated hazardous waste center.</u> c) <u>Paint containers shall be closed when not in use</u> d) <u>Low VOC cleaning solvents shall be used to clean paint application equipment.</u> e) <u>Paint and solvent-laden rags shall be kept in sealed containers.</u> <p>4.3.6.2D</p> <p>No grading shall occur on days with an Air Quality Index forecast greater than 150 for particulates or ozone as forecasted for the project area (Source Receptor Area 24).</p>	<p><u>hauling activities. Construction trucks shall be rerouted away from sensitive receptor areas. Trucks shall use State Route 60 using Theodore Street, Redlands Boulevard (north of Eucalyptus Avenue), and Gilman Springs Road. In addition to its traffic safety purpose, the traffic control plan can minimize traffic congestion and delays that increase idling emissions. A copy of the approved Traffic Control Plan shall be retained on site in the construction trailer.</u></p>	<p>Significant and Unavoidable</p>
<p>Impact 4.3.6.3 Localized Construction and Operation Emissions</p> <p>Future development within the WLCSP will exceed local significance thresholds of the SCAMQD for trucks and other operational activities.</p>	<p>4.3.6.3A</p> <p><u>Prior to issuance of occupancy permits for each warehouse building within the WLCSP, the developer shall demonstrate to the City that vehicles can access the building using paved roads and parking lots.</u></p> <p>4.3.6.3B</p> <p><u>The following shall be implemented as indicated:</u></p> <p><u>Prior to Issuance of a Certificate of Occupancy</u></p> <ul style="list-style-type: none"> a) <u>Signs shall be prominently displayed informing truck drivers about the health effects of diesel particulates, the California Air Resources Board diesel idling regulations, and the prohibition of parking in residential areas.</u> 	<p>Significant and Unavoidable</p>

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	<p>b) <u>Signs shall be prominently displayed in all dock and delivery areas advising of the following: engines shall be turned off when not in use; trucks shall not idle for more than three consecutive minutes; telephone numbers of the building facilities manager and the California Air Resources Board to report air quality violations.</u></p> <p>c) <u>Signs shall be installed at each exit driveway providing directional information to the City's truck route. Text on the sign shall read "To Truck Route" with a directional arrow. Truck routes shall be clearly marked per the City Municipal Code.</u></p> <p><u>On an Ongoing Basis</u></p> <p>d) <u>Tenants shall maintain records on fleet equipment and vehicle engine maintenance to ensure that equipment and vehicles are maintained pursuant to manufacturer's specifications. The records shall be maintained on site and be made available for inspection by the City.</u></p> <p>e) <u>Tenant's staff in charge of keeping vehicle records shall be trained/certified in diesel health effects and technologies, by attending California Air Resources Board approved courses (such as the free, one-day Course #512). Documentation of said training shall be maintained on-site and be available for inspection by the City.</u></p> <p>f) <u>Tenants shall be encouraged to become a SmartWay Partner.</u></p> <p>g) <u>Tenants shall be encouraged to utilize SmartWay 1.0 or greater carriers.</u></p> <p>h) <u>Tenants' fleets shall be in compliance with all current air quality regulations for on-road trucks including but not limited to California Air Resources Board's Heavy-Duty Greenhouse Gas Regulation and Truck and Bus Regulation.</u></p> <p>i) <u>Information shall be posted in a prominent location available to truck drivers regarding alternative fueling technologies and the availability of such fuels in the immediate area of the World Logistics Center.</u></p> <p>j) <u>Tenants shall be encouraged to apply for incentive funding (such as the Voucher Incentive Program [VIP], Carl Moyer, etc.) to upgrade their fleet.</u></p> <p>k) <u>All yard trucks (yard dogs/yard goats/yard jockeys/yard hostlers) shall be powered by electricity, natural gas, propane, or an equivalent non-diesel fuel.</u></p>	

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	<p><u>Any off-road engines in the yard trucks shall have emissions standards equal to Tier 4 Interim or greater. Any on-road engines in the yard trucks shall have emissions standards that meet or exceed 2010 engine emission standards specified in California Code of Regulations Title 13, Article 4.5, Chapter 1, Section 2025.</u></p> <p>l) <u>All medium and heavy duty diesel trucks entering logistics sites shall meet or exceed 2010 engine emission standards specified in California Code of Regulations Title 13, Article 4.5, Chapter 1, Section 2025 or be powered by natural gas, electricity, or other diesel alternative. Facility operators shall maintain a log of all trucks entering the facility to document that the truck usage meets these emission standards. This log shall be available for inspection by City staff at any time.</u></p> <p>m) <u>All standby emergency generators shall be fueled by natural gas, propane, or any non-diesel fuel.</u></p> <p>n) <u>Truck and vehicle idling shall be limited to three (3) minutes.</u></p> <p>4.3.6.3C <u>Prior to the issuance of building permits for more than 25 million square feet of logistics warehousing within the Specific Plan area, a publicly-accessible fueling station shall be operational within the Specific Plan area offering alternative fuels (natural gas, electricity, etc.) for purchase by the motoring public. Any fueling station shall be placed a minimum of 1000 feet from any off-site sensitive receptors or off-site zoned sensitive uses. This facility may be established in connection with the convenience store required in Mitigation Measure 4.3.6.3D.</u></p> <p>4.3.6.3D <u>Prior to the issuance of building permits for more than 25 million square feet of logistics warehousing within the Specific Plan area a site shall be operational within the Specific Plan area offering food and convenience items for purchase by the motoring public. This facility may be established in connection with the fueling station required in Mitigation Measure 4.3.6.3C.</u></p> <p>4.3.6.3E <u>Refrigerated warehouse space is prohibited unless it can be demonstrated that the environmental impacts resulting from the inclusion of refrigerated space and its associated facilities, including, but not limited to, refrigeration units in vehicles serving the logistics warehouse, do not exceed any environmental impact for the entire World Logistics Center identified in the program Environmental Impact Report. Such environmental analysis shall be provided with any warehouse plot plan proposing refrigerated space. Any such proposal shall include electrical hookups at</u></p>	

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<p>Impact 4.3.6.4 Long-Term Operational Emissions</p> <p>Future development within the WLCSP will exceed daily air pollutant significance criteria established by the SCAMQD for trucks and other operational activities.</p>	<p><u>dock doors to provide power for vehicles equipped with Transportation Refrigeration Units (TRUs).</u></p> <p>4.3.6.4A <u>The following measures shall be incorporated as conditions to any Plot Plan approval within the Specific Plan:</u></p> <ul style="list-style-type: none"> a) <u>All tenants shall be required to participate in Riverside County's Rideshare Program.</u> b) <u>Storage lockers shall be provided in each building for a minimum of three percent of the full-time equivalent employees based on a ratio of 0.50 employees per 1,000 square feet of building area. Lockers shall be located in proximity to required bicycle storage facilities.</u> c) <u>Class II bike lanes shall be incorporated into the design for all project streets.</u> d) <u>The project shall incorporate pedestrian pathways between on-site uses.</u> e) <u>Site design and building placement shall provide pedestrian connections between internal and external facilities.</u> f) <u>The project shall provide pedestrian connections to residential uses within 0.25 mile from the project site.</u> g) <u>A minimum of two electric vehicle-charging stations for automobiles or light-duty trucks shall be provided at each building. In addition, parking facilities with 100 parking spaces or more shall be designed and constructed so that at least three percent of the total parking spaces are capable of supporting future electric vehicle supply equipment (EVSE) charging locations. Only sufficient sizing of conduit and service capacity to install Level 2 Electric Vehicle Supply Equipment (EVSE) or greater are required to be installed at the time of construction.</u> h) <u>Each building shall provide indoor and/or outdoor - bicycle storage space consistent with the City Municipal Code and the California Green Building Standards Code.-Each building shall provide a minimum of two shower and changing facilities for employees.</u> i) <u>Each building shall provide preferred and designated parking for any combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles</u> 	<p>Significant and Unavoidable</p>

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<p>Impact 4.3.6.5 Operational-Acute Health Risk Impacts</p> <p>Truck-related air-pollutant-emission-of-the project may cause short-term-acute-health risks-to-nearby-residents-and-in-the-regional-population.</p>	<p>equivalent to the number identified in California Green Building Standards Code Section 5.106.5.2 or the Moreno Valley Municipal Code whichever requires the higher number of carpool/vanpool stalls.</p> <p>The following information shall be provided to tenants: onsite electric vehicle charging locations and instructions, bicycle parking, shower facilities, transit availability and the schedules, telecommunicating benefits, alternative work schedule benefits, and energy efficiency.</p>	<p>Less than Significant</p>
<p>Impact 4.3.6.5 Impacts to Sensitive Receptors</p> <p>The construction and operation of the project would result in the emissions of several toxic air contaminants, the most ubiquitous being diesel particulate matter (diesel PM). The projects estimated cancer risk for sensitive receptors onsite would exceed the maximum cancer risk thresholds.</p>	<p>The identified Mitigation Measures 4.3.6.2A through 4.3.6.2D, 4.3.6.3A and 4.3.6.2B, 4.3.6.4A, and 4.3.6.4B will help reduce potential acute health risks to less than significant levels</p>	<p>Significant and Unavoidable</p>
<p>Cumulative Air Quality Impacts</p> <p>The project will increase short-term local and long-term regional air pollutant emissions and chronic health risks.</p>		
<p>4.4 Biological Resources</p> <p align="center">LESS THAN SIGNIFICANT IMPACTS</p> <p>Jurisdictional Waters/Wetlands</p> <p>The project site does not contain any drainages subject to the jurisdiction of the USACE and/or RWQCB, and no jurisdictional wetlands or isolated wetlands were identified.</p>		
<p>No mitigation required</p>	<p>Implementation of the previously identified Mitigation Measures 4.3.6.2A through 4.3.6.2D, 4.3.6.3A through 4.3.6.3E, and 4.3.6.4A 4.3.6.5A will help reduce short- and long-term project emissions and health risks, but not to less than significant levels.</p>	<p>Significant and Unavoidable</p>
<p>Less than Significant</p>		