

Attachment A
**Ultramar Refinery Mitigated
Negative Declaration**



CHAPTER 2: ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
3.0 AIR QUALITY AND GREENHOUSE GAS EMISSIONS.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Diminish an existing air quality rule or future compliance requirement resulting in a significant increase in air pollutant(s)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.1 Significance Criteria

Impacts will be evaluated and compared to the significance criteria in Table 2-1. If impacts equal or exceed any of the following criteria, they will be considered significant.

TABLE 2-1

Air Quality Significance Thresholds

Mass Daily Thresholds ^(a)		
Pollutant	Construction ^(b)	Operation ^(c)
NO _x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SO _x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants, Odor, and GHG Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Chronic and Acute Hazard Index ≥ 1.0 (project increment) Cancer Burden ≥ 0.5 excess cancer cases (in areas ≥ 1 in 1 million)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
GHG	10,000MT/yr CO ₂ eq for industrial facilities	
Ambient Air Quality for Criteria Pollutants ^(d)		
NO ₂ 1-hour average annual average	In attainment; significant if project causes or contributes to an exceedance of any standard: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM10 24-hour annual average	10.4 $\mu\text{g}/\text{m}^3$ (construction) ^(e) and 2.5 $\mu\text{g}/\text{m}^3$ (operation) 1.0 $\mu\text{g}/\text{m}^3$	
PM2.5 24-hour average	10.4 $\mu\text{g}/\text{m}^3$ (construction) ^(e) and 2.5 $\mu\text{g}/\text{m}^3$ (operation)	
SO ₂ 1-hour average 24-hour average	0.255 ppm (state) and 0.075 ppm (federal – 99 th percentile) 0.04 ppm (state)	
Sulfate 24-hour average	25 $\mu\text{g}/\text{m}^3$ (state)	
CO 1-hour average 8-hour average	In attainment; significant if project causes or contributes to an exceedance of any standard: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
Lead 30-day average Rolling 3-month average Quarterly average	1.5 $\mu\text{g}/\text{m}^3$ (state) 0.15 $\mu\text{g}/\text{m}^3$ (federal) 1.5 $\mu\text{g}/\text{m}^3$ (federal)	

a) Source: SCAQMD Air Quality Significance Thresholds, www.aqmd.gov/ceqa/handbook/signthres.pdf.

b) Construction thresholds apply to both the SCAB and Coachella Valley (Salton Sea and Mojave Desert Air Basin)

c) For Coachella Valley, the mass daily thresholds for operation are the same as the construction thresholds.

d) Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, Table A-2 unless otherwise stated.

e) Ambient air quality threshold based on SCAQMD Rule 403.

KEY: ppm = parts per million; $\mu\text{g}/\text{m}^3$ = microgram per cubic meter; lbs/day = pounds per day; MT/yr CO₂eq = metric tons per year of CO₂ equivalents, \geq greater than or equal to, $>$ = greater than

3.2 Environmental Setting and Impacts

3. a) The 2012 Air Quality Management Plan (AQMP) demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the Southern California Association of Governments (SCAG), which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the City of Los Angeles General Plan is considered to be consistent with the AQMP. Since the proposed Project would be consistent with the City of Los Angeles General Plan, it would be consistent with the AQMP. The proposed Project would be consistent with the Los Angeles General Plan for the following reasons:

- As indicated in the Population and Housing and Transportation/Traffic sections, the estimated 44 construction workers are expected to be drawn from the existing labor pool in the southern California area, so would not result in changes to future growth forecasts.
- As indicated in the Population and Housing and Transportation/Traffic sections, the proposed Project is not expected to require additional Refinery employees, so would not generate additional worker-related traffic during operation requiring traffic improvements already envisioned in local or region transportation plans.
- Because the proposed Project would not require additional workers during operations, it would not increase the demand for additional housing, so would not require changes to local use designations.

Therefore, because the proposed Project would not exceed growth projections in the City of Los Angeles General Plan requiring a General Plan amendment, it is considered to be consistent with the Los Angeles General Plan.

Additionally, this project must comply with all applicable SCAQMD requirements for new and modified stationary sources. For example, new and modified stationary emission sources associated with the proposed Project are required to comply with the SCAQMD's Regulation XIII - New Source Review, requires installing of Best Available Control Technology (BACT) and providing emission reduction credit offsets for any emission increases greater than one pound per day. The proposed Project must also comply with prohibitory rules, such as SCAQMD Rule 403 - Fugitive Dust and Rule 1173 - Control of Volatile Organic Compound Leaks and Releases from Components at Petroleum Facilities and Chemical Plants. By meeting these requirements, the proposed Project would be consistent with the emission reduction goals and objectives of the AQMP.

3. b) an f) Emissions Estimates

Construction Emission Impacts

Regional Impacts

Construction activities are expected to occur in Area 8 of the Refinery (see Figure 1-3) focused in an approximately 0.5-acre area. Construction emissions were calculated for peak day construction activities in each month construction is expected to occur. Daily construction emissions were calculated for the peak construction day activities and are presented in Table 2-2. Peak day emissions are the sum of the highest daily emissions for each criteria pollutant from employee vehicles, fugitive dust sources, construction equipment, and transport activities for the construction period. Total peak construction emissions for VOC, CO, NO_x, and SO_x occur in Month 8 when the Cogen Unit would be installed, while peak construction emissions for PM₁₀, and PM_{2.5} occur in Month 1, when foundation work and earth moving would occur. Detailed construction emissions calculations are provided in Appendix B.

TABLE 2-2

**Ultramar Wilmington Refinery Peak Construction Emissions
(lbs/day)**

ACTIVITY	VOC	CO	NO _x	SO _x	PM ₁₀	PM _{2.5} ^(b)
Peak Construction Emissions^(a)						
Construction Equipment	3.7	28.7	44.3	0.07	2.4	2.3
Vehicle Emissions	1.0	8.9	2.3	0.02	0.95	0.3
Fugitive Dust From Construction ^(c)	--	--	--	--	34.6	20.1
Fugitive Road Dust ^(c)	--	--	--	--	5.2	1.1
Architectural Coating	1.7	--	--	--	--	--
Total Emissions^(d)	6.4	37.6	46.7	0.09	43.2	23.8
SCAQMD Threshold Level	75	550	100	150	150	55
Significant?	No	No	No	No	No	No

(a) Peak emissions for VOC, CO, NO_x, and SO_x predicted to occur during Month 8. Peak emissions for PM₁₀, and PM_{2.5} predicted to occur during Month 1

(b) PM_{2.5} is determined using SCAQMD, 2006. Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 CEQA Significance Thresholds, SCAQMD, October 2006, https://www.aqmd.gov/ceqa/handbook/PM2_5/pm2_5ratio.xls

(c) Assumes application of water three times per day.

(d) The emissions in the table may differ slightly from those in Appendix B due to rounding.

Construction Equipment

Construction emissions are expected from the following equipment and processes:

- Onsite Construction Equipment (dump trucks, backhoes, graders, etc.);
- Onsite and Offsite Vehicle Emissions, including Delivery Trucks and Worker Vehicles;

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- Onsite Fugitive Dust Associated with Site Construction Activities; and,
- Onsite and Offsite Fugitive Dust Associated with Travel on Unpaved and Paved Roads.

On-site construction equipment would be one source of combustion emissions. Construction equipment may include backhoes, compressors, compactors, cranes, dozers, excavators, front-end loaders, generators, graders, pile drivers, roll-off trucks, tractors, trenchers, water truck, and welding machines. The construction schedule for the proposed Project is planned for a single shift where equipment is assumed to be operating ten hours per day and within the limits imposed by the City of Los Angeles Noise Ordinance (see Section 12 – Noise for more information). Construction workers are expected to be at the site for longer than ten hours per day, including time for lunch and breaks, organization meetings, and so forth, but construction equipment would not be expected to operate the entire time. Emission factors for construction equipment were taken from the CARB OFF-ROAD 2011 Emissions Inventory model and tables available on the SCAQMD webpage (<http://aqmd.gov/ceqa/hdbk.html>). Estimated emissions from construction equipment used for construction are included in Table 2-2.

Vehicle Emissions

Vehicle emissions include construction worker commute vehicles, pick-up trucks, flatbed trucks, dump trucks, water trucks, semi tractors, concrete trucks, and delivery trucks. Primary emissions generated would include combustion emissions from engines during idling and while operating. Emissions are based on the estimated number of trips per day and the round trip travel distances.

Construction emissions include emissions from construction worker vehicles traveling to and from the work site. The peak manpower needed during the construction period is expected to be 44 workers during Months 6 and 7. However, the peak PM10 and PM2.5 emissions, which is expected to occur during Month 1, estimated using the assumption that only 25 workers would be traveling to the site each weekday, while peak day emissions for VOC, CO, NOx, and SOx, which were calculated for Month 8, included the assumption that 42 workers would be traveling to the site each weekday, which are the expected manpower needs during those months (see Appendix B). Each worker commute vehicle is assumed to travel 14.7 miles (CalEEMod) to and from work each day, making two one-way trips per day. Emissions from employee vehicles are presented in Table 2-2. Emissions from employee vehicles were calculated using the CARB EMFAC2011 Emission Inventory model.

Cars and pickup trucks used for short trips within and near the Refinery are assumed to travel five miles per trip.

Medium-duty and heavy-duty diesel trucks used during construction include dump trucks, flatbed trucks, water trucks, and delivery trucks. Heavy heavy-duty semi-trucks and concrete trucks were also included in the project construction analysis. Primary emissions generated would include exhaust emissions from diesel engines while operating. Emissions from trucks (both medium-duty and heavy-duty) are calculated using the CARB EMFAC2011 Emission Inventory model. Estimated emissions for all trucks are included in Table 2-2.

Fugitive Dust Associated with Site Construction Activities

Activities that may generate fugitive dust at the site include grading, trenching, wind erosion, and truck filling/dumping, which occur primarily when constructing necessary foundations. During construction activities, water used as a dust suppressant would be applied in the construction area during grading, trenching, and earth-moving activities to control or reduce fugitive dust emissions pursuant to SCAQMD Rule 403. It is assumed that one water application per day reduces PM emissions by 34 percent, two applications per day reduce emissions by 50 percent, and three applications per day reduce emissions by 61 percent (SCAQMD, 2011). Fugitive dust suppression, often using water, is a standard operating practice and is one method of complying with SCAQMD Rule 403. Estimated peak controlled PM10 and PM2.5 emissions during peak construction activities for fugitive dust sources are 34.62 pounds per day and 20.08 pounds per day, respectively, which assumes watering three times per day (see Table 2-2). The detailed emission calculations are provided in Appendix B.

Fugitive Dust Associated with Travel on Paved and Unpaved Roads

Vehicles and trucks traveling on paved and unpaved roads, including public roads and roads on-site, are also a source of fugitive emissions during the construction period. Fugitive road dust emissions were calculated for vehicles traveling to the Refinery, on-site cars, light-duty trucks, and buses. The analysis included the assumption that fugitive emissions from delivery trucks would travel on paved roads (both public and on-site) and water trucks and off-road construction equipment would travel on unpaved roads. Fugitive dust emissions caused by travel on paved roads were calculated using the U.S. EPA's, AP-42, Section 13.2.1 emission factor for travel on paved roads. Fugitive dust emissions caused by travel on unpaved roads were calculated using the U.S. EPA's, AP-42, Section 13.2.2 emission factor for travel on unpaved roads. CARB's Methodology 7.9 was used to determine the appropriate silt loading for calculating fugitive dust emissions from paved roads. The estimated fugitive PM10 and PM2.5 emissions from vehicles traveling on paved roads during peak construction activities (Month 1) are 0.95 pound per day and 0.29 pound per day, respectively (see Table 2-2 and Appendix B). The estimated fugitive PM10 and PM2.5 emissions during peak construction activities (Month 1) from vehicles traveling on unpaved roads are 5.20 pounds per day and 1.09 pounds per day, respectively (see Table 2-2 and Appendix B).

Architectural Coatings

The proposed Project would include painting some equipment with industrial maintenance coatings. The units are expected to be delivered pre-painted, however, an estimated two gallons of industrial maintenance coating use on the peak day is expected to be necessary for touch up to the units once they are installed. The proposed Project would use SCAQMD Rule 1113 compliant coatings, which limits the VOC emissions of the industrial maintenance coating to 100 grams per liter (0.83 pound per gallon). The estimated VOC emissions from industrial maintenance coatings during peak construction activities (Month 8) are 1.66 pounds per day (see Table 2-2 and Appendix B).

Miscellaneous Emissions

In addition to the construction-related emissions already identified for the proposed Project, the proposed Project could generate emissions of VOC if contaminated soil is found and soil remediation activities are necessary. VOC emission estimates from soil contamination would be speculative at this time, however because the presence of contamination or levels of contamination specifically on the proposed Project site are currently unknown. VOC contaminated soil is defined as soil which registers 50 parts per million or greater per the requirements of SCAQMD Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil. If VOC contamination is found, soil remediation must occur under an SCAQMD-approved Rule 1166 Plan to assure the control of fugitive VOC emissions, which generally includes covering soil piles with heavy plastic sheeting and watering activities to assure the soil remains moist.

Construction Emission Summary

Construction activities associated with modifications to the Refinery would result in emissions of CO, VOC, NO_x, SO_x, PM₁₀, and PM_{2.5}. Construction emissions for the proposed Project are summarized in Table 2-2, together with the SCAQMD's daily construction significance threshold levels. The construction phase of the Refinery's proposed Project is expected to be well below the applicable significance thresholds for all criteria pollutants both for the proposed construction schedule. Therefore, unmitigated air quality impacts associated with construction activities are concluded to be less than significant.

Localized Air Quality Impacts During Construction

The SCAQMD has developed a Localized Significance Threshold (LST) Methodology to evaluate potential localized air quality impacts of criteria pollutants from construction and operational activities on sensitive receptors in the vicinity of a proposed project (SCAQMD, 2009). Therefore, the SCAQMD has required an LST analysis for CO, NO₂, PM₁₀, and PM_{2.5} construction emissions associated with the proposed Project. Potential air quality impacts from other criteria pollutants are regional in nature and, therefore, are not required to be included as part of the localized air quality analysis. Pursuant to the SCAQMD's LST methodology, only onsite construction emissions sources were included in the LST analysis. The closest sensitive receptor is located in the residential area, which is about one-half mile northwest of the Refinery in Wilmington.

The SCAQMD LST Methodology includes lookup tables that may be used to determine significance for projects with an area of five acres or less. Because the area of the proposed Project is approximately 0.5 acre, the lookup tables used to determine significance are for a one-acre area. If the calculated emissions for the construction activity are below the emission level found in the LST lookup tables, localized air quality impacts from the construction activity are not considered significant. The LST lookup tables were developed using conservative assumptions, including the worst meteorological conditions in the district. If localized emissions exceed the values in the LST lookup tables, dispersion modeling, which is more precise, may be performed. The CO, NO_x, PM₁₀, and PM_{2.5} emissions from the construction activities for the

proposed Project are well below the LST emission levels found in the LST lookup tables and, therefore, are expected to be less than significant (see Table 2-3).

TABLE 2-3

**Localized Significance Threshold Screening Evaluation for Construction Emissions
(lbs/day)**

Criteria Pollutant	CO	NO_x	PM₁₀	PM_{2.5}
Peak Construction Emissions	37.58	45.50	43.16	23.80
LST Value ^(a)	7,558	142	158	93
Significant?	No	No	No	No

(a) Appendix C of the SCAQMD Final LST Methodology (Oct. 2009). SRA #4 with the nearest receptor located at or beyond 500 meters.

The Federal one-hour NO₂ ambient air quality standard was not analyzed because the federal standard is based on a three-year monitoring period. The proposed Project construction period would be less than three years, lasting approximately one year. Therefore, the state one-hour NO₂ ambient air quality standard is the appropriate standard for evaluating impacts from this proposed Project. The SCAQMD LST tables are based on the state one-hour NO₂ ambient air quality standard.

The LST analysis indicates that construction emissions of NO₂, CO, PM₁₀, or PM_{2.5} from construction activities associated with the proposed Project are not expected to exceed the LST significance thresholds in Table 2-1. Therefore, the proposed Project would not be expected to create any significant localized air quality impacts during the construction period.

Operational Emission Impacts

Under the existing operations boilers supply steam to refinery operations and electricity is provided by offsite sources. The proposed Project includes adding two combustion sources at the new Cogen Unit to be constructed at the Refinery, the gas turbine and the duct burner. Under the proposed Project steam and electricity would be provided by the Cogen Unit. However, the addition of the new combustion sources would not substantially increase the peak daily emissions from the combination of boilers and proposed Cogen Unit in that the boilers (as discussed below), which have operated at various capacities up to maximum duties in the past and would continue to operate at current levels in the event the Cogen Unit is down for maintenance or unexpected shutdown. As such, when the Cogen Unit is not operating, peak daily emissions from the boilers would not change.

Under the proposed Project, the boilers are operating in a state that allows them to provide backup to the Cogen Unit and supplement steam supply to the Refinery when demand is high. That is, if the Cogen Unit needs to be shut down (e.g., for maintenance or breakdown event), then the boilers would be needed to generate steam to prevent upset of the refining processes. In order for the boilers to respond in a timely manner to prevent upset of the refining process, the boilers would have to operate in a “hot standby mode. In a “hot standby mode” the boilers are

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operating and ready to increase production should the Cogen Unit steam production fluctuate. Additionally, during peak operating periods, the boilers would be available to provide additional steam to meet the demands of Refinery operations.

The analysis presented herein demonstrates that for various operating scenarios of the Cogen Unit and boilers, the addition of the Cogen Unit would not substantially increase peak daily emissions. The operating scenarios analyzed include the Cogen Unit operating at maximum capacity with boilers 86-B-9001 and 86-B-9002 operating at various reduced capacities. The operating scenarios are presented in Table 2-4.

TABLE 2-4**Proposed Project Operating Scenarios Analyzed**

Scenario ^(a)	Operating Status		
	Cogen Unit	Percentage of Maximum Capacity	
		Boiler 86-B-9001	Boiler 86-B-9002
1 – B-9002 at Minimum, B-9001 Operating	Full Capacity	38	31
2 – B-9002 Off, B-9001 Operating	Full Capacity	75	0
3 – B-9001 at Minimum, B-9002 Operating	Full Capacity	30	36
4 – B-9001 Off, B-9002 Operating	Full Capacity	0	54

^(a) Under all scenarios, boiler B-9000 would be shut down during operation of the Cogen Unit.

^(b) All scenarios are based on the Cogen Unit running at full capacity and one or both of existing boilers operating in reduced firing mode capable of responding to the varying steam demand of the Refinery.

Peak scenarios were used to estimate the worst-case emissions from the proposed Project. The scenarios all assume that the Cogen Unit is operating at full capacity and that only one or both boilers are running in a reduced firing mode capable of responding to the varying steam demands of the Refinery. Therefore, the boilers have been evaluated at operating levels that would meet the expected maximum steam demand of the Refinery. As indicated in Table 2-4, scenario 1 assumes that the Cogen Unit operates at full capacity and boiler 86-B-9002 is operating up to a minimal level (31 percent load) and boiler 86-B-9001 is operating up to a level (38 percent load), where both boilers would generate supplemental steam as needed. Scenario 2 assumes that the Cogen Unit operates at full capacity, boiler 86-B-9002 is off and boiler 86-B-9001 would be ready to generate supplemental steam as needed (75 percent load). Scenario 3 assumes that the Cogen Unit operates at full capacity and boiler 86-B-9001 is operating up to a minimal level (30 percent load) and boiler 86-B-9002 is operating up to a level (36 percent load) where both boilers would generate supplemental steam as needed. Scenario 4 assumes that the Cogen Unit operates at full capacity, boiler 86-B-9001 is off and 86-B-9002 (54 percent load) would generate supplemental steam as needed. As a permit condition, when the boilers are used to supply steam instead of supplement steam to the Refinery the Cogen Unit will not operate. When the boilers are supplying steam to the Refinery, the worst-case emissions from the project would be the same as the existing setting (since the Cogen Unit would not be operating). The operating conditions of the boilers and Cogen Unit combined would be restricted through permit

conditions to limit emissions in any combination of equipment such that the NO_x emissions from the proposed Project would not exceed the current permitted NO_x emission limits on the existing boilers.

Combustion Sources

The proposed Cogen Unit would include a natural gas-fired turbine electric generator, a heat recovery steam generator equipped with a refinery fuel gas-fired duct burner for supplemental steam production, an SCR unit, and catalyst for emissions control of NO_x and CO. Combustion source emissions are calculated based on fuel feed rate and standard emission factors or emission factor guarantees provided by the equipment manufacturer. Operation of the proposed Project is expected to require an additional 16 ammonia delivery truck trips on an annual basis. However, the peak daily number of truck trips is not expected to increase because only one ammonia truck is needed to fill the ammonia tank and the tank would only need to be filled approximately once every three weeks. No new employees are expected as part of the proposed Project. Therefore, there would be no increase in the number of worker commute trips.

Fugitive Emissions

Fugitive emissions are emissions released directly into the atmosphere that do not pass through a stack, vent, etc., and typically do not require SCAQMD permits. Although fugitive VOC emissions from flanges, valves, etc., generated by the proposed Project would not require SCAQMD permits, they would be monitored for compliance with SCAQMD Rule 1173. The proposed Project would also increase fugitive VOC emission from fuel piping to the new units.

Operational Emissions Summary

To determine the potential air quality impact of the proposed Project, it is necessary to establish baseline emissions from operating boilers 86-B-9000, 86-B-9001, and 86-B-9002. To derive baseline emissions, emissions from the boilers were combined to identify the maximum documented daily emissions from operating boilers 86-B-9000, 86-B-9001, and 86-B-9002. These were actual operating emissions, which are less than the maximum permitted emission limits. Because boiler operations fluctuate as steam demands within the Refinery vary, calendar year 2011 operations were analyzed to identify the top 98th percentile (or the top two percent of operating conditions) to represent the maximum emissions achieved during boiler operations. Eight days of operations comprise the top two percent of operating days. The emissions data for each pollutant for those eight days were averaged to establish average peak daily baseline boiler emissions. The methodology and calculations for deriving baseline boiler emissions can be found in Appendix B.

Once the proposed Project is operational, daily operational emissions would include only stationary combustion and fugitive emissions sources, as no changes in daily mobile source emissions are expected from the proposed Project. A maximum of 16 additional ammonia delivery trucks are expected to visit the Refinery each year, but as explained above, the maximum number of delivery trucks visiting the Refinery on a single day would not change. The primary source of emissions from the proposed Project would be from the new Cogen Unit.

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Boilers 86-B-9000, 86-B-9001, and 86-B-9002 would each receive new enforceable SCAQMD permit limits and conditions. During operation of the Cogen Unit, boilers 86-B-9001 and 86-B-9002 would be required to operate at reduced loads and boiler 86-B-9000 would be prohibited from operating. The Cogen Unit combined with the existing boilers would be subject to permit conditions that would restrict operational emissions to levels that would not exceed the current permitted NOx emission limits on the existing boilers, while still allowing the boilers to operate in a reduced capacity and produce supplemental steam as Refinery demand fluctuates. Allowing the boilers to continue to operate at reduced capacity would allow the Refinery to remain operational should the Cogen Unit lose steam production from the heat recovery steam generator, providing a backup source for steam production. No physical modifications to the boilers would occur as part of the proposed Project.

The worst-case operational emission impacts from the proposed Project would occur under Scenario 2 (see Table 4-2), where the Cogen Unit operates at full capacity, boiler 86-B-9002 is off and boiler 86-B-9001 would generate supplemental steam as needed (75 percent load). Table 2-5 presents a comparison this worst-case scenario (Scenario 2) to the baseline boiler emissions.

TABLE 2-5

**Ultramar Wilmington Refinery
Comparison of Proposed Project Operational Emissions^(a) to Baseline Emissions
(lbs/day)**

Sources	VOC	CO	NOx	SOx	PM10	PM2.5^(b)
Baseline Boiler Emissions ^(c)	38.0	118.0	106.5	72.1	62.2	62.2
Proposed Peak Scenario Emissions (Scenario 2 from Table 2-4) ^(d)	63.6	319.8	205.3	91.6	158.0	82.8
Emissions Change ^(e)	25.6	201.8	98.8	19.5	95.8	20.6
Fugitive VOC Emissions	7.8	0.0	0.0	0.0	0.0	0.0
Subtotal Project Emissions	33.4	201.8	98.8	19.5	95.8	20.6
RECLAIM Credits^(f)	--	--	-98.8	-19.5	--	--
Total Project Emissions	33.4	201.8	0	0	95.8	20.6
Significance Thresholds	55	550	55	150	150	55
Significant?	No	No	No	No	No	No

(a) Maximum emissions based on various boiler operating scenarios while the Cogen Unit is operating.

(b) For existing boilers PM2.5 is assumed to be PM10. For the Cogen Unit, PM2.5 is a fraction of PM10 due to ammonium nitrate formation, which is considered as PM10.

(c) Maximum existing boiler emissions are the average of the actual emissions for each boiler for the operating days, which were above the 98th percentile of the combined boiler emissions during 2011.

(d) Emission estimates for each of the four operating scenarios in Table 2-4 are included in Appendix B. Based on these estimates, Scenario 2 is expected to generate the greatest emissions.

(e) Negative numbers denote emission reductions.

(f) RECLAIM credits are required to be surrendered annually based on actual emissions to comply with SCAQMD Regulation XX.

Equipment that is not part of the proposed Project, but is potentially affected by the proposed Project (upstream or downstream) was evaluated to determine if the proposed Project would result in an emissions increase, even though the affected equipment would be operating within existing permit limits and no permit modification would be required. Due to the nature of Refinery operations, all equipment fluctuates in activity levels over time. However, no other units, beyond those evaluated for the proposed Project, were identified that would result in a discernible increase in emissions due to the proposed Project.

The Refinery is subject to SCAQMD Regulation XX – RECLAIM for NO_x and SO_x emissions. Compliance with Regulation XX requires the facility to annually surrender RECLAIM trading credits (RTCs) equal to the actual emissions of NO_x and SO_x from new or modified projects. Therefore, no increase in NO_x or SO_x is expected to occur as a result of the proposed Project. Emissions of VOC, CO, PM₁₀, and PM_{2.5} would increase, but would be less than the SCAQMD's daily operational significance thresholds. Unmitigated peak daily operational emissions are shown in Table 2-5, together with the SCAQMD's daily operational significance thresholds. See Appendix B for operational emissions calculations. The operation of the proposed Project is not expected to exceed any of the SCAQMD's applicable operational significance thresholds. Therefore, potential air quality impacts associated with operational emissions from the proposed Project are concluded to be less than significant.

Localized Air Quality Impacts During Operation

Dispersion modeling was used to calculate ambient concentrations of criteria pollutants from the proposed Project sources that emit CO, NO_x, SO_x, PM₁₀, and PM_{2.5} emissions to determine the potential localized air quality impacts. The U.S. EPA AERMOD air dispersion model was used to predict the ambient concentrations for CO, NO_x, SO_x, and PM₁₀ (VOC emissions are not required to be modeled under SCAQMD Rule 1303, Appendix A because they do not normally contribute to localized air quality impacts). Since PM_{2.5} emissions are a large fraction of PM₁₀ emissions from stationary combustion sources and the significance thresholds are the same for PM₁₀ and PM_{2.5}, PM_{2.5} emissions were not specifically modeled, but the modeling results for PM₁₀ would also serve as the modeling results for PM_{2.5}. The Cogen Unit would use natural gas and refinery fuel gas; therefore, as a new stationary combustion source, localized impact modeling for SO_x emissions is required.

CO, NO_x, SO_x, and PM₁₀ emissions were modeled using the AERMOD dispersion model according to the pollutant averaging time for each pollutant's ambient air quality standard, both state and national. Averaging times modeled include one-hour, eight-hours, and 24-hours, and annual. The emission rates, locations, and ground level concentrations are included in Appendix B. The calculated localized air quality impacts of the modeled criteria pollutants are presented in Table 2-6.

Based on the AERMOD air dispersion model (see Table 2-6), ground level concentrations of the criteria pollutants required to be modeled would be below the applicable significance thresholds. Therefore, no significant adverse localized air quality impacts are anticipated to occur during operation of the proposed Project.

TABLE 2-6

Results of Criteria Pollutants Air Quality Modeling

Criteria Pollutant	Averaging Time	Calculated Concentrations for Project ^(a)	Agency Standard	Significance Threshold ^(b)	Significant?
CO	1-Hour	3,467.15 $\mu\text{g}/\text{m}^3$	State	23,000 $\mu\text{g}/\text{m}^3$	No
CO	1-Hour	3,467.15 $\mu\text{g}/\text{m}^3$	Federal	40,000 $\mu\text{g}/\text{m}^3$	No
CO	8-Hour	2,992.52 $\mu\text{g}/\text{m}^3$	Both	10,000 $\mu\text{g}/\text{m}^3$	No
NOx	1-Hour	273.51 $\mu\text{g}/\text{m}^3$	State	339 $\mu\text{g}/\text{m}^3$	No
NOx	1-Hour	175.33 $\mu\text{g}/\text{m}^3$	Federal	188 $\mu\text{g}/\text{m}^3$	No
NOx	Annual	40.30 $\mu\text{g}/\text{m}^3$	State	57 $\mu\text{g}/\text{m}^3$	No
NOx	Annual	40.30 $\mu\text{g}/\text{m}^3$	Federal	100 $\mu\text{g}/\text{m}^3$	No
SOx	1-Hour	237.72 $\mu\text{g}/\text{m}^3$	State	655 $\mu\text{g}/\text{m}^3$	No
SOx	1-Hour	56.31 $\mu\text{g}/\text{m}^3$	Federal	655 $\mu\text{g}/\text{m}^3$	No
SOx	24-Hour	31.87 $\mu\text{g}/\text{m}^3$	Both	105 $\mu\text{g}/\text{m}^3$	No
SOx	Annual	5.86 $\mu\text{g}/\text{m}^3$	Federal	80 $\mu\text{g}/\text{m}^3$	No
PM10	24-Hour	0.71 $\mu\text{g}/\text{m}^3$	Both	2.5 $\mu\text{g}/\text{m}^3$	No
PM10	Annual	0.16 $\mu\text{g}/\text{m}^3$	Both	1 $\mu\text{g}/\text{m}^3$	No
PM2.5	24-Hour	0.71 $\mu\text{g}/\text{m}^3$	Both	2.5 $\mu\text{g}/\text{m}^3$	No
PM2.5	Annual	0.16 $\mu\text{g}/\text{m}^3$	Both	1 $\mu\text{g}/\text{m}^3$	No

(a) Calculated concentrations are the project impact combined with the background ambient concentrations for NOx. See Appendix B for detailed calculations.

(b) Most stringent ambient air quality standard or significant change in air quality thresholds.

CO Hot Spots

The potential for high concentrations of CO emissions associated with truck/vehicle traffic was considered and evaluated per the requirements of the SCAQMD CEQA Air Quality Handbook (SCAQMD, 1993). The Handbook indicates that any project that could negatively impact levels of service at local intersections may create a CO hot spot and should be evaluated. No changes in level of service are expected from the proposed Project during construction or operation (see discussion under environmental topic “17.0 Transportation/Traffic”). Therefore, no significant adverse impacts to ambient air quality due to the traffic impact at the intersection in the vicinity of the proposed Project are expected, so no mitigation is required.

3. c) Cumulative Impacts

Construction air quality impacts from the proposed Project would contribute to potentially significant adverse cumulative construction air quality impacts if project-specific construction emissions are considered to be cumulatively considerable as defined by CEQA Guidelines

§15064(h)(1). Impacts are considered to be cumulatively considerable if they exceed the project-specific air quality significance thresholds. Construction emissions for the proposed Project are expected to be less than the construction significance thresholds and, therefore, are not considered to be cumulatively considerable and cumulatively significant.

Other past, present, and reasonably foreseeable future projects may contribute to significant adverse cumulative air quality impacts if their combined operational emissions would exceed the SCAQMD's project-specific daily emission thresholds for operations (see Table 2-1). As shown in Table 2-5, the proposed Project would result in a less than significant increase in daily operational emissions during peak operations because of permit conditions on the proposed new Cogen Unit combined with the new permit conditions for existing boilers that prohibit operations under any scenario from exceeding current permitted NOx emission limits. Therefore, project-specific air quality impacts associated with operational emissions from the proposed Project are not considered to be cumulatively considerable and, therefore, do not contribute to significant adverse cumulative air quality impacts.

Therefore, the construction and operational emissions from the proposed Project are not considered to contribute to significant adverse cumulative construction or operational impacts. This conclusion is consistent with CEQA Guidelines §15064(h)(4), which states, "The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable."

3. d) Toxic Air Contaminants

A health risk assessment (HRA) was performed to determine if TAC emissions generated by the proposed Project would exceed the SCAQMD thresholds of significance for cancer risk or non-cancer health risks. The following subsections outline health risks from exposure to TAC emissions by onsite and offsite receptors associated with the proposed new Cogen Unit and the health risks associated with existing operations of the boilers B-9001 and B-9002. The HRA, summarized herein for the proposed Project, includes an evaluation of the emission increases only from the new Cogen Unit and associated fugitive emissions. For this analysis, the total risk of the proposed Project is based on the Cogen Unit HRA results combined with the existing boilers' health risks as calculated in the 2010 AB2588 facility-wide HRA. The actual risk for the proposed Project is expected to be less than the combined risk value calculated for the Cogen Unit and the boilers because, during peak Cogen Unit operations, permit conditions would not allow proposed Project emissions to exceed current permitted NOx emission limits. In addition, the Cogen Unit generates lower health risks per megawatt than the boilers. Therefore, the combined risk provides a conservative analysis for health risk impacts from the proposed Project.

HRA Methodology

The HRA for the Cogen Unit has been prepared in accordance with the August 2003 Office of Environmental Health Hazard Assessment (OEHHA) Air Toxics Hot Spots Program Guidance Manual for the Preparation of Health Risk Assessments (OEHHA, 2003) and the October 2003 Air Resources Board Recommended Interim Risk Management Policy for Inhalation-based

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Residential Cancer Risk memo (CARB/OEHHA, 2003). The HRA includes a comprehensive analysis of the dispersion of specified AB2588-listed compounds into the environment, the potential for human exposure, and a quantitative assessment of individual health risks associated with the predicted levels of exposure. CARB Hotspots Analysis Reporting Program (HARP) model is the most appropriate model for determining the air quality impacts from the proposed Project (CARB, 2005). The HARP model is well suited for refinery modeling since it can accommodate multiple sources and receptors. The HARP model combines the U.S. EPA Industrial Source Complex dispersion model with a risk calculation model based on the Air Toxics Hot Spots Program Risk Assessment Guidelines (OEHHA, 2003). The model default values were modified to conform to the SCAQMD Supplemental Guidelines for Preparing Risk Assessment for AB2588 (SCAQMD, 2011a).

Hazard Identification

Operation of the Cogen generates various toxic air contaminants. Some of these chemical compounds are potentially carcinogenic, or potentially toxic or hazardous depending on concentration or duration of exposure. Numerous federal, state, and local regulatory agencies have developed lists of TACs. The list of potentially-emitted substances considered in the preparation of an HRA is identified in Appendix A-I of the CARB AB2588 requirements and by OEHHA. The AB2588 TACs emitted from the proposed Project are shown in Appendix C of this Negative Declaration. Some of these pollutants were consolidated into one category, e.g., polycyclic aromatic hydrocarbons (PAHs). Health effects data are not available for all compounds. However, a total of 53 TACs were included in the air dispersion modeling (see Appendix C). For carcinogens, cancer slope factors were used to compute cancer risk through inhalation. If the carcinogen is a multi-pathway pollutant, a potency slope was used for estimation of risk from non-inhalation pathways. For non-cancer health effects, reference exposure levels (REL) and acceptable oral doses (for multi-pathway pollutants) were used. The non-carcinogenic hazard indices were computed for chronic and acute exposures with their respective toxicological endpoints shown.

Emission Estimations and Sources

The emissions estimates of TACs for combustion are calculated using emission factors from the 2010 Annual Emissions Report for the heat recovery steam generator and the Supplemental Instructions for Reporting Quadrennial Air Toxics Emissions for natural gas turbines. Fugitive emissions are derived using Method 2 of the *SCAQMD Guide for Fugitive Emissions Calculations* (SCAQMD, 2003). The calculated emissions are presented in Appendix C.

Cancer Risk Analysis

The maximum cancer risk from the proposed Cogen Unit for the maximum exposed individual resident (MEIR) is located 1.5 miles east of the Refinery boundary. The incremental cancer risk is 3.86×10^{-7} or 0.4 per million at the MEIR. Polycyclic aromatic hydrocarbons (PAHs) contribute approximately 72.5 percent of the calculated cancer risk at the MEIR. The oral pathways account for 71.2 percent of the cancer risk. Detailed cancer risk contributions by pathway and pollutants are presented in Appendix C.

The maximum exposed incremental worker (MEIW) offsite cancer risk for occupational exposure is located approximately 1,200 feet east of the Refinery boundary. The incremental cancer risk is 1.11×10^{-7} or 0.1 per million at the MEIW. PAHs contribute approximately 70 percent of the calculated cancer risk at the MEIW. The oral pathways account for 69.2 percent of the cancer risk. Detailed cancer risk contributions by pathway and pollutants are presented in Appendix C.

Non-Cancer Risk Analysis

The maximum chronic hazard index (MCHI) total for the proposed Cogen Unit for the respiratory system is 0.0029. The MCHI is located approximately 1,100 feet east of the Refinery boundary. Formaldehyde contributes approximately 42.8 percent of the calculated MCHI. Detailed contribution by pollutant to the chronic hazard index for the maximum receptor location is presented in Appendix C.

The maximum acute hazard index (MAHI) total for the eyes is 0.0157. The MAHI is located approximately 450 feet west of the Refinery boundary. Ammonia contributes approximately 61.5 percent of the calculated MAHI. Detailed contribution by pollutant to the acute hazard index for the maximum receptor location is presented in Appendix C.

Existing Health Risk

As described in Section 1.6.2, during the operational phase, the new Cogen Unit would replace most of the steam generated from the existing boilers with the boilers remaining on-line with a reduced steam production, therefore, the health risk associated with the boilers while the Cogen Unit is operating would be reduced. The existing boilers were previously analyzed in the 2010 AB2588 HRA for the Refinery. The MEIR for boilers 86-B-9000, 86-B-9001, and 86-B-9002 are 1.99×10^{-8} , 5.41×10^{-8} , and 1.10×10^{-7} , respectively. The MEIW for boilers 86-B-9000, 86-B-9001, and 86-B-9002 are 3.31×10^{-8} , 1.62×10^{-8} , and 1.65×10^{-7} , respectively. The chronic and acute risk values were not presented by source in the 2010 AB2588 HRA, however, the refinery-wide risk for the MCHI and MAHI are 0.133 and 0.706, respectively. However, in March 2012, the RELs for nickel were revised. Therefore, the chronic and acute modeling results from the 2010 HRA were updated to reflect the new nickel RELs. Only the chronic risk value is affected by the revisions making the facility-wide MCHI 0.158. The MCHIs for boilers 86-B-9000, 86-B-9001, and 86-B-9002 are 0.0027, 0.0016, and 0.0167, respectively, for a total MCHI from all three boilers of 0.021. The MAHIs for boilers 86-B-9000, 86-B-9001, and 86-B-9002 are 1.76×10^{-4} , 1.67×10^{-3} , and 1.48×10^{-3} , respectively, for a total MAHI from all three boilers of 0.0033. The boiler health risks would be reduced in direct relation to the reduced operations when the Cogen Unit is operating (expected to be between 25 and 69 percent depending on the operating scenario). Under most operating conditions, the health risks associated with boiler 86-B-9000 would be eliminated as a result of implementing the proposed Project.

Combined Health Risks

The combined maximum cancer and non-cancer health risks from the Cogen Unit and boilers 86-B-9000, 86-B-9001, and 86-B-9002 are shown in Table 2-7. The sensitive receptor location would remain the same as the current sensitive receptor location, which is located 1.5 miles east of the Refinery boundary. As indicated in Table 2-7, none of the cancer and non-cancer health risk categories analyzed for the proposed Project would exceed the applicable significance threshold. Therefore, cancer and non-cancer health risks from the proposed project are concluded to be less than significant.

TABLE 2-7

Combined Health Risks

Equipment	MEIR	MEIW	MCHI	MAHI
Cogen Unit	0.386×10^{-6}	0.111×10^{-6}	0.0029	0.0157
Boiler 86-B-9000	0.019×10^{-6}	0.033×10^{-6}	0.0027	1.76×10^{-4}
Boiler 86-B-9001	0.054×10^{-6}	0.016×10^{-6}	0.0016	1.67×10^{-3}
Boiler 86-B-9002	0.110×10^{-6}	0.165×10^{-6}	0.0167	1.48×10^{-3}
Total	0.57×10^{-6}	0.33×10^{-6}	0.024	0.019
Significance Threshold	10×10^{-6}	10×10^{-6}	1.0	1.0
Significant?	No	No	No	No

The combined health risk values assume that the boilers and the Cogen Unit would be operating at full capacity concurrently, which is not the planned mode of operation. During operation of the proposed Project, the boilers would operate at reduced capacities that would vary depending on the operating scenario, with the Cogen Unit typically operating at full capacity. The health risks expected from the various operating scenarios would be less than the combined maximum health risks shown in Table 2-7. Therefore, the combined HRA results in Table 2-7 represent a conservative analysis of the proposed Project's cancer and non-cancer health risks.

Summary of Health Impacts

The health impacts related to air quality impacts have been evaluated in several ways. First, the short-term air quality impacts related to construction emissions were evaluated by comparing the peak day construction emissions to the SCAQMD mass daily significance thresholds. In the short-term, the air quality impacts related to construction emissions would not exceed the SCAQMD's construction significance thresholds for all criteria and VOC pollutants analyzed, so it was concluded that the proposed Project would generate less than significant air quality impacts. In order to evaluate the localized air quality impacts from construction emissions to nearby sensitive receptors, a LST analysis was also completed. The results of the LST analysis indicated that the short-term construction emissions would be below the applicable LST significance thresholds. The LST significance thresholds are based on the most stringent ambient air quality standard applicable for the exposures duration related to construction activities for NO₂ and CO, which are based on health effects. The LSTs for PM₁₀ and PM_{2.5} were derived based on fugitive dust control requirements in SCAQMD Rule 403, which are

indirectly based on the state PM10 standard. Since construction of the proposed Project is short-term and would not exceed the applicable LST significance thresholds for localized air quality impacts, no significant adverse health impacts associated with construction emissions are expected. The impacts from operation would not exceed the SCAQMD's operational significance thresholds for all criteria and VOC pollutants analyzed and were also concluded to be less than significant. The proposed Project's onsite emissions were modeled to evaluate potential localized air quality impacts, which were demonstrated to be below the applicable LSTs or ambient air quality standards, which are health-based standards. The primary health effects associated with exposure to NO₂, CO, PM10, and PM2.5 are respiratory impacts including decreased lung function, aggravation of chronic respiratory condition, and aggravation of heart disease conditions. No such adverse health impacts are expected during the construction or operation of the proposed Project.

Epidemiological analyses have consistently linked air pollution, especially TACs, with excess mortality and morbidity. Health studies have shown both short-term and long-term exposures of ambient concentrations are directly associated with increased mortality and morbidity. To estimate potential air quality impacts from a particular facility, the AERMOD air dispersion model can be used to provide PM10 concentration levels at a set of receptor points. A concentration-response equation can be calculated on the modeled air quality impacts and changes in mortality to determine the relative change in mortality associated with the estimated changes in annual PM levels and estimate the potential for health impacts. For this calculation, it is assumed that all the PM10 is PM2.5. The log-linear form of the concentration response equation is:

$$\Delta \text{Mortality} = y_0 (e^{\beta \Delta \text{PM}} - 1) * \text{population}$$

where

y_0 = county level all cause annual death rate per person for ages 30 and older,

β = PM2.5 coefficient from health study,

ΔPM = change in annual mean PM2.5 concentration, and

Population = population of ages 30 and older.

The resulting change in cases of mortality in a population age group living in a specific location with a given change in PM can then be calculated. By applying the census tract level for all census tracts within the modeling domain, the overall estimate in the change in mortality from PM emission of the facility is determined. Since the air quality analysis shows that the onsite PM emissions from the proposed Project do not have offsite consequences (i.e., no concentrations above the ambient air quality standards), the above modeling procedure is not required and, thus, no increase in morbidity or mortality rates or related health effects are anticipated.

The indirect PM emissions associated with the proposed Project are limited to an increase in truck trips associated with additional aqueous ammonia shipments to the Refinery. The potential annual increase in truck trips does not produce a localized increase in PM because only one truck per day with up to 16 additional truck trips per year would be needed. Therefore, no significant

adverse air quality or related health impacts are expected due to operation of the proposed Project.

The long-term air quality impacts from exposure to toxics were evaluated through the preparation of an HRA. The HRA evaluated the emissions associated with the operation of the proposed Project to derive cancer and non-cancer health risk values, which were then compared to carcinogenic and non-carcinogenic significance thresholds. As demonstrated in the HRA, the carcinogenic and non-carcinogenic impacts for all receptors are expected to be less than the applicable significance thresholds. Therefore, no significant adverse carcinogenic or non-carcinogenic health risk impacts associated with the operation of the proposed Project are expected.

3. e) Odors

The proposed Project is not expected to create significant objectionable odors, either during construction or during operations. Sulfur compounds (e.g., hydrogen sulfide) are the primary sources of odors at a refinery. The Cogen Unit would use natural gas and refinery fuel gas in the gas turbine and duct burner, respectively. While both fuels contain trace amounts of sulfur compounds, significant objectionable odors are not expected since the fuel supply systems must be operated as a closed system to prevent safety hazards (e.g., potential fires).

Ammonia would be used in the SCR to control of NO_x emissions. Ammonia can have a strong odor; however, the proposed Project is not expected to generate substantial odor impacts from ammonia emissions, since the proposed Project would use aqueous ammonia. The aqueous ammonia would be stored in an existing tank with controls to reduce ammonia emissions and transported in enclosed piping to the SCR at the Cogen Unit. Unreacted ammonia emissions from the SCR stack (also referred to as ammonia slip) would be limited to five parts per million (ppm). Since exhaust emissions are buoyant as a result of being heated, ammonia would disperse and ultimate ground level concentrations would be substantially lower than five ppm. Five ppm is below the odor threshold for ammonia of 20 ppm (OSHA, 2007).

The Refinery maintains a 24-hour environmental surveillance effort where operators are trained to report odors so that the source can be identified and remedied promptly, which helps to minimize the frequency and magnitude of odor events. No odors are expected from the new equipment. In addition, all new or modified components would be required to comply with BACT requirements as well as existing SCAQMD rules and regulations, including Rule 402 - Prohibition of Nuisances. Therefore, no significant odor impacts are expected from constructing and operating the proposed Project.

3. g and h) Greenhouse Gas Emissions

Global climate change is a change in the average weather of the earth, which can be measured by wind patterns, storms, precipitation, and temperature. Historical records have shown that temperature changes have occurred in the past, such as during previous ice ages. Some data indicate that the current temperature record differs from previous climate changes in rate and magnitude.

The United Nations Intergovernmental Panel on Climate Change constructed several emission trajectories of greenhouse gases needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of greenhouse gases (GHGs) at 400 to 450 ppm carbon dioxide-equivalent concentration is required to keep global mean warming below two degrees Celsius, which is assumed to be necessary to avoid dangerous climate change.

The potential health effects from global climate change may arise from temperature increases, climate-sensitive diseases, extreme events, and air quality. There may be direct temperature effects through increases in average temperature leading to more extreme heat waves and less extreme cold spells. Those living in warmer climates are likely to experience more stress and heat-related problems (i.e., heat rash and heat stroke). In addition, climate sensitive diseases may increase, such as those spread by mosquitoes and other disease carrying insects. Those diseases include malaria, dengue fever, yellow fever, and encephalitis. Extreme events such as flooding and hurricanes can displace people and agriculture, which would have negative consequences. Drought in some areas may increase, which would decrease water and food availability. Global warming may also contribute to air quality problems from increased frequency of smog and particulate air pollution.

Table 2-8 presents the GHG emission inventory by major source categories in calendar year 2008, as identified in the 2012 AQMP, for Basin. The emissions reported herein are based on in-Basin energy consumption and do not include out-of-Basin energy production (e.g., power plants, crude oil production) or delivery emissions (e.g., natural gas pipeline loss). Three major greenhouse gas pollutants have been included: the carbon dioxide (CO₂), nitrous oxide (N₂O), and methane (CH₄). These GHG emissions are reported in million metric tons of CO₂ equivalent (MMTCO_{2e}.) Mobile sources generate 59.4 percent of the total GHG emissions in the Basin (47.0 percent from on-road vehicles and 12.5 percent from other mobile sources (aircraft, trains, ships and boats, and other sources (construction equipment, airport equipment, oil and gas drilling equipment)). The remaining 40.6 percent of the total Basin GHG emissions are from stationary and area sources. The largest stationary/area source is fuel combustion, which is 27.8 percent of the total Basin GHG emissions (68.6 percent of the GHG emissions from the stationary and area source category).

Contribution of the Proposed Project

The analysis of GHG emissions is a different analysis than for criteria pollutants for the following reasons. For criteria pollutant, significance thresholds are based on daily emissions because attainment or non-attainment is typically based on daily exceedances of applicable ambient air quality standards. Further, several ambient air quality standards are based on relatively short-term exposure effects to human health, e.g., one-hour and eight-hour. Using the half-life of carbon dioxide (CO₂), 100 years, for example, the effects of GHGs are longer-term, affecting the global climate over a relatively long time frame. As a result, the SCAQMD evaluates GHG effects over a longer timeframe than a single day. The interim significance threshold for industrial projects is 10,000 metric tons per year of CO₂ equivalent emissions (see Table 2-1).

TABLE 2-8
2008 GHG Emissions for the Basin

Source Category	Emissions						
	CO ₂	N ₂ O	CH ₄	CO ₂	N ₂ O	CH ₄	CO ₂ e
	(TPD)			(TPY)			(MMT)
Fuel Combustion							
Electric Utilities	34,303	0.08	0.71	12,520,562	29.0	258	11.4
Cogeneration	872	0.00	0.02	318,340	0.60	6.00	0.29
Oil and Gas Production (Combustion)	2,908	0.01	0.08	1,061,470	4.71	29.5	0.96
Petroleum Refining (Combustion)	44,654	0.06	0.57	16,298,766	20.7	207	14.8
Manufacturing and Industrial	22,182	0.06	0.48	8,096,396	20.9	174	7.35
Food and Agricultural Processing	927	0.00	0.02	338,516	0.84	7.16	0.31
Service and Commercial	21,889	0.08	0.59	7,989,416	30.8	215	7.26
Other	2,241	0.02	0.16	818,057	8.58	58	0.75
Total Fuel Combustion	129,977	0.32	2.62	47,441,523	116	956	43.1
Petroleum Production and Marketing							
Oil and Gas Production	92.1	0.00	0.92	33,605	0.06	336	0.04
Petroleum Refining	770	0.00	1.65	280,932	0.36	603	0.27
Petroleum Marketing			83.8	0	0.00	30,598	0.58
Other			0.00	0	0.00	0	0.00
Total Petroleum Production and Marketing	862	0.00	86.4	314,536	0.42	31,537	0.89
Other Source Categories							
Total Waste Disposal ⁽¹⁾	3,772	0.04	508	1,376,870	14.9	185,278	4.78
Total Cleaning and Surface Coatings ⁽²⁾	2,648	0.00	0.33	966,628	1.22	122	0.88
Total Industrial Processes ⁽³⁾	279	0.00	1.49	101,832	0.19	543	0.10
Total Solvent Evaporation ⁽⁴⁾	0.00	0.00	0.07	0.00	0.00	24.20	0.00
Total Miscellaneous Processes ⁽⁵⁾	38,850	0.12	27.9	14,180,326	45.3	10,179	13.1
Total On-Road Motor Vehicles ⁽⁶⁾	217,480	6.11	8.26	79,380,188	155	187	72.7
Total Other Mobile Sources ⁽⁷⁾	57,572	1.83	8.95	21,013,816	668	3,268	19.3
Total Other Source Categories	320,601	8.10	555	117,019,660	885	199,601	111
Total 2008 Baseline GHG Emissions for Basin	451,440	8.42	644	164,775,719	1,001	232,094	155

(1) Waste Disposal includes sewage treatment, landfills, incineration, and other waste disposal.

(2) Cleaning and Surface Coatings includes laundering, degreasing, coatings and related processes, printing, adhesives and sealants, and other cleaning and surface coatings.

(3) Industrial Processes include chemical, food and agriculture, mineral processes, metal processes, wood and paper, glass and related products, electronic, and other industrial processes.

(4) Solvent Evaporation includes consumer products, architectural coating and related solvents, pesticides and fertilizers, and asphalt paving and roofing.

(5) Miscellaneous Processes include residential fuel combustion, farming operations, construction and demolition, paved road dust, unpaved road dust, fugitive windblown dust, fires, waste burning and disposal, utility equipment, cooking, and other miscellaneous processes.

(6) On-Road Motor Vehicles include trucks (all sizes), motorcycles, buses (all types), and motorhomes.

(7) Other Mobile Sources include aircraft; trains; ships; commercial boats, construction, airport, and oil and gas drilling equipment.

GHGs do not have human health effects like criteria pollutants. Rather, it is the increased accumulation of GHGs in the atmosphere that may result in global climate change. Due to the complexity of conditions and interactions affecting global climate change, it is not possible to predict the specific impact, if any, attributable to GHG emissions associated with a single project. Furthermore, the GHG emissions associated with the proposed Project would be small relative to total global or even state-wide GHG emissions. Thus, the significance of potential impacts from GHG emissions related to the proposed Project has been analyzed for long-term operations on a cumulative basis, as discussed below.

Construction

Construction equipment may include backhoes, compressors, cranes, front-end loaders, motor graders, trenchers, and water trucks. The equipment is assumed to be operational up to ten hours per day during most of the construction period. While construction workers are expected to be at the site for longer than eight hours per day due to time necessary for lunch and breaks, organization meetings, and so forth, construction equipment would not be expected to operate the entire time workers are onsite. Therefore, the assumption of equipment operating ten hours per day provides a conservative estimate of GHG emissions from the construction equipment. Emission factors for construction equipment were taken from the Construction Equipment Emissions tables available on the SCAQMD webpage (<http://aqmd.gov/ceqa/hdbk.html>). Estimated emissions from construction equipment used for construction activities are included in Table 2-9, with more detailed calculations in Appendix B.

TABLE 2-9

**Construction GHG Emissions for the Proposed Project
(metric tons)**

Source	CO ₂ e ⁽¹⁾
Construction Equipment	355
30 Year Amortized	11.8

(1) CO₂ equivalent emissions or CO₂e.

Operational

When analyzing GHG emission impacts, SCAQMD policy requires combining construction emissions amortized over 30 years with operational emissions and then comparing this total to the GHG emissions significance threshold. The total GHG construction emissions associated with the proposed Project are estimated to be 355 metric tons over the entire construction period, or 11.8 metric tons per year amortized over 30 years. Operation of the proposed Project includes onsite generation of electricity in lieu of purchasing power from LADWP and operation of the existing boilers at reduced capacities. The calculated GHG emissions from proposed Project operation are shown in Table 2-10. The operation GHG emissions associated with the proposed Project are 43,801 metric tons per year. The total GHG emissions associated with the proposed Project, including the 30-year amortized construction GHG emissions, is 43,813 metric tons per year, which would require inclusion in the Refinery's GHG emission inventory.

TABLE 2-10

**Operational GHG Emissions for the Proposed Project
(metric tons per year)**

Source	CO ₂ e
Current Operations	
Existing Boilers ⁽¹⁾	125,809
Third-Party Power ⁽²⁾	162,781
Total Current Operations	288,590
Proposed Project	
Existing Boilers	72,677
New Cogen Unit	248,608
Third-Party Power ⁽³⁾	11,107
Total Proposed Project	332,391
Increase from Proposed Project	43,801
30-Year Amortized Construction	11.8
Total GHG w/ Construction	43,813
AB32 Required Offsets	43,813
Emissions Increase	0
Significance Threshold	10,000
Significant?	No

(1) Based on average of 2009 and 2010 GHG emissions.

(2) Based on average of purchased power during 2009 and 2010.

(3) Anticipate less than three MW continue to be purchased from LADWP.

CARB has designed a California cap-and-trade program that is enforceable and meets the requirements of AB 32. The program began on January 1, 2012, with an enforceable compliance obligation beginning with the 2013 GHG emissions inventory. The Refinery is subject to the requirements of the AB32 Cap and Trade Program and will have a GHG allocation based on current GHG emissions levels. The AB32 Cap-and-Trade Program has divided allocations into sectors and established a Refinery Sector allocation. The Refinery Sector allocation is to be distributed among the refineries based on the complexity and energy efficiency of each refinery. The more energy efficient a refinery is, the greater the allocation it will receive. The Ultramar Inc. Refinery has a low energy efficiency index (i.e., a low energy efficiency index equates to high energy efficiency) and, therefore, will receive a greater GHG allocation than less energy efficient refineries. The GHG allocations for the Refinery Sector have not yet been assigned due to quality control issues that are being resolved (Chu, 2012). Additionally, the Refinery allocation process includes both on-site generated and third-party power. The AB32 Cap-and-Trade Program will require that the Refineries subject to the program to offset any GHG emissions in excess of the total allocation obtained through the program.

When the Cogen Unit is expected to be operational in 2014, GHG offsets would be required. As such, the GHG emissions associated with the proposed Project would be required to be offset, so that there would be no net increase in GHG emissions from the Refinery. Therefore, the

proposed Project with regulatory required GHG offsets would have a no net GHG emissions increase. GHG emissions from the proposed Project would be less than the interim SCAQMD GHG significance threshold of 10,000 metric tons per year (see Table 2-10). Thus, the GHG emissions from the proposed Project are considered less than significant.

3.3 Mitigation Measures

No significant adverse impacts from the proposed Project on air quality are expected, therefore, no mitigation measures are required.

Attachment B
Phillips 66 Negative Declaration



SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

**FINAL NEGATIVE DECLARATION FOR:
PHILLIPS 66 LOS ANGELES REFINERY CARSON PLANT - CRUDE OIL STORAGE
CAPACITY PROJECT**

SCH No. 2013091029

December 2014

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PHILLIPS 66 LOS ANGELES REFINERY CARSON PLANT -
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CHAPTER 1

PROJECT DESCRIPTION

Introduction
Agency Authority
Project Location
Overview of Current Operations
Proposed Project Description
Construction Schedule
Required Permits and Approvals

1.1 INTRODUCTION

The Phillips 66 Los Angeles Refinery (Refinery) has two plants, one located in Wilmington, a community under the jurisdiction of the City of Los Angeles, and the other located in the City of Carson (see Figure 1-1). These two plants operate as one refinery and the Carson Plant is referred to herein as the LARC. The LARC operates bulk crude oil supply storage facilities to handle incoming crude oil supplies from domestic sources primarily via onshore pipelines, and various vessels arriving at the Port of Long Beach at Berth 121. LARC currently has four existing 320,000 barrel¹ (bbl) (nominal capacity²) receiving tanks for crude oil. Crude oils from up to three different sources are segregated using the four existing 320,000 bbl tanks. The current capacity of the existing storage tanks limits vessel delivery volumes to Panamax vessels (400,000 bbl capacity), which are the size limits of vessels that can travel through the Panama Canal. For larger vessels, such as Aframax (720,000 bbl capacity) or Suezmax (1,000,000 bbl capacity), the current capacities of the existing storage tanks require two ship calls to unload the entire volume of a larger vessel, resulting in seven to 10 days when the ship remains in the port area. When a ship larger than Panamax calls, LARC accepts delivery of the first portion of the crude oil into the existing tanks then processes the crude oil through LARC to make room in the receiving tanks to accommodate the second discharge from the larger vessel. In order to avoid the extra wait time, which increases costs and creates additional vessel hoteling emissions, LARC needs more crude oil tankage storage capacity to accommodate the larger vessels so the entire volume of crude oil can be unloaded in one ship call.

Phillips 66 is proposing to increase crude oil storage capacity at the LARC by installing one new domed, 615,000 bbl crude oil tank³ (Tank 2640) and associated support facilities at the LARC. In addition, the throughput (i.e., the frequency of filling and emptying of the tank) of two existing 320,000 bbl nominal capacity storage tanks (Tanks 510 and 511) would be increased. The proposed project also includes the construction of geodesic domes on the same two existing crude oil (Tanks 510 and 511) to control fugitive emissions. The proposed project also includes the construction of one 14,000 bbl water draw surge tank (Tank 2643). In addition, to provide power to the western boundary of the LARC, one new electrical substation will be installed. The proposed project would comply with the South Coast Air Quality Management District's (SCAQMD) best available control technology (BACT) requirements, as applicable, for control of volatile organic compounds (VOCs) emissions from refinery storage tanks.

Crude oil storage capacity is not a limiting factor for the throughput and production at the LARC. LARC operations fluctuate and are controlled by many factors, including but not limited to, equipment design parameters, market demand, equipment maintenance schedules, equipment permit limit conditions, and crude oil characteristics (e.g., sulfur content, acidity, specific gravity, etc.). LARC refining processes have operated at maximum capacity in the past and are expected to continue to operate at maximum capacity in the future due to constraints. No changes to refining processes are included in the proposed project and the current refining

¹ One barrel equals 42 gallons.

² Nominal capacity is the physical maximum capacity of the storage tank. Working capacity is less than the physical capacity.

³ The new crude oil tank would have a nominal (maximum) capacity of 614,656 barrels and a working capacity of 500,141 barrels. Herein the new crude oil storage tank will be referred to as 615,000 barrel capacity storage tanks.

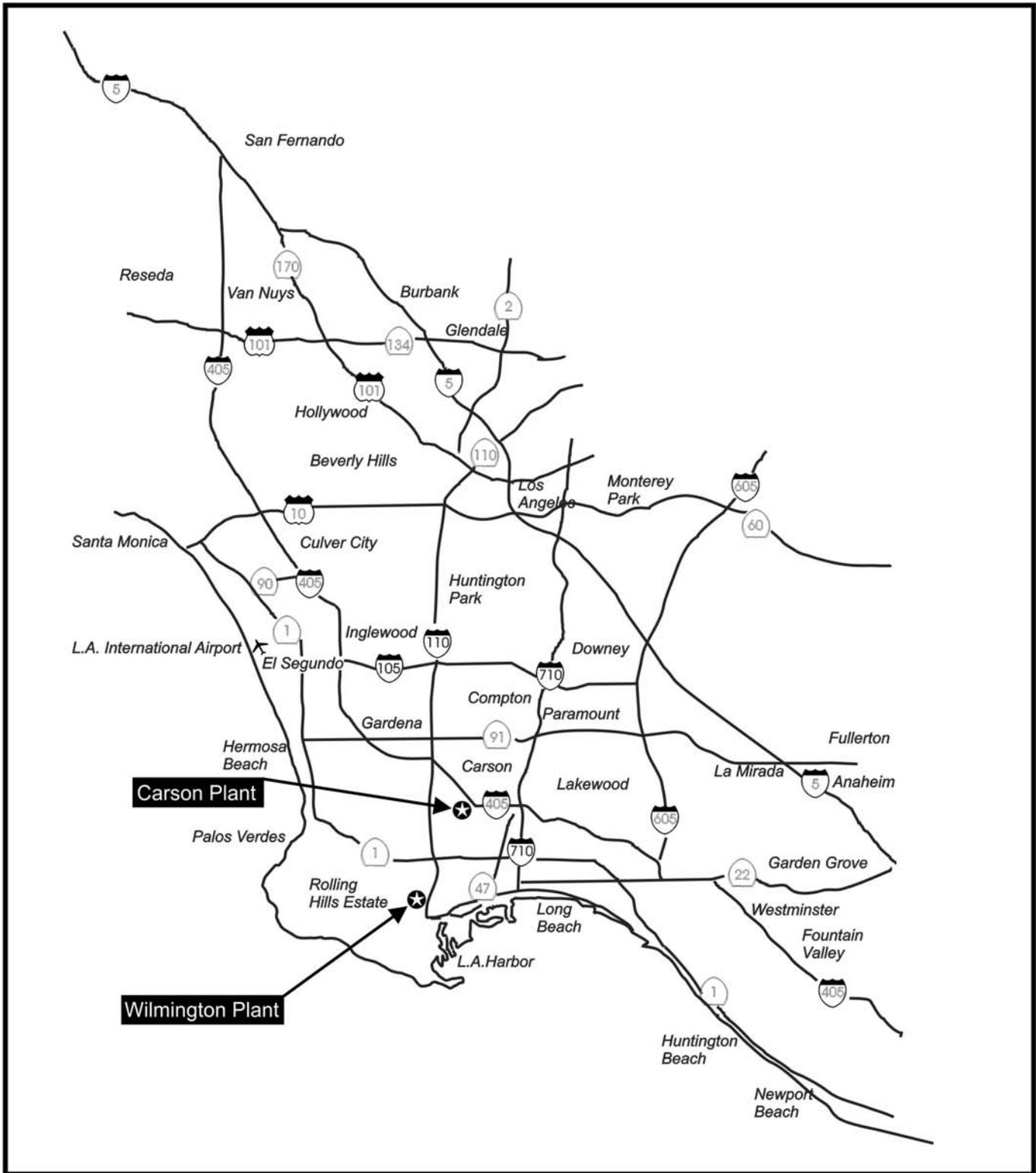


FIGURE 1-1
REGIONAL MAP
Phillips 66 Los Angeles Refinery



processes are limited by permit conditions that would not be modified as part of the proposed project. Therefore, the baseline crude throughput rate and output of the LARC would not change as a result of implementing the proposed project.

The proposal to increase crude oil storage capacity would streamline the movement of ships' future deliveries of crude oil to the LARC storage facilities without changing the overall volume of crude oil processed by the LARC. The increase in permitted throughput of the two existing storage tanks would provide flexibility for LARC to be able to blend multiple types of crude oil in order to obtain the optimal crude oil properties for refining. Therefore, the proposed project would only increase the crude oil storage capacity and the frequency of filling and emptying of the tanks at the LARC.

1.2 AGENCY AUTHORITY

The California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq., requires that the environmental impacts of proposed projects be evaluated and that feasible methods to reduce, avoid or eliminate significant adverse impacts of these projects be identified and implemented. The proposed modifications constitute a “project” as defined by CEQA. To fulfill the purpose and intent of CEQA, the SCAQMD is the “lead agency” for this project and has prepared this Negative Declaration to address the potential adverse environmental impacts associated with the proposed project.

The lead agency is the public agency that has the principal responsibility for carrying out or approving a project that may have a significant adverse effect upon the environment (Public Resources Code §21067). Since the proposed project requires discretionary approval from the SCAQMD and the SCAQMD has the greatest responsibility for supervising or approving the project as a whole, the SCAQMD has been determined to be the most appropriate public agency to act as lead agency (CEQA Guidelines §15051(b)).

To fulfill the purpose and intent of CEQA, the SCAQMD has prepared this Negative Declaration to address the potential adverse environmental impacts associated with the proposed project. A Negative Declaration for a project subject to CEQA is prepared when the lead agency determines, as supported by an environmental analysis of the project, that there is no substantial evidence that the project may have a significant effect on the environment (CEQA Guidelines §15064(f)(3) and §15070). As discussed in Chapter 2, the proposed project is not expected to result in any significant adverse environmental impacts; therefore, a Negative Declaration is the appropriate document.

1.3 PROJECT LOCATION

The Refinery is located in the South Coast Air Basin (Basin), within the jurisdiction of the SCAQMD. The LARC is located at 1520 East Sepulveda Boulevard, Carson, Los Angeles County, California and consists of about 224 acres of real property (see Figure 1-2). Land use at the LARC is designated by the City of Carson as heavy industrial zoning. The LARC is bounded on the north by Sepulveda Boulevard, on the west by Wilmington Avenue, on the south by a branch of the Burlington Northern and Santa Fe Railroad, and on the east by the Alameda rail

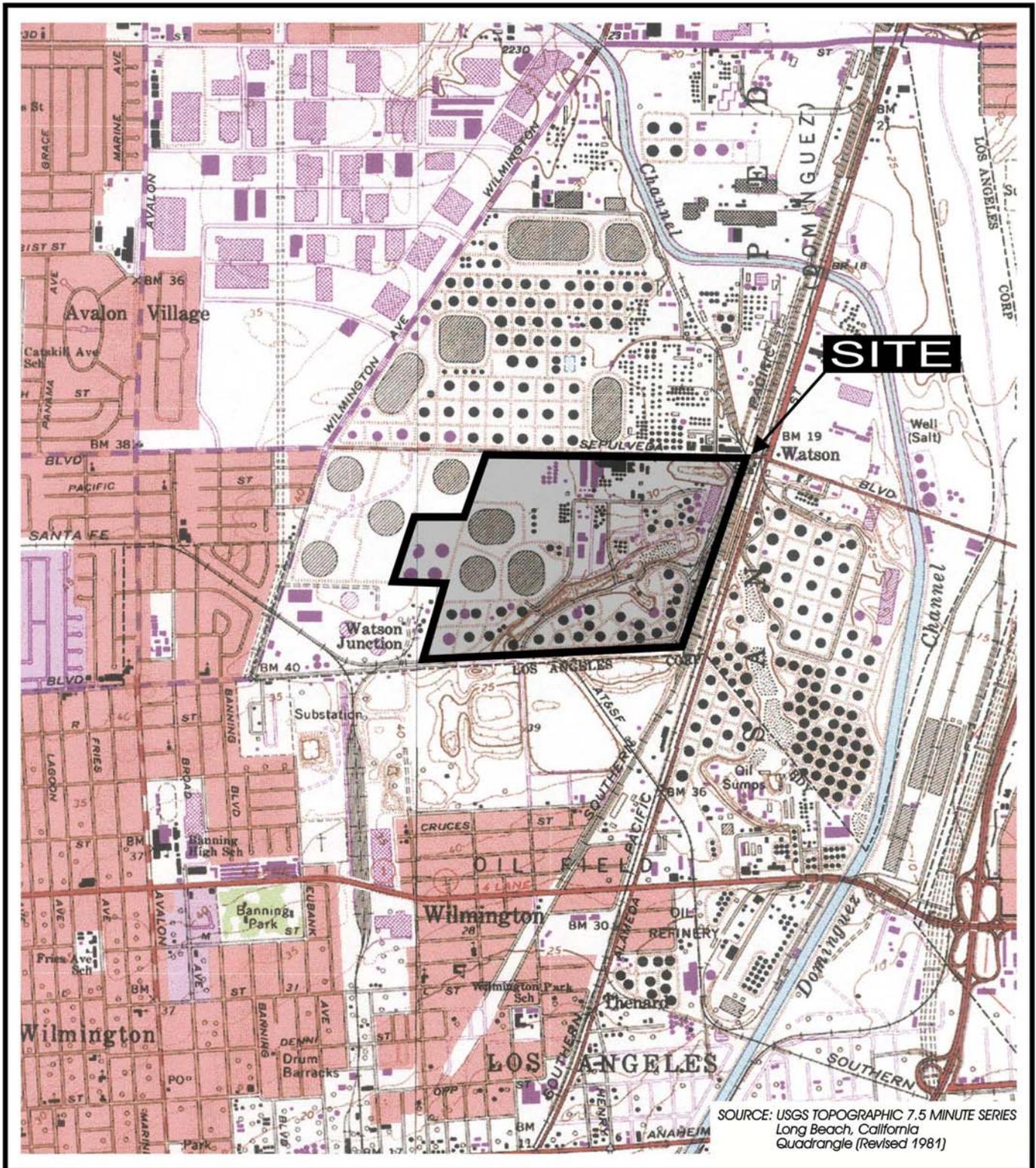


FIGURE 1-2
SITE LOCATION MAP
Phillips 66 Los Angeles Refinery
Carson Plant

corridor and Alameda Boulevard. Property to the north of the LARC is occupied by the Tesoro Los Angeles Refinery-Carson Operations (formerly BP Los Angeles Refinery). The western boundary of the LARC property borders the Container Transportation Services shipping and container storage facility. Property across Wilmington Avenue includes a residential neighborhood to the northwest and commercial uses to the southwest. Land uses to the south of the LARC are used as heavy industrial. Land to the south of Lomita Avenue is dominated by port-related activities. Land to the east of Alameda Street is occupied by the Kinder Morgan storage tank farm and the Tesoro Los Angeles Refinery – Wilmington Operations (formerly Shell/Equilon/Texaco Refinery).

1.4 OVERVIEW OF CURRENT OPERATIONS

Crude oil is a mixture of hydrocarbon compounds and relatively small amounts of other materials, such as oxygen, nitrogen, sulfur, salt, and water. Petroleum refining is a coordinated arrangement of manufacturing processes designed to produce physical and chemical changes in the crude oil to remove most of the non-hydrocarbon substances, separate the crude oil into its various components, and blend them into various useful products. The overall refining process uses four kinds of techniques: (1) separation, including distilling hydrocarbon liquids into gases, gasoline, diesel fuel, fuel oil, and heavier residual materials; (2) cracking or breaking large hydrocarbon molecules into smaller ones by thermal or catalytic processes; (3) reforming using heat and catalysts to rearrange the chemical structure of a particular oil stream to improve its quality; and (4) combining by chemically combining two or more hydrocarbons to produce high-grade gasoline.

Crude oil and distillates and other raw materials are delivered to the Refinery by pipelines, ships, and trains. Crude oil is processed in the crude oil unit where it is heated and distilled into various hydrocarbon components (at the LARC), which are further processed in downstream Refinery units (primarily located at the Wilmington Plant). The Refinery produces a variety of products including unleaded gasoline, jet fuel, diesel fuel, petroleum gases, sulfuric acid, and sulfur at the Wilmington Plant. Elemental sulfur and petroleum coke are produced as co-products of the refining process at the LARC. Major processing units at the Refinery include the crude oil unit, vacuum flasher, coker unit, hydrotreating units, reforming units, fluid catalytic cracking unit, alkylation unit, sulfur recovery units, hydrogen plant, acid plant, and the cogeneration unit. No changes are proposed at the Wilmington Plant.

1.5 PROPOSED PROJECT DESCRIPTION

The Refinery is proposing to increase the crude oil storage capacity at the LARC and throughput (i.e., frequency of filling and emptying) of two existing tanks. The proposed project consists of the following activities that will occur within the LARC near the western boundary (see Figure 1-3 and Figure 1-4):

- One new, 615,000 bbl nominal capacity (500,000 bbl working capacity) crude oil storage tank (Tank 2640) with a geodesic dome would be installed.
- The permitted throughput limit of two 320,000 bbl nominal capacity existing external floating roof crude oil storage tanks, Tanks 510 and 511, would be increased from 4.562

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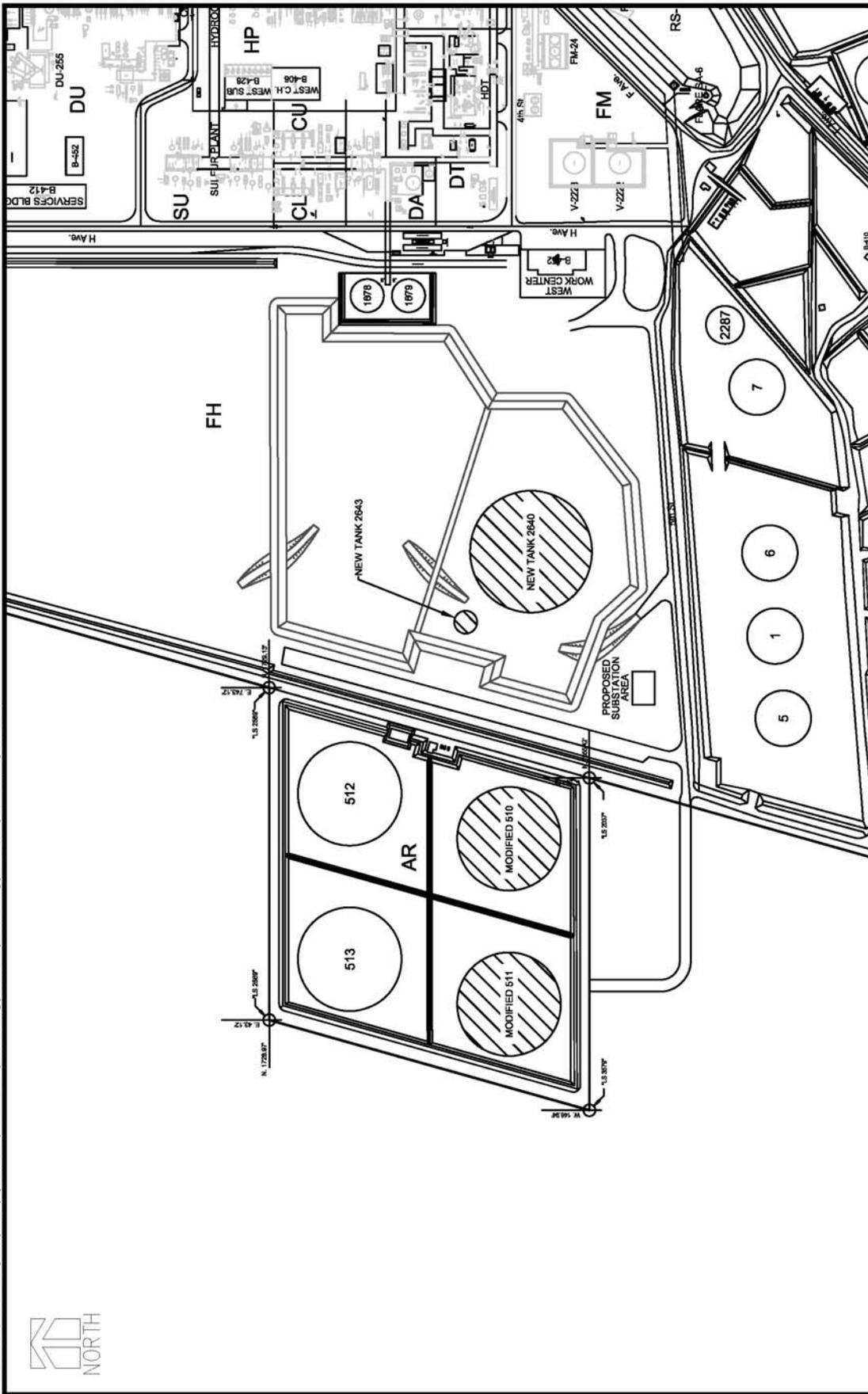


FIGURE 1-4
 PROPOSED PROJECT PLAN
 Phillips 66 Los Angeles Refinery
 Carson Plant



Project No. 2778

million bbl per year to 18 million bbl per year for each tank and geodesic domes would be installed on each tank to control fugitive emissions.

- Two new, 2,100 gallons per minute (gpm) crude oil feed/transfer pumps would be installed to transfer crude oil into and out of the new tank (Tank 2640). One new, 14,000 bbl nominal capacity (10,000 bbl working capacity) water draw surge tank (Tank 2643), including geodesic dome, pumps, and pipelines would be installed.
- Three new heat exchangers and one steam trap to assist in water treatment would be installed.
- Tie-ins to the manifold of the Pier "T" crude oil delivery pipeline from Berth 121 would be installed.
- One new electrical power substation would be installed.

Table 1-1 shows the specifications of the existing and proposed storage tanks associated with the proposed project.

TABLE 1-1
Tank Specifications

Tank Number	Roof Type	Commodity Type	Working Volume (bbl)	Nominal Volume (bbl)	Diameter (ft)	Height w/o Dome (ft)	Additional Dome Height(ft)
Existing 510	FPR	Crude Oil	285,000	320,000	218	50	N/A
Existing 511	FPR	Crude Oil	285,000	320,000	218	50	N/A
Modified 510	Domed FPR	Crude Oil RVP 11	285,000	320,000	218	50	42
Modified 511	Domed FPR	Crude Oil RVP 11	285,000	320,000	218	50	42
New Tank 2640	Domed FPR	Crude Oil RVP 11	500,000	615,000	260	65	53
New Tank 2643	Domed FDR	Water/Crude	10,000	14,000	44	52	7

FPR = Floating Pontoon Roof; FDR = Floating Double-Deck Roof

Crude oil received at the LARC contains small amounts of water, which are separated from the crude oil and accumulate in the bottom of the crude oil storage tanks. The accumulated water, referred to as water draw, is transferred from the crude oil storage tanks into a smaller water draw surge tank for processing prior to disposal. Currently, the water draw from all existing crude oil tanks is processed in the Sour Water Stripper, which mostly operates at maximum capacity. In order to consolidate and more efficiently manage water draw from crude oil tanks, the water draw from all existing crude oil tanks and new crude oil Tank 2640 is proposed to be routed to the new water draw surge Tank 2643. The new 14,000 bbl water draw surge tank would allow LARC to treat the water in the Brine Stripper, which performs the same function as the Sour Water Stripper but has excess capacity. No modifications are required to the Brine Stripper, but new equipment would be added to adjust the temperature of the water from Tank 2643 prior to entering the Brine Stripper. The new equipment would consist of three new heat exchangers designed to raise the temperature of the water before entering the Brine Stripper, and a steam trap to remove condensed steam after the heat exchangers. The water draw surge tank

would contain water with minute amounts of crude oil that get carried over from the crude oil storage tanks during transfer. Over time, a thin layer of crude oil is expected to form in the water draw surge tank. Accumulated crude oil from the water draw surge tank would be collected and transferred back to the new crude oil storage tank.

Most of the new equipment will be installed in an area near the western boundary of the LARC that is presently vacant, but formerly the site of two below ground level crude oil storage reservoirs. These reservoirs were closed in 1995 under authorization from the California Regional Water Quality Control Board, Los Angeles Region (RWQCB) and are currently capped with a one-foot thick impermeable clay layer. During construction, the clay cap would be partially removed, replaced, and recompacted to support the concrete foundations for the new storage tanks (Tanks 2640 and 2643). The impermeable clay would be reused during the recompaction along with imported clean fill as needed. These ground disturbing activities will take place during the site preparation phase of the proposed project. The integrity and function of the clay cap would be maintained following completion of the proposed project. Because the proposed project site has been identified as having soil containing VOC materials, excavation at this location is subject to the requirements of SCAQMD Rule 1166 - Volatile Organic Compound Emissions From Decontamination of Soil, which requires the Refinery to obtain a SCAQMD-approved Rule 1166 Mitigation Plan to assure the control of fugitive emissions prior to the start of excavation activities. As a result, operators of the LARC have submitted an application to the SCAQMD for approval of a site-specific Rule 1166 Mitigation Plan as part of the proposed project. In addition, the clay cap removal will be subject to approval by the RWQCB, which is a responsible agency for this proposed project.

While onsite storage capacity and tank throughputs (i.e., frequency of filling and emptying the tanks) would increase as a result of implementing the proposed project, the baseline refining capacity of the LARC will not change as explained below. The refining capacity of the LARC is constrained by a number of factors including equipment design parameters, market demand, equipment maintenance schedules, equipment permit limit conditions, and crude oil characteristics (e.g., sulfur content, acidity, specific gravity, etc.). The Refinery (both Carson and Wilmington Plants combined) has a nominal refining capacity of 139,000 bbl per day (CEC, 2013). The refining capacity is based on the overall design of the refining processes within the Refinery. The heat required to first separate crude oil into various intermediate products, which are later refined further, dictates the amount of crude oil that can be processed overall by the Refinery. Specifically, the Crude Unit, the first step in the refining process, receives the crude oil directly from storage (e.g. from both the existing and proposed storage tanks), *and* has operating crude throughput limits on the heater. The Crude Unit operations fluctuate based on conditions of other process units within the Refinery, market demand, and crude oil characteristics. The Crude Unit heater routinely operates at various firing rates and normally operates at or near the permit limit. The current operations of the Crude Unit, including the heater firing rate at or near the permit limit, is considered to be the baseline at the Refinery and the proposed project does not include modifications to the Crude Unit throughput or heater firing rate. Therefore, current operations of the Crude Unit would not be expected to change as a result of the proposed project. Additionally, for the same reasons, the proposed project will not modify operations of process units located downstream of the Crude Unit. Therefore, the proposed

project would not change the baseline operations of the refining processes or capacity at the LARC or the crude throughput of the Refinery.

1.6 CONSTRUCTION SCHEDULE

The preliminary construction schedule is provided in Figure 1-5. Construction activities are expected to take place over one and a half years. Early construction activities would include site preparation for the new crude oil tank including the removal and replacement of the clay cap in the existing reservoirs, and construction of the domes on the two existing crude oil storage Tanks 510 and 511. The crude oil storage tank 2640, along with the water draw surge tank 2643, would be constructed after the geodesic domes are installed on Tanks 510 and 511. Tie-in to the manifold from Pier B would occur toward the end of construction of Tank 2640. Heat exchangers and the steam trap would be installed during completion of Tank 2643 (Months 17 and 18). The electrical power substation would be installed concurrently with the tank construction. Peak construction activities are expected to occur during site preparation in Months 4, and 5, and would require approximately 100 to 115 construction workers.

**Figure 1-5
Phillips 66 Los Angeles Refinery Carson Plant
Crude Storage Capacity Project
Construction Schedule**

Month	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
Construction																			
Site Preparation	█	█	█																
Install Dome on Tank 511																			
Install Dome on Tank 510																			
Foundations																			
Install Tanks 2640 & 2643																			
Install Heat Exchangers and Steam Trap																			
Install Substation																			

1.7 REQUIRED PERMITS AND APPROVALS

The proposed project would require permits to construct/operate from the SCAQMD, building permits from the City of Carson, and U.S. EPA approval of Title V air permit. Once these permits are issued, the removal, refilling, and recompaction of the clay cap to ensure soil stability of the former reservoir sites will be subject to RWQCB approval. Table 1-2 contains a summary of the various permits and approvals that will be required in order to implement the proposed project.

TABLE 1-2
Required Federal, State and Local Agency Permits and Approvals

Agency Permit or Approval	Requirement	Applicability to Project
Federal		
Environmental Protection Agency (U.S. EPA)	Title V of the 1990 Clean Air Act, 40 CFR Part 70	Permit revision required to contain air quality requirements for new and modified major stationary sources in attainment areas (SCAQMD to implement and U.S. EPA to approve).
	Resource Conservation and Recovery Act (RCRA), 40 CFR Parts 260 – 279	Requires proper handling of hazardous waste material.
California Department of Transportation (Caltrans)	<u>Transportation permit</u>	<u>Permit required to transport overweight, oversize, and wide loads on highways.</u>
Regional		
Regional Water Quality Control Board, Los Angeles Region (RWQCB)	Soil Management Plan Approval	Requires Soil Management Plan to be approved for oil reservoir cap activities.
	General Construction Stormwater Permit	Construction sites larger than one-acre are required to comply with the Statewide General Construction Permit
South Coast Air Quality Management District (SCAQMD)	SCAQMD Rule 201: Permit to Construct	Applications are required to construct or modify stationary emissions sources.
	SCAQMD Rule 203: Permit to Operate	Applications are required to operate stationary source emissions.
	SCAQMD Rule 212: Standards for Approving Permits	Requires public notification for a “significant project.”
	SCAQMD Rule 219: Equipment Not Requiring a Written Permit Pursuant to Regulation II	Equipment with minimal emissions does not need to be permitted.
	SCAQMD Rule 301 : Permitting and Associated Fees	Requires fees to be paid for new or modified sources and evaluation of projects.
	SCAQMD Rule 401: Visible Emissions	Prohibits visible emissions from single emission sources.
	SCAQMD Rule 402: Nuisance	Discharges which cause a nuisance to the public are prohibited.
	SCAQMD Rule 403: Fugitive Dust	Contains best available control measure requirements for operations or activities that cause or allow emissions of fugitive dust.
	SCAQMD Rule 463: Organic Liquid Storage	Establishes vapor control requirements for storage tanks.
SCAQMD Rule 466: Pumps and Compressors	Establish leak monitoring and repair requirements for fugitive VOC emission components.	

TABLE 1-2 (Concluded)

Required Federal, State and Local Agency Permits and Approvals

Agency Permit or Approval	Requirement	Applicability to Project
SCAQMD (concluded)	SCAQMD Rule 466.1: Valves and Flanges	Establish leak monitoring and repair requirements for fugitive VOC emission components.
	SCAQMD Rule 467: Pressure Relief Devices	Establish leak monitoring and repair requirements for fugitive VOC emission components.
	SCAQMD Regulation IX: Standards of Performance for New Stationary Sources	Incorporates Federal regulations by reference.
	SCAQMD Rule 1166: Volatile Organic Compound Emissions From Decontamination of Soil	Application for a plan is required when soils to be excavated are impacted by hydrocarbons.
	SCAQMD Rule 1173: Control of Volatile Organic Compound Leaks and Releases from Components at Petroleum Facilities and Chemical Plants	Contains requirements for inspection and maintenance of fugitive VOC emitting components.
	SCAQMD Rule 1176: VOC Emissions from Wastewater Systems	Contains requirements for inspection and maintenance of fugitive VOC emitting components.
	SCAQMD Rule 1178: Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities	Establishes equipment requirements for storage tanks.
	SCAQMD Regulation XIII: New Source Review (NSR) including key rules Rule 1303: Requirements Rule 1304: Exemptions Rule 1306: Emission Calculations Rule 1309: Emission Reduction Credits	New source review requirements for non-RECLAIM pollutant emissions sources, including need for best available control technology (BACT), modeling for significant impacts, and providing offsets for emission increases.
	SCAQMD Rule 1401: New Source Review of Toxic Air Contaminants	New sources emitting toxic air contaminants must limit emissions to the extent that the health risks to the maximum exposed individual are within allowable limits. Best Available Control Technology for Toxics (T-BACT) is generally required when cancer risk is greater than one in one million (1×10^{-6}).
SCAQMD Regulations XXX: Title V Permits	Application for permit revision is required to construct, operate, or modify air emission sources. (SCAQMD to implement and U.S. EPA to approve).	
Local		
City of Carson	Building permit	Required for foundations, building, etc.
	Grading permit	Required prior to grading land.
	Plumbing and electrical permits	General construction permit.

CHAPTER 2

ENVIRONMENTAL CHECKLIST

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General Information
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References
Acronyms

2.1 INTRODUCTION

The environmental checklist provides a standard evaluation tool to identify a project's adverse environmental impacts. This checklist identifies and evaluates potential adverse environmental impacts that may be created by the proposed project.

2.2 GENERAL INFORMATION

Project Title:	Phillips 66 Los Angeles Refinery Carson Plant – Crude Oil Storage Capacity Project
Lead Agency Name:	South Coast Air Quality Management District
Lead Agency Address:	21865 Copley Drive, Diamond Bar, CA 91765
Lead Agency Contact Person and Phone Number:	Barbara Radlein, Air Quality Specialist (909) 396-2716
Project Sponsor's Name:	Phillips 66 Los Angeles Refinery Carson Plant (LARC)
Project Sponsor's Address:	1520 East Sepulveda Boulevard, Carson, CA 90745
Project Sponsor's Contact Person and Phone Number:	Marshall Waller, Environmental Manager, (310) 952-6210
General Plan Designation:	Heavy Industrial
Zoning:	MH
Description of Project:	Phillips 66 is proposing to increase crude oil storage capacity at its Los Angeles Refinery Carson Plant by installing one new 615,000 bbl crude oil storage tank with a geodesic dome, increasing the annual permit throughput limit of two existing 320,000 bbl crude oil storage tanks, and installing geodesic domes on the same two existing 320,000 bbl crude oil storage tanks. Two new feed/transfer pumps and one 14,000 bbl water draw surge tank with associated pumps and pipelines would also be installed. Tie-ins to the Pier "T" crude oil delivery pipeline from Berth 121 would be installed and one new electrical power substation would be constructed. The following environmental topic areas were identified as having the potential to be affected by the proposed project: air quality and greenhouse gas emissions; energy; geology and soils; hazards and hazardous materials; hydrology and water quality; noise; solid and hazardous waste; and, transportation and traffic. However, the analysis of these environmental topic areas in the <i>Final Draft</i> ND concluded that the proposed project would not generate any significant adverse environmental impacts.
Surrounding Land Uses and Setting:	The LARC is bounded on the north by Sepulveda Boulevard, on the west by Wilmington Avenue, on the south by a branch of the Burlington Northern and Santa Fe Railroad, and on the east by Alameda Boulevard. Property to the north of the LARC is occupied by the BP Los Angeles Refinery (as of June 1, 2013 is

	owned by Tesoro). The western boundary of the LARC borders a shipping and container storage facility. Property across Wilmington Avenue includes a residential neighborhood to the northwest and commercial uses to the southwest. Land uses to the south of the LARC are heavy industrial. Land south of Lomita Avenue is dominated by port-related activities. Land east of Alameda Street is occupied by a storage tank farm and the Tesoro Refinery.
Other Public Agencies Whose Approval is Required:	City of Carson RWQCB

2.3 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The following environmental impact areas have been assessed to determine their potential to be affected by the proposed project. As indicated by the checklist on the following pages, environmental topics marked with an "✓" may be adversely affected by the proposed project. An explanation relative to the determination of impacts can be found following the checklist for each area.

- | | | |
|---|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Population and Housing |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Air Quality and Greenhouse Gas Emissions | <input type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Solid and Hazardous Waste |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Transportation and Traffic |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Noise | <input type="checkbox"/> Mandatory Findings of Significance |

2.4 DETERMINATION

On the basis of this initial evaluation:

- I find the proposed project COULD NOT have a significant effect on the environment, and that a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be significant effects in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect(s) on the environment, and an ENVIRONMENTAL IMPACT REPORT (EIR) is required.
- I find that the proposed project MAY have a "potentially significant impact" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Date: September 6, 2013

Signature:



Michael Krause
Program Supervisor, CEQA
Planning, Rules, and Area Sources

Telephone: (909) 396-2706

2.5 ENVIRONMENTAL CHECKLIST AND DISCUSSION

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Significance Criteria

The proposed project impacts on aesthetics will be considered significant if:

- The project will block views from a scenic highway or corridor.
- The project will adversely affect the visual continuity of the surrounding area.
- The impacts on light and glare will be considered significant if the project adds lighting which would add glare to residential areas or sensitive receptors.

Discussion

I. a), b), and c) The nearest officially designated Scenic Highway to the LARC would be Route 2 (Angeles Crest Scenic Byway) near La Canada/Flintridge, in the northeastern portion of Los Angeles County. It is approximately 24 miles north from the LARC to the most southern portion of Route 2. Therefore, the City of Carson is not visible from Route 2 due to the distance as well as the presence of numerous large buildings of downtown Los Angeles, and the intervening topography (hills and mountains) between downtown Los Angeles and the beginning of Route 2 near La Canada/Flintridge (Caltrans, 2012).

The nearest roadway, which is eligible for State Scenic Highway Designation, to the LARC is Route 1 (Pacific Coast Highway at State Route 19 – Lakewood Boulevard, in Long Beach) in the southernmost portion of Los Angeles County. At approximately five miles from the LARC to the intersection of State Route 19, Route 1 becomes eligible to become a State Scenic Highway.

The LARC is not visible to Route 1 at State Route 19 due to the numerous structures and topography between the two locations. There are no officially designated Scenic Highways or highways eligible for State Scenic Highway Designation in the vicinity of the LARC. Because of the substantial distance between the proposed project and the aforementioned scenic highways, no significant adverse impacts to scenic highways are expected.

The proposed project includes installing one new 615,000 barrel crude oil tank (with a net working capacity of 500,000 barrels) with a geodesic dome; installing geodesic domes on two existing crude oil storage tanks (Tanks 510 and 511); installing one new electrical power substation; installing new piping and two transfer pumps; and installing one new 14,000 barrel water draw surge tank. The two existing crude oil storage (Tanks 510 and 511) are each 320,000 barrel tanks that are 218 feet in diameter and with the addition of new 42 foot domes, a total of 92 feet high. The new 615,000 barrel crude oil storage tank would be 260 feet in diameter and 118 feet high. Thus, with the installation of the geodesic domes on the two existing storage tanks, the new heights would vary between about 92 feet (existing Tanks 510 and 511) to about 118 feet for the new crude oil tank. However, other existing equipment within the boundary of the LARC, e.g., vessels and flares, are at heights of up to 250 feet high and exceed the highest height of the new tank to be installed as part of the proposed project.

The LARC is surrounded by other industrial land uses with similar aesthetic qualities. Land uses adjacent to the LARC are all heavy industrial and include the Alameda rail corridor and the related rail activity, Kinder Morgan Terminal, and Tesoro Los Angeles Refinery- Wilmington Operations to the east; the Tesoro Los Angeles Refinery – Carson Operations to the north; Container Transportation Services shipping and container storage facility to the west; and other heavy industrial uses (e.g., container storage yards) to the south.

The views of the LARC from adjacent properties are not expected to significantly change because the proposed project facilities would blend in with the existing site facilities and operations. The closest residential areas are located one-third of a mile to the west of the western boundary of the LARC with other heavy industrial facilities between the site and residential properties. The new tanks and the domes on the existing tanks would be visible from Sepulveda Boulevard, which is located in an industrial area, and the views of the new/modified tanks would be consistent with the other industrial facilities. No significant change in visual characteristics and no damage to scenic resources in the vicinity of the LARC are expected to occur from implementing the proposed project.

I. d) In general, construction activities are not anticipated to require additional lighting because they are scheduled to take place during daylight hours. However, when daylight hours are limited (i.e., winter months), temporary lighting may be required. Since the proposed project would be located within the boundaries of the existing LARC facility, additional temporary lighting, if needed, is not expected to be discernible from the existing permanent night lighting already associated with the LARC. Any temporary lighting would be required to point toward the interior of the LARC to limit the potential for offsite glare in accordance with the City of Carson Municipal Code §9147.1. The closest residential areas are located over one-third of mile to the west of western boundary of the LARC with other heavy industrial facilities between the construction site and residential properties; therefore, no significant adverse light and glare impacts to residential properties would be expected.

If additional permanent light sources are necessary for operation of the new storage tank and water draw surge tank, they would be installed on the new equipment to provide illumination for operations personnel at night in accordance with applicable safety standards including the Cal-OSHA (Title 8, California Code of Regulations (CCR), §3317). These additional light sources, if needed, are not expected to create an offsite glare impact because the proposed project components would be located within existing industrial facilities, which are already lighted at night for nighttime operations. Further, adjacent industrial facilities are also brightly lit and residential areas are located about one-third of a mile away from the LARC, so additional lighting at the site is not expected to be noticeable in residential areas. Therefore, no significant adverse light and glare impacts, either during construction or operation, are anticipated from implementing the proposed project.

Based upon these considerations, significant adverse aesthetics impacts are not expected from implementing the proposed project, and thus, this topic will not be analyzed further.

Mitigation Measures

Since no significant adverse aesthetic impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES. Would the project:				
a) Convert 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 use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined by Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §51104 (g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Project-related impacts on agricultural and forestry resources will be considered significant if any of the following conditions are met:

- The proposed project conflicts with existing zoning or agricultural use or Williamson Act contracts.
- The proposed project will convert prime farmland, unique farmland or farmland of statewide importance as shown on the maps prepared pursuant to the farmland mapping and monitoring program of the California Resources Agency, to non-agricultural use.
- The proposed project conflicts with existing zoning for, or causes rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined in Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §51104(g)).

- The proposed project would involve 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.

Discussion

II. a), b), c), and d) The proposed project would not involve construction outside of the existing boundaries of the LARC. The proposed project would be consistent with the heavy industrial zoning requirements for the LARC and there are no agriculture or forestry resources or operations on or near the LARC. No agricultural resources including Williamson Act contracts are located within or would be impacted by construction activities at the LARC because the new tanks are being installed on existing established property. Therefore, the proposed project would not result in any new construction of buildings or other structures that would convert farmland to non-agricultural use or conflict with zoning for agricultural use or a Williamson Act contract.

Since the proposed project would not substantially change any facility or process at the LARC, there are no provisions in the proposed project that would affect land use plans, policies, or regulations. Land use and other planning considerations are determined by local governments and no land use or planning requirements relative to agricultural resources would be altered by the proposed project. For these same reasons, the proposed project would not result in the loss of forest land or conversion of forest land to non-forest uses.

Based upon these considerations, significant adverse agricultural and forestry resources impacts are not expected from implementing the proposed project, and thus, this topic will not be analyzed further.

Mitigation Measures

Since no significant adverse agriculture and forestry resources impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
III. AIR QUALITY AND GREENHOUSE GAS EMISSIONS.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Diminish an existing air quality rule or future compliance requirement resulting in a significant increase in air pollutant(s)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Significance Criteria

To determine whether or not air quality and greenhouse gas (GHG) emission impacts from implementing the proposed project are significant, impacts will be evaluated and compared to the criteria in Table 2-1. The proposed project will be considered to have significant adverse impacts if any one of the thresholds in Table 2-1 are equaled or exceeded.

TABLE 2-1
Air Quality and Greenhouse Gas (GHG) Significance Thresholds

Mass Daily Thresholds^(a)		
Pollutant	Construction^(b)	Operation^(c)
NO_x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SO_x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants, Odor, and GHG Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Chronic and Acute Hazard Index ≥ 1.0 (project increment) Cancer Burden ≥ 0.5 excess cancer cases (in areas ≥ 1 in 1 million)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
GHG	10,000MT/yr CO ₂ eq for industrial facilities	
Ambient Air Quality for Criteria Pollutants^(d)		
NO₂ 1-hour average annual average	In attainment; significant if project causes or contributes to an exceedance of any standard: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM10 24-hour annual average	10.4 $\mu\text{g}/\text{m}^3$ (construction) ^(e) and 2.5 $\mu\text{g}/\text{m}^3$ (operation) 1.0 $\mu\text{g}/\text{m}^3$	
PM2.5 24-hour average	10.4 $\mu\text{g}/\text{m}^3$ (construction) ^(e) and 2.5 $\mu\text{g}/\text{m}^3$ (operation)	
SO₂ 1-hour average 24-hour average	0.255 ppm (state) and 0.075 ppm (federal – 99 th percentile) 0.04 ppm (state)	
Sulfate 24-hour average	25 $\mu\text{g}/\text{m}^3$ (state)	
CO 1-hour average 8-hour average	In attainment; significant if project causes or contributes to an exceedance of any standard: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
Lead 30-day average Rolling 3-month average Quarterly average	1.5 $\mu\text{g}/\text{m}^3$ (state) 0.15 $\mu\text{g}/\text{m}^3$ (federal) 1.5 $\mu\text{g}/\text{m}^3$ (federal)	

a) Source: SCAQMD Air Quality Significance Thresholds, www.aqmd.gov/ceqa/handbook/signthres.pdf.

b) Construction thresholds apply to both the SCAB and Coachella Valley (Salton Sea and Mojave Desert Air Basin)

c) For Coachella Valley, the mass daily thresholds for operation are the same as the construction thresholds.

d) Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, Table A-2 unless otherwise stated.

e) Ambient air quality threshold based on SCAQMD Rule 403.

KEY: ppm = parts per million; $\mu\text{g}/\text{m}^3$ = microgram per cubic meter; lbs/day = pounds per day; MT/yr CO₂eq = metric tons per year of CO₂ equivalents, \geq greater than or equal to, $>$ greater than

Discussion

III. a) The 2012 Air Quality Management Plan (AQMP) demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the Southern California Association of Governments (SCAG), the agency that develops regional growth forecasts. These forecasts were then used to develop future air quality emissions inventory forecasts for the 2012 AQMP. Development consistent with the growth projections in the City of Carson General Plan is considered to be consistent with the 2012 AQMP. The General Plan designates the LARC as heavy industrial so the proposed project is consistent with this land use. Since the proposed project does not change that designation and would be consistent with the City of Carson General Plan, it would be consistent with the 2012 AQMP. The proposed project would be consistent with the Carson General Plan for the following reasons:

- As indicated in the Population and Housing and Transportation/Traffic sections, the estimated 100 to 115 construction workers are expected to be drawn from the existing labor pool in the southern California area.
- As indicated in the Population and Housing and Transportation and Traffic sections, the proposed project is not expected to require additional Refinery employees during operations, so no additional worker-related traffic during operation would be generated.
- Because the proposed project would not require additional workers during operations, it would not increase the demand for additional housing, and thus, would not require changes to local use designations.

Therefore, because the proposed project is consistent with existing zoning and would not exceed the growth projections in the City of Carson General Plan that would require a General Plan amendment, the proposed project is considered to be consistent with the Carson General Plan.

Additionally, the proposed project would be required to comply with applicable SCAQMD requirements for new stationary sources. Compliance with established rules ensures the integrity of the emission inventories in the 2012 AQMP. For example, new and modified emission sources associated with the proposed project would be subject to SCAQMD Regulation XIII - New Source Review, would be required to be equipped with Best Available Control Technology (BACT), and would require emission reduction credits to offset any emission increases greater than one pound per day. The proposed project would also be required to comply with prohibitory rules, such as SCAQMD Rule 403 - Fugitive Dust and SCAQMD Rule 1173 - Control of Volatile Organic Compound Leaks and Releases from Components at Petroleum Facilities and Chemical Plants.

III. b), c) and f) For a discussion of these items, refer to the following analysis.

Construction Air Quality Impacts

The SCAQMD makes significance determinations for construction impacts based on the maximum or peak daily emissions during the construction period, which provides a “worst-case” analysis of the construction emissions. Construction activities will not all occur at the same time but rather over time as depicted in Figure 1-5. Construction emissions are expected from the following equipment and processes:

- Onsite Construction Equipment (dump trucks, backhoes, graders, etc.);
- Onsite and Offsite Vehicle Emissions, including Delivery Trucks and Worker Vehicles;
- Onsite Fugitive Dust Associated with Site Construction Activities; and,
- Onsite and Offsite Fugitive Dust Associated with Travel on Unpaved and Paved Roads.

Construction activities are expected to occur near the western boundary of the LARC (see Figure 1-3) and would be focused in an area of approximately 12 acres. Construction emissions were calculated for peak daily construction activities in each month construction is expected to occur and are presented in Table 2-2. Peak daily emissions are the sum of the highest daily emissions for each criteria pollutant from employee vehicles, fugitive dust sources, construction equipment, and transport activities occurring during the particular construction phase. Total peak construction emissions occur in Month 1 for nitrogen oxides (NO_x); in Month 4 for carbon monoxide (CO), sulfur oxides (SO_x), and particulate matter less than 2.5 micron (PM_{2.5}); in Month 5 for particulate matter less than 10 micron (PM₁₀); and in Month 17 for volatile organic compounds (VOC). Detailed construction emissions calculations are provided in Appendix A.

Construction Equipment

Onsite construction equipment would be one source of combustion emissions. Construction equipment may include backhoes, compressors, cranes, excavators, loaders, generators, graders, roll-off trucks, scrappers, trenchers, water truck, and welding machines necessary to accomplish the particular tasks from the construction phase. The equipment is assumed to be operational for no more than ten hours per day. Construction workers are expected to be at the site for longer than eight hours per day, including time for lunch and breaks, organization meetings, and other administrative tasks. A conservative estimate of actual construction activities is ten hours per day. Emission factors for construction equipment were taken from the CEQA Air Quality Handbook Construction Equipment Emissions tables available on the SCAQMD webpage (<http://www.aqmd.gov/ceqa/hdbk.html>) and are based on CARB EMFAC. Estimated peak daily emissions from construction equipment used during the different construction phases are included in Table 2-2. Thus, these peak daily values are occurring during different months of different construction phases.

TABLE 2-2
Peak Daily Construction Emissions^(a)

PEAK CONSTRUCTION ACTIVITY	VOC (lbs/day)	CO (lbs/day)	NOx (lbs/day)	SOx (lbs/day)	PM10 (lbs/day)	PM2.5^(b) (lbs/day)
Construction Equipment	2.57	55.64	83.06	0.13	3.65	4.02
Vehicle Emissions	0.77	15.42	2.69	0.03	11.22	1.96
Fugitive Dust From Construction ^(c)	--	--	--	--	20.32	11.79
Fugitive Road Dust ^(c)	--	--	--	--	11.36	2.39
Architectural Coating	62.25	--	--	--	--	--
Total Emissions^(d)	65.30	71.06	85.75	0.16	46.56	20.15
Significance Threshold	75	550	100	150	150	55
Significant?	NO	NO	NO	NO	NO	NO

- (a) Peak emissions for VOC predicted to occur in Month 17. Peak emissions for CO, SOx and PM2.5 predicted to occur during Month 4. Peak emissions for NOx predicted to occur during Month 1. Peak emissions for PM10 predicted to occur in Month 5.
- (b) PM2.5 is determined using SCAQMD, 2006. Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 CEQA Significance Thresholds, SCAQMD, October 2006, https://www.aqmd.gov/ceqa/handbook/PM2_5/finalAppA.doc
- (c) Application of water three times per day to comply with SCAQMD Rule 402 (d)(2).
- (d) The total emissions in this table may differ slightly from those in Appendix A due to rounding.

Vehicle Emissions

Vehicle emissions include construction worker commute vehicles, pick-up trucks, flatbed trucks, dump trucks, water trucks, semi-tractors, concrete trucks, and delivery trucks. Primary emissions generated would include combustion emissions from engines during idling and while operating. Emissions are based on the estimated number of trips per day and the round trip travel distances.

Construction emissions include emissions from construction worker vehicles traveling to and from the work site. The peak manpower needed during the construction period is expected to be 115 workers. Each worker commute vehicle is assumed to travel 14.7 miles (CalEEMod, 2011) to and from work each day, making two one-way trips per day. Emissions from employee vehicles are presented in Table 2-2. Emissions from employee vehicles were calculated using the EMFAC2011 Emission Inventory model.

Cars and pickup trucks used for short trips within and near the LARC are assumed to travel five miles or less per trip.

Medium-duty and heavy-duty diesel trucks used during construction include dump trucks, haul trucks, water trucks, and delivery trucks. Heavy heavy-duty semi-trucks and concrete trucks were also included in the project construction analysis. Primary emissions generated would include exhaust emissions from diesel engines while operating. Emissions from trucks (both

medium-duty and heavy-duty) are calculated using the CARB EMFAC2011 model. Estimated emissions for all trucks are included in Table 2-2.

Fugitive Dust Associated with Site Construction Activities

Activities that may generate fugitive dust at the site include grading, trenching, wind erosion, and truck filling/dumping, which occur primarily during site preparation and when constructing necessary foundations. During construction activities, water used as a dust suppressant would be applied in the construction area during grading, trenching, and earth-moving activities to control or reduce fugitive dust emissions pursuant to SCAQMD Rule 403 (d)(2). Application of water reduces PM emissions by a factor of up to 61 percent (SCAQMD, 2011). It is assumed that one water application per day reduces PM emissions by 34 percent, two applications per day reduce emissions by 50 percent, and three applications per day reduce emissions by 61 percent (SCAQMD, 2011). Fugitive dust suppression, often using water, is a standard operating practice and is one method of complying with SCAQMD Rule 403. Estimated peak controlled PM10 and PM2.5 emissions during peak construction activities for fugitive dust sources are 20.32 pounds per day and 11.79 pounds per day using the PM10 to PM2.5 fraction ratio of 0.58 (Profile 391), respectively, which assumes watering three times per day (see Table 2-2) to comply with SCAQMD Rule 402 (d)(2). The detailed emission calculations are provided in Appendix A.

Fugitive Dust Associated with Travel on Paved and Unpaved Roads

Vehicles and trucks traveling on paved and unpaved roads including public roads and onsite roads are also a source of fugitive emissions during the construction period. Fugitive road dust emissions were calculated for vehicles traveling to the LARC, onsite cars, light-duty trucks, and buses. The fugitive emissions for trucks assume delivery trucks would travel on paved roads (both public and onsite) and water trucks and off-road construction equipment would travel on unpaved roads. Emissions of dust caused by travel on paved roads were calculated using the U.S. EPA's, AP-42, Section 13.2.1 emission factor for travel on paved roads. Emissions of dust caused by travel on unpaved roads were calculated using the U.S. EPA's, AP-42, Section 13.2.2 emission factor for travel on unpaved roads. CARB's Methodology 7.9 was used to determine the appropriate silt loading for calculating fugitive dust emissions. The estimated fugitive PM10 and PM2.5 emissions on paved roads during peak construction activities (Month 5 and Month 4 respectively) from vehicles for fugitive dust on paved roads are 10.88 pounds per day and 1.65 pounds per day, respectively (see Table 2-2 and Appendix A). The estimated fugitive PM10 and PM2.5 emissions during peak construction activities (Month 5 and Month 4 respectively) from vehicles for fugitive dust on unpaved roads are 11.36 pounds per day and 2.39 pounds per day, respectively (see Table 2-2 and Appendix A).

Architectural Coatings

The proposed project would include the application of some architectural coating. An estimated 75 gallons of industrial maintenance coating are expected to be applied on the peak day. The proposed project would use coatings that comply with SCAQMD Rule 1113 - Architectural Coatings, which limits the VOC emissions of the industrial maintenance coating to 100 grams per liter (0.83 pounds per gallon). The estimated architectural coating VOC emissions during

peak construction activities (Months 17 and 18) are 62 pounds per day (see Table 2-2 and Appendix A).

Miscellaneous Emissions

The proposed project would be constructed in the area of the former crude oil reservoir, which has a clay cap. During construction the clay cap would be removed, replaced, and recompact to support the concrete foundations for the new Tanks 2640 and 2643. Pre-project soil sampling and analysis have identified hydrocarbon concentrations that may be encountered during construction. Therefore, in addition to the construction-related emissions already identified, the proposed project could generate emissions of VOC if contaminated soil is found and soil remediation activities are necessary. Since the proposed project site has been identified as having soil containing VOC materials, excavation at this site is subject to the requirements of SCAQMD Rule 1166. The facility must obtain a SCAQMD-approved Rule 1166 Mitigation Plan to assure the control of fugitive emissions prior to the start of excavation activities. Rule 1166 includes requirements for SCAQMD notification at least 24 hours prior of the start of excavation, monitoring (at least once every 15 minutes, within 3 inches of the excavated soil surface), as well as implementation of a mitigation plan when VOC-contaminated soil is detected. Rule 1166 defines VOC contaminated soil as soil which registers a concentration of 50 ppmv or greater of VOC. An approved mitigation plan generally includes covering contaminated soil piles with heavy plastic sheeting and watering activities to assure the soil remains moist. In addition, VOC-contaminated soils shall be treated or removed within 30 days from the time of excavation. The facility has submitted an application for a site-specific SCAQMD Rule 1166 Mitigation Plan, and it is anticipated approval of the plan will be issued along with the permit to construct for the project. Soil remediation activities are also under the jurisdiction of the RWQCB. Following SCAQMD approval of the proposed project, a Soil Management Plan will be submitted to the RWQCB for approval. The RWQCB, when considering the Soil Management Plan, relies on the analysis in this Negative Declaration and the SCAQMD Rule 1166 Mitigation Plan. The quantification of VOC emissions from soil contamination are estimated to be 3.26 pounds per day (see Appendix A for detailed calculations).

CO Hot Spots During Construction

The potential for high concentration of CO emissions associated with truck/vehicle traffic was considered and evaluated per the requirements of the SCAQMD CEQA Air Quality Handbook (SCAQMD, 1993). The Handbook indicates that any project that could negatively impact levels of service at local intersections may create a CO hot spot and should be evaluated. As discussed in Section XVII – Transportation and Traffic, no changes in level of service are expected from the proposed project during construction.

Construction Emission Summary

Construction activities associated with the modifications to the LARC would result in emissions of CO, VOC, NO_x, SO_x, PM₁₀, and PM_{2.5}. Construction emissions for the proposed project are summarized in Table 2-2, together with the SCAQMD's daily construction significance

thresholds. Emissions generated during the construction phase of the proposed project are expected to be below the significance thresholds for criteria pollutants. Therefore, less than significant potential adverse construction air quality impacts are expected to occur as a result of implementing the proposed project.

Localized Construction Impacts

The SCAQMD has developed a Localized Significance Threshold (LST) Methodology to evaluate the potential localized impacts of criteria pollutants from construction activities (SCAQMD, 2008). The LST Methodology requires that the emissions of CO, NO₂, PM₁₀, and PM_{2.5} associated with the proposed project be evaluated for impacts on ambient air quality standards at the local receptor. Impacts from other criteria pollutants are regional in nature and, therefore, are not included as part of the localized air quality analysis. Only onsite construction emissions sources were included in the LST analysis. The closest sensitive receptor is located in the residential area, which is about one-third mile west of the LARC.

The LST Methodology includes lookup tables for screening emission rates for significance for projects with an area of five acres or less. The total construction area for the proposed project is approximately 12 acres; however, because of the phased nature of the construction schedule, no more than one acre is expected to be disturbed at any time. Therefore, the lookup tables were used for a one-acre area.

If the calculated construction emissions are less than the emission levels found in the LST lookup tables, localized air quality impacts from the construction activities are not considered significant. The screening tables were developed using conservative assumptions, including the worst-case meteorological conditions. If localized emissions exceed the values in the lookup tables dispersion modeling, which is more precise, may be performed. The CO, NO_x, PM₁₀, and PM_{2.5} emissions from the construction activities for the proposed project are less than the LST emission levels found in the LST lookup tables and, therefore, are expected to be less than significant (see Table 2-3).

TABLE 2-3

LST Evaluation for Construction Emissions

Criteria Pollutant	CO (lbs/day)	NO_x (lbs/day)	PM₁₀ (lbs/day)	PM_{2.5} (lbs/day)
Peak Construction Emissions	55.64	83.06	46.56	20.15
Screening Value ^(a)	7,558	142	158	93
Significant?	No	No	No	No

(a) Appendix B of the SCAQMD Final LST Methodology (Oct. 2009). 1 acre site in SRA #4 at 500 meters.

Federal ambient air quality standards were not analyzed because the federal standards are based on a three-year period and the proposed project construction period would be less than three years.

Based on the above analysis, the proposed project would not be expected to create any localized significant impacts on air quality during construction.

Operational Air Quality Impacts

Stationary Sources

The proposed project would add one new crude tank, one new water draw surge tank, and modify two existing tanks in the LARC. Operation of the new storage tank and water draw surge tank would increase fugitive VOC emissions at the LARC. No other criteria pollutants would be affected.

Combustion Sources

The proposed project would not require new combustion sources or increase emissions of any existing combustion sources. Crude oil processing is constrained by many factors including equipment design capacity, permit conditions, such as firing rates for combustion sources, and maintenance schedules of various operating units within the LARC. The processing rates are not influenced by storage capacity. The refining processes rates fluctuate and have achieved maximum capacity periodically in the past and are expected periodically in the future. However, no changes are being proposed for the operating refining units that would affect the maximum capacity of the refining units including combustion sources.

Fugitive Emissions

Fugitive emissions are emissions released directly into the atmosphere that do not pass through a stack, vent etc., and are not typically permitted (e.g. valves, flanges, and pumps). The new and existing storage tanks would be sources of fugitive VOC emissions during the filling and emptying operation and they would need new and modified permits to operate. The proposed project would also increase fugitive VOC emissions from fugitive components associated with the piping to the new tanks, and these emissions would be monitored in accordance with the requirements in SCAQMD Rule 1173. The VOC emission estimates for the proposed new tanks and tank modifications are based on U.S. EPA TANKS 4.0.9d. VOC emissions from the new water draw surge tank have been calculated assuming a thin crude oil layer is present in the tank, using crude oil properties to determine the emissions. All peak daily tank emissions are based on June emissions, which show the highest daily fugitive VOC tank emissions in the TANKS model. All speciated tank emissions for the health risk analysis are based on annualized emission rates from the TANKS model. Fugitive emissions from components are based on the Method 2 of the *SCAQMD Guide for Fugitive Emissions Calculations* (SCAQMD, 2003). The fugitive VOC emissions from the proposed project are summarized in Table 2-4 (see also Appendix A for more detailed emission calculations).

TABLE 2-4
Operational Emissions Summary

Sources	VOC (lbs/day)	CO (lbs/day)	NOx (lbs/day)	SOx (lbs/day)	PM10 (lbs/day)	PM2.5 (lbs/day)
Baseline Emissions^(a)	16.74	0	0	0	0	0
Proposed Project Emissions^(b)						
Modified Crude Tank 510	17.04	0	0	0	0	0
Modified Crude Tank 511	17.04	0	0	0	0	0
New Crude Tank 2640	19.54	0	0	0	0	0
New Water Tank 2643	4.27	0	0	0	0	0
New Fugitive Component Emissions	9.67	0	0	0	0	0
Total Proposed Project Emissions	67.57	0	0	0	0	0
Overall Project Emissions^(c)	50.83	0	0	0	0	0
Significance Thresholds	55	550	55	150	150	55
Significant?	NO	NO	NO	NO	NO	NO

(a) Based on TANKS 4.0 model of 2010 throughputs for Tanks 510 and 511.

(b) See Appendix A for detailed emission calculations.

(c) Overall Project Emissions = Proposed Project Emissions – Baseline Emissions

(d) The emissions in the table may differ slightly from those in Appendix A due to rounding.

Ship Emissions

The current capacity of the existing storage tanks at the LARC limits vessel delivery volumes to Panamax vessels (400,000 bbl capacity), which are the size limits of vessels that can travel through the Panama Canal. For larger vessels, such as Aframax (720,000 bbl capacity) or Suezmax (1,000,000 bbl capacity), the current capacities of the existing storage tanks at the LARC require two ship calls to unload the full volume of the vessels, resulting in seven to 10 days when the ship remains in the port area. When a ship larger than Panamax calls, the LARC can only accept a delivery of the first portion of the crude oil to be stored in the existing storage tanks until such time when the LARC processes enough crude oil such that there is enough available storage capacity to accommodate a second delivery of the remaining crude oil from the same, larger vessel. This results in the large ships leaving berth and going out to anchorage to wait until the LARC has enough available capacity to store the remaining product. While at anchorage, ships continue to produce emissions as the ship engines need to operate in order to hotel the ship workers and to maneuver the ship to and from the berth. The proposed project is designed to reduce or eliminate the need for large ships to go out to anchorage, which would reduce the time ships remain in the port and the associated ship emissions for each large ship visit.

Under the proposed project, ship emissions would not change for any small ship visits (less than 400,000 bbl) since the ships can complete their delivery during one visit. Emissions for various

larger-sized ships would decrease with the elimination of the anchorage and additional maneuvering to and from the berth. A comparison of ship emissions per 100,000 bbl delivered has been calculated (see Table 2-5). The analysis compares the emissions from delivery activities associated with the various size ships that currently deliver crude oil with the emissions from delivery activities following implementation of the proposed project. For most pollutants, emissions reductions from the current ship activities to post-project ship activities are expected (see Table 2-5 and Appendix A for more detailed calculations). The potential increase in CO₂e emissions for two scenarios are analyzed in the GHG discussion (Section III g. and h).

TABLE 2-5

Comparison of Current and Post-Project Ship Emissions
(lbs/100,000 bbl delivered)

Comparison (Existing/Post- Project) ^(a)	Emissions Difference (lbs/100,000 bbl delivered)						Emissions Difference (MT/100,000 bbl delivered)
	VOC	CO	NO _x	SO _x	PM ₁₀	PM _{2.5}	CO ₂ e
Panamax/Panamax	NC	NC	NC	NC	NC	NC	NC
Aframax/Panamax	-0.5	-1.2	-13.2	-0.3	-0.2	-0.2	0.1
Aframax/Aframax	-0.2	-0.5	-5.2	-0.3	-0.1	-0.1	-0.1
Aframax/Suezmax	-0.1	-0.4	-4.3	-0.2	-0.1	-0.1	-0.2
Suezmax/Panamax	-0.5	-1.2	-13.4	-0.3	-0.2	-0.2	0.1
Suezmax/Aframax	-0.2	-0.5	-5.4	-0.3	-0.1	-0.1	-0.1
Suezmax/Suezmax	-0.2	-0.4	-4.5	-0.2	-0.1	-0.1	-0.2

Negative numbers represent emission reductions.

MT = metric tons; NC = no change.

(a) Existing/Post Project is the difference in the ship emissions for the specified size from current activities compared to the expected emissions from ship activities once the proposed project is implemented.

Operational Emissions Summary

Daily operational emissions would be generated by stationary sources only, so no change in daily emissions from mobile sources other than ships would be expected from implementing the proposed project. Stationary source emissions include only fugitive VOCs. The primary source of fugitive VOC emissions from the proposed project would be from the operation (e.g., filling and emptying) of the crude oil storage tanks, and secondary sources of fugitive emissions would be from the piping and supporting connections to the crude tanks. Since the existing tanks (Tanks 510 and 511) would each require a permit modification and the new tanks (Tanks 2640 and 2643) would each require a new SCAQMD Permit to Operate, any increase in VOC emissions would require offsets to comply with SCAQMD Regulation XIII - New Source Review, specifically SCAQMD Rule 1303 - Requirements. The peak daily operational emissions from the new crude oil storage tank, water draw surge tank, and two modified storage tanks are expected to remain below the CEQA significance threshold during operations of 55 pounds of VOC emissions per day as demonstrated in Table 2-4, which summarizes the expected

peak daily operational emissions for the proposed project. Detailed operational emission calculations are also provided in Appendix A.

Equipment potentially impacted by the proposed project (upstream or downstream) were evaluated to determine if the proposed project would result in an emissions increase, even though the equipment is operating within permit limits and no permit modification would be required. Due to the nature of Refinery operations, all equipment fluctuates in activity levels. However, no other units, beyond the crude oil storage tanks, water draw surge tank, and the associated piping evaluated in this Negative Declaration, were identified that would result in an increase in emissions.

The two new tanks and the modifications to the two existing tanks would be subject to the requirements in SCAQMD Rule 1303; therefore, all VOC emissions increases from the proposed project are required to be offset. Peak daily operational emissions are summarized in Table 2-4, together with the SCAQMD daily operational threshold levels. The operation of the proposed project is not expected to exceed any significance thresholds. Therefore, the air quality impacts associated with operational emissions from the proposed project are considered less than significant.

Operational Impacts to Localized Ambient Air Quality

The proposed project would only affect regional VOC emissions, which are not chemicals of concern for localized air quality. Therefore, no significant adverse localized air quality impacts are anticipated to occur from the proposed project. VOCs that may be toxic air contaminants are discussed below.

CO Hot Spots During Operation

As mentioned earlier, the operation of proposed project would be expected to only increase fugitive VOC emissions from the new crude oil storage tank, water draw surge tank, the two modified storage tanks, and associated piping. In addition, no additional permanent employees are necessary, so traffic level of service will not change from existing levels. Thus, there is no potential for a high concentration of CO emissions to occur, so the proposed project would not contribute to CO Hot Spots.

Cumulative Impacts

In general, the preceding analysis concluded that air quality impacts from the construction and operational activities associated with implementing the proposed project would result in less than significant air quality impacts because the analysis demonstrates that the SCAQMD's significance thresholds for construction and operation would not be exceeded for any pollutant. For this reason, air quality impacts are not considered to be cumulatively considerable pursuant to CEQA Guidelines §15064 (h)(1) and therefore, no significant adverse cumulative construction and operational air quality impacts are expected to occur.

The analysis also indicates that the proposed project would result in a less than significant increase in overall fugitive VOC emissions during the operational phase of the proposed project. Also, the proposed project is not considered to result in a significant increase in daily VOC emission during operation because the emission increases from the new crude oil storage tank, water draw surge tank, and two modified storage tanks would be offset in compliance with SCAQMD Rule 1303 prior to the issuance of the permits to construct. Because anticipated operational emissions would not exceed the project-specific air quality significance thresholds, which also serve as the cumulative significance threshold, they are not considered to be cumulatively considerable (CEQA Guidelines §15064 (h)(1)).

Therefore, the construction and operational emissions from the proposed project are not considered to contribute to the cumulative construction and operational impacts. This conclusion is consistent with CEQA Guidelines §15064 (h)(4), which states, “The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project’s incremental effects are cumulatively considerable.”

Toxic Air Contaminants

A health risk assessment (HRA) was performed to determine if emissions of toxic air contaminants (TACs) generated by the proposed project would exceed the SCAQMD thresholds of significance for cancer risk and non-cancer health risks. The following discussion outlines the risk associated with emissions increases from the new crude oil storage tank, water draw surge tank, storage tank modifications, and associated fugitive emissions.

HRA Methodology

The HRA for the proposed project has been prepared in accordance with the August 2003 Office of Environmental Health Hazard Assessment (OEHHA) Air Toxics Hot Spots Program Guidance Manual for the Preparation of Health Risk Assessments (OEHHA, 2003) and the October 2003 Air Resources Board Recommended Interim Risk Management Policy for Inhalation-based Residential Cancer Risk memo (CARB/OEHHA, 2003). The HRA includes a comprehensive analysis of the dispersion of certain AB2588-listed compounds into the environment, the potential for human exposure, and a quantitative assessment of individual health risks associated with the predicted levels of exposure. CARB Hotspots Analysis Reporting Program (HARP) model is the most appropriate model for determining the air quality impacts from the proposed project (CARB, 2008) because it is well suited for refinery modeling since it can accommodate multiple sources and receptors. The HARP model combines the U.S. EPA Industrial Source Complex dispersion model with a risk calculation model based on the Air Toxics Hot Spots Program Risk Assessment Guidelines (OEHHA, 2003). The model default values were modified to conform to the SCAQMD Supplemental Guidelines for Preparing Risk Assessment for AB2588 (SCAQMD, 2011a).

Hazard Identification

The operation of the proposed project is expected to generate various TACs. Some of these chemical compounds are potentially carcinogenic, toxic, or hazardous, depending on

concentration or duration of exposure. Numerous federal, state, and local regulatory agencies have developed lists of TACs. The list of potentially-emitted substances considered in the preparation of the HRA for the proposed project is identified in Appendix A-I of the CARB AB2588 requirements and by OEHHA in the consolidated list of TACs. The AB2588 TACs emitted from the proposed project are identified in Appendix B of this Negative Declaration. While health effects data are not available for all compounds, a total of nine TACs expected to be emitted by the proposed project were included in the air dispersion modeling (see Appendix B). For carcinogens, slope factors were used to compute cancer risk through inhalation. If the carcinogen is a multi-pathway pollutant, a potency slope was used for estimating risk from non-inhalation pathways. For non-cancer health effects, reference exposure levels (REL) and acceptable oral doses (for multi-pathway pollutants) were used. The non-carcinogenic hazard indices were computed for chronic and acute exposures with their respective toxicological endpoints shown.

TAC Emission Estimates and Sources

The emission estimates of TACs for the proposed new crude oil storage tank, water draw surge tank, and storage tank modifications are based on U.S. EPA TANKS 4.0.9d with a hybrid liquid speciation of crude oils at the Refinery. The hybrid liquid speciation was created by selecting the maximum TAC present in each speciation of crude oil at the LARC and combining them into one speciation. This combination assures that the speciation is conservative when estimating TAC emissions from any type of crude oil. All tank emission rates are based on annualized emission rates from the TANKS model. Fugitive emissions are based on the Method 2 of the *SCAQMD Guide for Fugitive Emissions Calculations* (SCAQMD, 2003) with the hybrid speciation. The calculated emissions are presented in Appendix B.

Cancer Risk Analysis

The maximum cancer risk for an exposed individual resident (MEIR) located 650 meters south of the LARC boundary was analyzed for the proposed project. The incremental cancer risk is 1.25×10^{-7} or 0.1 in one million at the MEIR. Benzene contributes approximately 90.4 percent of the calculated cancer risk at the MEIR. The inhalation pathway accounts for 99.2 percent of the cancer risk. The cancer risk at the MEIR is less than the significance threshold of ten cancer cases in one million. Therefore, the cancer risk at the MEIR is less than significant. Detailed cancer risk contributions by pathway and pollutants are presented in Appendix B.

The maximum exposed incremental cancer risk at an occupational exposure (MEIW) is at a location approximately 50 meters west of the LARC boundary. The incremental cancer risk is 1.33×10^{-7} or 0.1 in one million at the MEIW. Benzene contributes approximately 85.7 percent of the calculated cancer risk at the MEIW. The inhalation pathway accounts for 98.5 percent of the cancer risk. The cancer risk at the MEIW is less than the significance threshold of ten cancer cases in one million. Therefore, the cancer risk at the MEIW is less than significant. Detailed cancer risk contributions by pathway and pollutants are presented in Appendix B.

Non-Cancer Risk Analysis

The maximum chronic hazard index (MCHI) total for the proposed project for the central nervous system, located at the same receptor as the MEIW, was calculated to be 0.0005. Benzene contributes approximately 72.4 percent of the calculated MCHI. Because the MCHI is less than the significance threshold of 1.0, the MCHI is less than significant. Detailed contribution by pollutant to the chronic hazard index for the maximum receptor location is presented in Appendix B.

The maximum acute hazard index (MAHI) total for the developmental and reproductive systems, located on the northwestern boundary of the LARC, was calculated to be 0.0015. Benzene contributes approximately 98.0 percent of the calculated MAHI. Because the MAHI is less than the significance threshold of 1.0, the MAHI is less than significant. Detailed contribution by pollutant to the acute hazard index for the maximum receptor location is presented in Appendix B.

Summary of Health Impacts

The health impacts as related to air quality impacts have been evaluated in several ways. First, the short-term air quality impacts from construction emissions were evaluated by comparing the peak day construction emissions to the SCAQMD mass daily significance thresholds for construction. In the short-term, the construction air quality emissions would not exceed the SCAQMD significance thresholds for all criteria and VOC pollutants analyzed and, as such, are considered to have a less than significant air quality impact. In order to evaluate the localized air quality impacts from construction emissions to nearby sensitive receptors, a LST analysis was also completed. The results of the LST analysis indicated that the short-term construction emissions would be below the applicable LST significance criteria. The LST significance criteria are based on the most stringent ambient air quality standard for NO₂ and CO, which are based on health effects. The LSTs for PM₁₀ and PM_{2.5} are based on requirements in SCAQMD Rule 403, which are indirectly based on the state PM₁₀ standard. Since construction of the proposed project is short-term and would not exceed the LST significance criteria for local air quality, no significant adverse health impacts associated with construction emissions are expected. The impacts from operation would not exceed the SCAQMD significance thresholds for all criteria and VOC pollutants analyzed and are considered to have a less than significant air quality impact. The primary health effects associated with exposure to NO₂, CO, PM₁₀, and PM_{2.5} are respiratory impacts including decreased lung function, aggravation of chronic respiratory condition, and aggravation of heart disease conditions. No such significant adverse health impacts are expected during the construction or operation of the proposed project.

Epidemiological analyses have consistently linked air pollution, especially TACs, with excess mortality and morbidity. Health studies have shown both short-term and long-term exposures of ambient concentrations are directly associated with increased mortality and morbidity. To estimate potential air quality impacts from a particular facility, the AERMOD air dispersion model can be used to provide PM₁₀ concentration levels at a set of receptor points. A concentration-response equation can be calculated on the modeled air quality impacts and changes in mortality to determine the relative change in mortality associated with the estimated

changes in annual PM levels and estimate the potential for health impacts. For this calculation, it is assumed that all the PM10 is PM2.5. The log-linear form of the concentration response equation is:

$$\Delta \text{Mortality} = y_0 (e^{\beta \Delta \text{PM}} - 1) * \text{population}$$

where

y_0 = county level all cause annual death rate per person for ages 30 and older,

β = PM2.5 coefficient from health study,

ΔPM = change in annual mean PM2.5 concentration, and

Population = population of ages 30 and older.

The resulting change in cases of mortality in a population age group living in a specific location with a given change in PM can then be calculated. By applying the census tract level for all census tracts within the modeling domain, the overall estimate in the change in mortality from PM emission of the facility is determined. However, since the air quality analysis shows that the onsite PM emissions during construction of the proposed project do not have offsite consequences (i.e., no concentrations above the ambient air quality standards), the aforementioned modeling procedure is not required or necessary. For these reasons, no increase in morbidity or mortality rates or related health effects are anticipated.

No additional PM emissions would be generated from operation of the proposed project. Therefore, no significant air quality or related health impacts are expected due to the proposed project.

The long-term air quality impacts from exposure to toxics were evaluated through the preparation of an HRA. The HRA evaluated the emissions associated with the operation of the proposed project and compared them to carcinogenic and non-carcinogenic significance thresholds to determine potential health impacts. As demonstrated in the HRA, the carcinogenic and non-carcinogenic impacts for all receptors are expected to be less than the significance thresholds. Therefore, no significant adverse carcinogenic or non-carcinogenic health impacts associated with the operation of the proposed project are expected.

III. d) The proposed project is not expected to increase exposure to substantial pollutant concentrations by sensitive receptors for the following reasons: 1) the LARC is an existing facility located in an industrial area; 2) the closest sensitive receptors are more than one-third mile away; 3) the limited construction activities would be short-term and the emission increases of criteria pollutants during construction are less than significant; 3) the operational emission increases of fugitive VOC emissions associated with the proposed installation of the new crude oil storage tank, water draw surge tank, two existing storage tank modifications, and associated piping are expected to be offset in compliance with SCAQMD Rule 1303. Therefore, no significant adverse air quality impacts to sensitive receptors are expected from implementing the proposed project.

III. e) The proposed project is not expected to create new significant objectionable odors, either during construction or during operation. Sulfur compounds (e.g., hydrogen sulfide) are the primary sources of odors at a refinery. While crude oil contains trace amounts of sulfur compounds such as hydrogen sulfide, significant new objectionable odors are not expected from the new crude oil storage tank, water draw surge tank, existing storage tank modifications, and associated piping because they are to be designed and constructed in accordance with BACT requirements, which controls emissions and related odors to the maximum extent feasible. The new equipment will be state-of-the-art and more efficient than older equipment. Thus, no new odors are expected from the new crude oil storage tank, water draw surge tank, existing storage tank modifications, and associated piping. In addition, no increase in odors is expected because the proposed project would not increase the crude throughput of the Refinery. Furthermore, the LARC is located in an industrial area with residences located at least one-third of a mile away, so odors are not anticipated to be noticeable in residential areas. The Refinery also follows a process that would deal with any odor issue, including a 24-hour environmental surveillance system where operators are trained to identify and report the source of odors so that the odors can be remedied promptly, and the frequency and magnitude of odor events can be minimized. Lastly, all new or modified components would be required to comply with existing SCAQMD rules and regulations, including SCAQMD Rule 402 - Prohibition of Nuisances. Therefore, no significant odor impacts are expected from constructing and operating the proposed project.

III. g and h) Changes in global climate patterns have been associated with global warming, an average increase in the temperature of the atmosphere near the Earth's surface, recently attributed to accumulation of GHG emissions in the atmosphere. GHGs trap heat in the atmosphere, which in turn heats the surface of the Earth. Some GHGs occur naturally and are emitted solely through human activities. The emission of GHGs through the combustion of fossil fuels (i.e., fuels containing carbon) in conjunction with other human activities, appears to be closely associated with global warming (Solomon et al., 2007). State law defines GHG to include the following: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆) (HSC §38505 (g)). The most common GHG that results from human activity is CO₂, followed by CH₄ and N₂O.

GHGs and other global warming pollutants are perceived as global in their impacts and that increasing emissions anywhere in the world contributes to climate change anywhere in the world. However, a study conducted on the health impacts of CO₂ "domes" that form over urban areas concludes that they can cause increases in local temperatures and local criteria pollutants, which have adverse health effects (Jacobson, 2010).

The analysis of GHG emissions is a different analysis than for criteria pollutants for the following reasons. For criteria pollutant, significance thresholds are based on daily emissions because attainment or non-attainment is primarily based on daily exceedances of applicable ambient air quality standards. Further, several ambient air quality standards are based on relatively short-term exposure effects to human health (one-hour and eight-hour standards). Since the half-life of CO₂ is approximately 100 years, for example, the effects of GHGs occur over a longer timeframe than a single day (e.g., annual emissions). GHG emissions are typically considered to be cumulative impacts because they contribute to global climate change.

On December 5, 2008, the SCAQMD adopted an interim CEQA GHG Significance Threshold for project where the SCAQMD is the lead agency (SCAQMD, 2008). This interim threshold is set at 10,000 metric tons of CO₂ equivalent emissions (MTCO₂eq) per year. Projects with incremental increases below this threshold will not be cumulatively considerable.

GHG emissions impacts from implementing the proposed project were calculated at the project-specific level for construction and operation as explained in the following paragraphs.

Sources of GHG emissions from construction equipment were assumed to include backhoes, compressors, cranes, front-end loaders, graders, trenchers, and water trucks. In addition, the equipment is assumed to be operational up to ten hours per day during most of the construction period. Construction workers are expected to be at the site for longer than eight hours per day, but including time for lunch and breaks, organization meetings, and other administrative tasks, a conservative estimate of actual construction activities is ten hours per day, five days per week. Emissions for construction equipment were calculated based on fuel use derived from the CARB Off-Road 2011 model and CARB default GHG emission factors for diesel fuel. The SCAQMD significance threshold for GHG emissions amortized over 30 years with operational emissions.

The total GHG construction emissions associated with the proposed project are estimated to be 1,264 metric tons over the entire construction period, or 43 metric tons per year amortized over 30 years. The operation of the proposed project includes the installation of one new substation to deliver more reliable energy from Southern California Edison (SCE). An additional 25 kW is expected to be needed to provide the power required to operate the new substation. The operational GHG emissions associated with the new substation is 63 metric tons per year. The estimated GHG emissions from proposed project are shown in Table 2-6 with more detailed calculations in Appendix A.

TABLE 2-6

Estimated GHG Emissions for the Proposed Project
(metric tons/year)

Source	CO₂e
Third-Party Power ⁽¹⁾	63
30-Year Amortized Construction	43
Total GHG w/ Construction	106
Significance Threshold	10,000
Significant?	No

(1) Anticipate less than 25 kW increase in purchased power from SCE.

SF₆ has historically been used as an insulator and interrupter in gas insulated switchgear and circuit breakers. Because of the high global warming potential, (23,900 times that of CO₂), in February 2010, CARB adopted regulations to reduce SF₆ emissions from gas insulated switchgear (17 CCR §95350 through 95359). Therefore, the proposed project has been designed

to use electrical switchgear and circuit breakers in the proposed new substation that do not use SF₆.

The operation of the new tanks, as noted earlier, generates potential fugitive VOC emissions and no GHG emissions.

Thus, the total GHG emissions associated with the proposed project, including the 30-year amortized construction GHG emission, is 106 metric tons per year, which is below the significance threshold. Therefore, the GHG impacts associated with the proposed project are considered less than significant.

The Refinery is subject to GHG emission reductions pursuant to AB32, the state-wide GHG reduction plan. In December 2010, CARB adopted regulations establishing a cap and trade program for the largest sources of GHG emissions in the state that altogether are responsible for about 85 percent of California's GHGs. Among these are fossil-fuel fired power plants, including both plants that generate power within California's borders, and those located outside of California that generate power imported to the state. GHG emissions from this universe of sources were capped for 2013 at a level approximately two percent below the emissions level forecast for 2012, and the cap will steadily decrease at a rate of two to three percent annually from now to 2020. Sources regulated by the cap must reduce their GHG emissions or buy credits from others who have done so. This means that the additional power utilized at the LARC as a result of the proposed project cannot result in an increase in GHG emissions from the increased use of third-party power, compared to GHG emissions at the time of issuance of the NOP. The proposed project does not affect compliance with the requirements of AB32, since no change in GHG emissions at LARC from operation of the proposed project are expected. Therefore, the proposed project would not conflict with AB32, the applicable GHG reduction plan, policy, and regulations that have been adopted to implement AB32.

Thus, the SCAQMD's GHG significance threshold for industrial sources would not be exceeded. Based on the preceding analysis, implementing the proposed project is not expected to generate significant adverse cumulative GHG air quality impacts.

In summation, based on the preceding analysis, implementing the proposed project is not expected to generate significant adverse air quality and GHG emission impacts, and thus, this topic will not be analyzed further.

Mitigation Measures

Since no significant adverse air quality and GHG emission impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES.				
Would the project:				
a) 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 Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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 Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by §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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflicting with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

The impacts on biological resources will be considered significant if any of the following criteria apply:

- The project results in a loss of plant communities or animal habitat considered to be rare, threatened or endangered by federal, state or local agencies.
- The project interferes substantially with the movement of any resident or migratory wildlife species.
- The project adversely affects aquatic communities through construction or operation of the project.

Discussion

IV. a), b), c), and d) The proposed project would be located in a heavy industrial area, entirely within the existing boundaries of the LARC. The LARC has been fully developed for over 90 years and is essentially void of vegetation with the exception of some decorative landscape vegetation near the administration building. Landscape plants and growth of vegetation onsite are limited for fire prevention purposes.

A review of the California Natural Diversity Data Base Map for the Long Beach Quadrangle available online did not reveal records of special status species at or in the near vicinity of the LARC. Based on the disturbed nature of the site, the industrial nature of the proposed and existing activities at the LARC, the industrial nature of the surrounding property, and the absence of records of special status species, no specific wildlife surveys were considered necessary and none were conducted. No native vegetation is located at the proposed location of the new storage tank and water draw surge tank and this area was used historically for refinery uses. For these reasons, the proposed project is not expected to have a significant adverse effect, either directly or through habitat modifications, on any species identified as a special status species. Further, the proposed project would not have an adverse effect, either directly or indirectly or through habitat modifications, on any sensitive biological species, riparian habitat, or other sensitive natural habitat since no such habitat exists at the LARC due to the developed and industrial nature of the site.

The proposed project would not result in the addition or elimination of water ponds that could be used by animals or migratory fowl. Further, the proposed project would not adversely affect federally protected wetlands as defined in §404 of the Clean Water Act as no such wetlands are located at or adjacent to the LARC. As discussed in Section IX – Hydrology and Water Quality herein, no increase in wastewater or storm water discharge to the Dominguez Channel is expected. The Dominguez Channel is a concrete lined flood control channel near the LARC. There are no significant plant or animal resources, locally designated species, natural communities, wetland habitats, or animal migration corridors that would be adversely affected by the proposed project. There are no rare, endangered, or threatened species at the LARC as native

vegetation has been removed. Because the area in and near the LARC is devoid of native habitat, impacts to other, non-listed species are not expected.

The proposed project would not include the acquisition of additional land for use by the LARC or result in expansion outside of the current boundaries of the facility, which further eliminates the potential for new adverse biological resource impacts.

Therefore, the proposed project would have no direct or indirect impacts that could adversely affect plant or animal species or the habitats on which they rely.

IV. e) & f) The proposed project is not envisioned to conflict with local policies or ordinances protecting biological resources or local, regional, or state conservation plans. Land use and other planning considerations are determined by local governments and no land use or planning requirements would be altered by the proposed project as further discussed in Section X – Land Use and Planning. Additionally, the proposed project would not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or any other relevant habitat conservation plan, and would not create divisions in any existing communities because all activities associated with complying with the proposed project would occur within the LARC located in a heavy industrial area, which is not subject to a Habitat or Natural Community Conservation Plan.

The SCAQMD, as the Lead Agency for the proposed project, has found that, when considering the record as a whole, there is no evidence that the proposed project would have potential for any new adverse effects on wildlife resources or the habitat upon which wildlife depends. Accordingly, based upon the preceding information, the SCAQMD has, on the basis of substantial evidence, rebutted the presumption of adverse effect contained in §753.5 (d), Title 14 of the California Code of Regulations, and thus, this topic will not be analyzed further.

Mitigation Measures

Since no significant adverse biological impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource, site, or feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Impacts to cultural resources will be considered significant if:

- The project results in the disturbance of a significant prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group.
- Unique paleontological resources are present that could be disturbed by construction of the proposed project.
- The project would disturb human remains.

Discussion

V. a) CEQA Guidelines Section 15064.5 states that resources listed in the California Register of Historical Resources or in a local register of historical resources are considered "historical resources." Additionally, CEQA Guidelines Section 15064.5(a)(3) state that "generally, a resource shall be considered by the lead agency to be *historically significant* if the resource meets the criteria for listing in the California Register of Historical Resources including the following:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated with the lives of persons important in our past;

- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values;
- Has yielded or may be likely to yield information important in prehistory or history."

No structures would be demolished as part of the proposed project. New domes would be added to existing storage tanks and new domed tanks would be constructed. The existing storage tanks and other related equipment (e.g., pumps and piping) associated with the proposed project do not meet the eligibility criteria presented above, e.g., associated with historically important events or people, embodying distinctive characteristics of a type, period or method of construction, and would not yield historically important information. Therefore, no significant impacts to historic resources are expected as a result of implementing the proposed project.

V. b), c), and d) The entire LARC has been previously graded and developed for over 90 years. A cultural resources archival search completed for a previous environmental document indicated no archaeological/historical/paleontological sites are located at the LARC and one prehistoric site was identified within a one-mile radius of the facility (see SCAQMD, 1994). The proposed project activities would occur in areas of the LARC where the ground surface has already been disturbed, and this past disturbance eliminates the potential for uncovering unknown archaeological/paleontological sites.

No grading efforts would be required to install the geodesic domes on the two existing crude oil Tanks 510 and 511. Grading would be required for the new crude oil tank area, which was previously the site of two reservoirs that were closed in 1995. The closure of the reservoirs involved the remediation of the site by removal of contaminated soil and capping (importing clean soil) of the site where the historic reservoirs were located. The new storage tank and water draw surge tank would be installed in the same location as the old reservoirs, which is where imported soil has been placed. Further, because the LARC does not contain known paleontological resources, the proposed project would not be expected to impact any sites of paleontological value. Therefore, no impacts to archaeological or paleontological resources are expected. While the likelihood of encountering cultural resources is low, there is still a potential that archaeological resources may exist. In the event that unexpected subsurface cultural resources are encountered during construction, any such impact would be eliminated by following standard construction practices, which comply with following provisions of Section 21083.2 of the Public Resources Code:

- Conduct a cultural resources orientation for construction workers involved in excavation activities. This orientation will show the workers how to identify the kinds of cultural resources that might be encountered, and what steps to take if cultural resources are encountered during excavation activities;
- Monitoring of subsurface earth disturbance by a professional archaeologist and an appropriate representative if cultural resources are exposed during construction;

- Provide the archaeological monitor with the authority to temporarily halt or redirect earth disturbance work in the vicinity of cultural resources exposed during construction so the find can be evaluated and mitigated as appropriate; and
- As required by state law, prevent further disturbance if human remains are unearthed, until the County Coroner has made the necessary findings with respect to origin and disposition, and the Native American Heritage Commission has been notified if the remains are determined to be of Native American descent.

For the same reasons as discussed above, the proposed project would not impact any human remains as the site has been disturbed and imported soil has been placed where the old reservoirs were located, which is the site for the proposed storage tank and water draw surge tank. Based upon the above considerations, no significant adverse cultural resources impacts are expected from implementing the proposed project, and thus, this topic will not be analyzed further.

Mitigation Measures

Since no significant adverse cultural resources impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VI. ENERGY. Would the project:				
a) Conflict with adopted energy conservation plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the need for new or substantially altered power or natural gas utility systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Create any significant effects on local or regional energy supplies and on requirements for additional energy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create any significant effects on peak and base period demands for electricity and other forms of energy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with existing energy standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

The impacts to energy will be considered significant if any of the following criteria are met:

- The project conflicts with adopted energy conservation plans or standards.
- The project results in substantial depletion of existing energy resource supplies.
- An increase in demand for utilities impacts the current capacities of the electric and natural gas utilities.
- The project uses non-renewable resources in a wasteful and/or inefficient manner.

Discussion

VI. a) and e) The proposed project is not expected to conflict with any adopted energy conservation plan or existing energy standard. There is no known energy conservation plan or existing energy standard that would apply to the LARC or this proposed project, as it primarily involves modifications to existing storage tanks and the construction of one new storage tank and one new water draw surge tank, which are not subject to energy conservations plans or energy standards. The new substation would provide more dependable power in this portion of the LARC, but would have no impact on any energy plan and is not subject to and existing energy standard. As concluded in the discussion in section b) ,c), and d) below, the amount of energy that may be needed to implement the project construction and operation activities is shown to be less than significant and, thus, the proposed project would not utilize non-renewable energy resources in a wasteful or inefficient manner.

VI. b), c), and d) It is not expected that natural gas-fired or electrically-powered construction equipment would be used because very little construction equipment is natural gas-fired and electricity is not available in the vicinity of the construction area. Construction equipment is primarily fueled by diesel and worker vehicles are primarily fueled by gasoline. Thus, there would be no need for new or substantially altered power or natural gas utility systems during construction of the proposed project. In 2011, the Los Angeles region used 4,892 million gallons of gasoline (CEC, 2011) and 281 million gallons of diesel (CEC, 2011a). The diesel associated with construction of the entire project of approximately 36,000 gallons represents about 0.013 percent of the yearly demand in the Los Angeles region, and a tiny fraction of the total use of fuel in California. Therefore, less than significant adverse impacts on energy are expected during the construction period.

Refinery fuel gas and natural gas required to operate existing equipment located at the LARC will continue to be supplied by the existing facility utility system and Southern California Gas Company. Operation of the proposed project is not expected to increase the amount of natural gas consumption because no new equipment is being installed that requires the use of natural gas. No permanent employees are anticipated to be needed, so no additional demand for gasoline fuel is expected.

The LARC is currently served by Southern California Edison (SCE) for electricity. SCE provides electricity as needed to meet all electricity demands at the LARC. The proposed project includes an electrical power substation that would be installed to upgrade the reliability of the electricity supplied to this portion of the LARC and handle any additional electricity requirements from the proposed project. The new substation would provide more dependable power in this portion of the LARC, but does not represent an increase in electricity use but provides the infrastructure for electricity distribution within the LARC. The new electrical substation would handle a load of about 1,440 kilowatts, most of which would be used to re-feed small substations in the area as electricity demand fluctuates based on operational needs. Existing 12.5 kilovolt (KV) feeders located at the LARC would be extended to the project area to provide power for the new equipment. The electrical power substation is required because there is no existing electricity source in the area where the new crude oil tank and water draw surge tank is to be installed. The proposed project requires electricity primarily to operate two new 2,100 gpm crude feed/transfer pumps associated with the proposed project. The proposed project does not increase the amount of crude oil handled at the LARC, but instead provides for more onsite storage. The overall electricity use would slightly increase due to the new pumps in the proposed project, but would not increase the overall crude oil pumped to the facility. The proposed project merely allows more crude to be pumped and stored at the same time by providing more locations to store crude oil at the LARC. Additionally, no changes to the refining processes are being proposed, so no increase in crude throughput of the LARC would occur.

The estimated incremental increase in electricity associated with the new crude tank and new water draw surge tank would be approximately 25 kilowatts (0.025 megawatts) for lighting, instrumentation, and air conditioning at the new substation.

SCE has developed a long-term procurement plan to review the development of new renewable energy resources and energy efficiency programs to ensure clean, reliable power for future needs. Peak electricity usage for SCE in 2011 was 23,181 megawatts (MW). SCE predicts a peak electricity use increase of about 1.48 percent per year between 2011 and 2022 (about 346 MW per year) with peak electricity usage forecasted to be around 25,591 MW in 2022 (CEC, 2012). The electricity increase associated with the proposed project of 0.025 MW is a negligible portion of the electricity generated by SCE and a small portion of the predicted annual increase of 346 MW. SCE has the capacity to meet the minor increase in electricity required by the proposed project, as it is not expected to result in a substantial increase in electricity. Therefore, less than significant impacts on electricity demand are expected during operation.

Based on these considerations, significant adverse energy impacts are not expected from implementing the proposed project, and thus, this topic will not be analyzed further.

Mitigation Measures

Since no significant adverse energy impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

The impacts on the geological environment will be considered significant if any of the following criteria apply:

- Topographic alterations would result in significant changes, disruptions, displacement, excavation, compaction or over covering of large amounts of soil.
- Unique geological resources (paleontological resources or unique outcrops) are present that could be disturbed by the construction of the proposed project.
- Exposure of people or structures to major geologic hazards such as earthquake surface rupture, ground shaking, liquefaction or landslides.
- Secondary seismic effects could occur which could damage facility structures, e.g., liquefaction.
- Other geological hazards exist which could adversely affect the facility, e.g., landslides, mudslides.

Discussion

VII. a) The LARC is located within a seismically active region. The most significant potential geologic hazard is estimated to be seismic shaking from future unpredictable earthquakes generated by active or potentially active faults in the region. Table 2-7 identifies those faults in the Southern California region considered important to the project in terms of potential for future activity. Seismic records have been available for the last 200 years, with improved instrumental seismic records available for the past 50 years. Based on a review of earthquake data, most of the earthquake epicenters occur along the Whittier-Elsinore, San Andreas, Newport-Inglewood, Malibu-Santa Monica-Raymond Hills, Palos Verdes, Sierra Madre, San Fernando, Elysian Park-Montebello, and Torrance-Wilmington faults (Jones and Hauksson, 1986). All these faults are elements of the San Andreas Fault system. Past experience indicates that there has not been any substantial damage, structural or otherwise to the LARC as a result of earthquakes. Table 2-8 identifies the historic earthquakes over magnitude 4.5 in southern California, between 1915 and the present, along various faults in the region.

The fault zones in the region with potential for future activity that may affect the Refinery are described below. These faults have been identified under the Alquist-Priolo Earthquake Fault Zoning Act.

Malibu-Santa Monica-Raymond Hills Fault Zone: The Raymond Hills fault is part of the fault system that extends from the base of the San Gabriel Mountains westward to beyond the Malibu coast line. The fault has been relatively quiet, with no recorded seismic events in historic time (see SCEC, 2013, 2013a, 2013b, and 2013c); however, recent studies indicate movement can occur with a recurrence interval of from 740 years for the Santa Monica Mountains Thrust Fault up to 3,290 years for the Hollywood-Santa Monica-Malibu Coast system to rupture (see Dolan, et al., 1995).

Table 2-7

Major Active or Potentially Active Faults in Southern California

Fault Zone	Fault Length (Miles)	Maximum Credible Earthquake	Maximum Acceleration (G)
Malibu-Santa Monica-Raymond Hill	65	7.5	0.49
Newport-Inglewood	25	7.0	0.42
Northridge	12	6.7	0.16
Palos Verdes	20	7.0	0.24
San Andreas	200+	8.25	0.21
San Jacinto	112	7.5	0.11
San Fernando	8	6.8	0.17
Sierra Madre	55	7.3	0.23
Whittier-Elsinore	140	7.1	0.46
Elysian Park – Montebello	15	7.1	0.27

G = acceleration of gravity.

Table 2-8

Significant Historical Earthquakes in Southern California

Date	Location (epicenter)	Magnitude
1915	Imperial Valley	6.3
1918	San Jacinto	~6.8
1923	North San Jacinto Fault	6.3
1925	Santa Barbara	6.3
1927	Lompoc	7.1
1933	Long Beach	6.4
1937	San Jacinto Fault	6.0
1940	Imperial Valley	6.9
1941	Santa Barbara	5.5
1941	Torrance-Gardena	4.8
1942	Fish Creek Mountains	6.6
1946	Walker Pass	6.0
1947	Manix	6.5
1948	Desert Hot Springs	6.0
1952	Kern County	7.5
1952	Bakersfield	5.8
1954	San Jacinto Fault	6.4
1966	Parkfield	6.0
1968	Borrego Mountain	6.5
1971	San Fernando (Sylmar)	6.5
1979	Imperial Valley	6.4
1980	White Wash	5.5
1986	North Palm Springs	5.6

TABLE 2-8 (Concluded)
Significant Historical Earthquakes in Southern California

Date	Location (epicenter)	Magnitude
1987	Whittier	5.9
1987	Elmore Ranch/Superstition Hills	6.2
1991	Sierra Madre	5.8
1992	Joshua Tree	6.1
1992	Landers	7.3
1992	Big Bear	6.4
1992	Mojave (Garlock)	5.7
1994	Northridge	6.7
1995	Ridgecrest	5.4
1999	Hector Mine	7.1
2002	Laguna Salada	5.7
2009	Northern Baja California	5.8
2010	Sierra El Mayor (No. Baja Calif.)	7.2

Source: SCEC, 2013d.

The Newport-Inglewood Fault Zone: The Newport-Inglewood fault is a major tectonic structure within the Los Angeles Basin. This fault is best described as a structural zone comprising a series of echelon and sub-parallel fault segments and folds. The faults of the Newport-Inglewood uplift in some cases exert considerable barrier influence upon the movement of subsurface water (see DWR, 1961). Offsetting of sediments along this fault usually is greater in deeper, older formations. Sediment displacement is less in younger formations. The Alquist-Priolo Act has designated this fault as an earthquake fault zone. The purpose of designating this area as an earthquake fault zone is to mitigate the hazards of fault rupture by prohibiting building structures across the trace of the fault.

This fault poses a seismic hazard to the Los Angeles area (see Topozada, et al., 1988, 1989), although no surface faulting has been associated with earthquakes along this structural zone during the past 200 years. Since this fault is located within the Los Angeles Metropolitan area, a major earthquake along this fault would produce more destruction than a magnitude 8.0 on the San Andreas fault. The largest instrumentally recorded event was the 1933 Long Beach earthquake, which occurred on the offshore portion of the Newport-Inglewood structural zone with a magnitude of 6.3. A maximum credible earthquake of magnitude 7.0 has been assigned to this fault zone (see Ziony and Yerkes, 1985).

The Palos Verdes Fault Zone: The Palos Verdes fault extends for about 50 miles from the Redondo submarine canyon in Santa Monica Bay to south of Lausen Knoll and is responsible for the uplift of the Palos Verdes Peninsula. This fault is both a right-lateral strike-slip and reverse separation fault. The Gaffey anticline and syncline are reported to extend along the northwestern portion of the Palos Verdes hills. These folds plunge southeast and extend beneath recent alluvium east of the hills and into the San Pedro Harbor, where they may affect movement of ground water (see DWR, 1961). The probability of a moderate or major earthquake along the Palos Verdes fault is low compared to movements on either the Newport-Inglewood or San

Andreas faults (see Los Angeles Harbor Department, 1980). However, this fault is capable of producing strong to intense ground motion and ground surface rupture. This fault zone has not been placed by the California State Mining and Geology Board into an Alquist-Priolo special studies zone.

San Andreas Fault Zone: The San Andreas fault is located on the north side of the San Gabriel Mountains trending east-southeast as it passes the Los Angeles Basin. This fault is recognized as the longest and most active fault in California. It is generally characterized as a right-lateral strike-slip fault which is comprised of numerous sub-parallel faults in a zone over two miles wide. There is a high probability that southern California will experience a magnitude 7.0 or greater earthquake along the San Andreas or San Jacinto fault zones, which could generate strong ground motion in the project area. There is a five to twelve percent probability of such an event occurring in southern California during any one of the next five years and a cumulative 47 percent chance of such an event occurring over a five year period (see Reich, 1992).

San Fernando Fault: The westernmost segment of the Sierra Madre fault system is the San Fernando segment. This segment extends for approximately 12 miles beginning at Big Tujunga Canyon on the east to the joint between the San Gabriel Mountains and the Santa Susana Mountains on the west (see Ehlig, 1975). The 1971 Sylmar earthquake occurred along this segment of the Sierra Madre fault system, resulting in a 6.4 magnitude earthquake. Dolan, et al. (1995) indicates the San Fernando fault segment is capable of producing a 6.8 magnitude earthquake every 455 years.

Sierra Madre Fault System: The Sierra Madre fault system extends for approximately 60 miles along the northern edge of the densely populated San Fernando and San Gabriel valleys (Dolan, et al., 1995) and includes all faults that have participated in the Quaternary uplift of the San Gabriel Mountains. The fault system is complex and appears to be broken into five or six segments each 10 to 15 miles in length (see Ehlig, 1975). The fault system is divided into three major faults by Dolan, et al. (1995), including the Sierra Madre, the Cucamonga and the Clamshell-Sawpit faults. The Sierra Madre fault is further divided into three minor fault segments the Azusa, the Altadena and the San Fernando fault segments. The Sierra Madre fault is capable of producing a 7.3 magnitude earthquake every 805 years (see Dolan, et al., 1995).

Whittier-Elsinore Fault Zone: The Whittier-Elsinore Fault is one of the more prominent structural features in the Los Angeles Basin. It extends from Turnbull Canyon near Whittier, southeast to the Santa Ana River, where it merges with the Elsinore fault. Yerkes (1972) indicated that vertical separation on the fault in the upper Miocene strata increases from approximately 2,000 feet at the Santa Ana River northwestward to approximately 14,000 feet in the Brea-Olinda oil field. Farther to the northwest, the vertical separation decreases to approximately 3,000 feet in the Whittier Narrows of the San Gabriel River.

The fault also has a major right-lateral strike slip component. Yerkes (1972) indicates streams along the fault have been deflected in a right-lateral sense from 4,000 to 5,000 feet. The fault is capable of producing a maximum credible earthquake event of about magnitude 7.0 every 500 to 700 years.

Elysian Park-Montebello System: The Elysian Park fault is a blind thrust fault system, i.e., not exposed at the surface, whose existence has been inferred from seismic and geological studies. The system as defined by Dolan, et al. (1995) comprises two distinct thrust fault systems: 1) an east-west-trending thrust ramp located beneath the Santa Monica Mountains; and 2) a west-northwest-trending system that extends from Elysian Park Hills through downtown Los Angeles and southeastward beneath the Puente Hills. The Elysian Park thrust is capable of producing a magnitude 7.1 earthquake every 1,475 years.

Torrance-Wilmington Fault Zone: The Torrance-Wilmington fault has been reported to be a potentially destructive, deeply buried fault, which underlies the Los Angeles Basin. (Kerr, 1988) has reported this fault as a low-angle reverse or thrust fault. This proposed fault could be interacting with the Palos Verdes hills at depth. Little is known about this fault, and its existence is inferred from the study of deep earthquakes. Although information is still too preliminary to be able to quantify the specific characteristics of this fault system, this fault appears to be responsible for many of the small to moderate earthquakes within Santa Monica Bay and easterly into the Los Angeles area. This fault itself should not cause surface rupture, only ground shaking in the event of an earthquake.

In addition to the known surface faults, shallow-dipping concealed "blind" thrust faults have been postulated to underlie portions of the Los Angeles Basin. Because there exist few data to define the potential extent of rupture planes associated with these concealed thrust faults, the maximum earthquake that they might generate is largely unknown.

No faults or fault-related features are known to exist at the LARC site. The closest fault zone to the Refinery is the Newport-Inglewood Fault Zone, which is located approximately 3.0 to 3.5 miles northeast of the LARC. The LARC is not located in any Alquist-Priolo Earthquake fault zone and is not expected to be subject to significant surface fault displacement. Therefore, no significant adverse impacts to the proposed project facilities are expected from seismically-induced ground rupture.

Based on the historical record, it is highly probable that earthquakes will affect the Los Angeles region in the future. Research shows that damaging earthquakes will occur on or near recognized faults which show evidence of recent geologic activity. The proximity of major faults to the LARC facility increases the probability that an earthquake may impact the site. There is the potential for damage in the event of an earthquake. Impacts of an earthquake could include structural failure, spill, etc. The hazards of a release during an earthquake are addressed in Section VIII - Hazards and Hazardous Materials.

The new crude oil storage tank and water draw surge tank must be designed to comply with the California Building Code requirements since the proposed project is located in a seismically active area. The California Building Code is considered to be a standard safeguard against major structural failures and loss of life. The code requires structures that will: 1) resist minor earthquakes without damage; 2) resist moderate earthquakes without structural damage, but with some non-structural damage; and 3) resist major earthquakes without collapse, but with some structural and non-structural damage. The California Building Code bases seismic design on minimum lateral seismic forces ("ground shaking"). The California Building Code requirements

operate on the principle that providing appropriate foundations, among other aspects, helps to protect buildings from failure during earthquakes. The basic formulas used for the California Building Code seismic design require determination of the seismic zone and site coefficient, which represent the foundation conditions at the site.

The new storage tank and water draw surge tank at the LARC would require building permits, as applicable, for all new structures associated with the proposed project from the City of Carson. The LARC must receive approval of all building plans and building permits to assure compliance with the latest Building Code adopted by the City of Carson prior to commencing construction activities. The issuance of building permits from the local authority will assure compliance with the California Building Code requirements which include requirements for building within seismic hazard zones. No significant adverse impacts from seismic hazards are expected since the proposed project would be required to comply with the California Building Codes.

Thus, the proposed project would not alter the exposure of people or property to geological hazards such as earthquakes, landslides, mudslides, ground failure, or other natural hazards beyond the current setting. As a result, substantial exposure of people or structures to the risk of loss, injury, or death involving the rupture of an earthquake fault, seismic ground shaking, ground failure or landslides is not anticipated.

VII. b) The proposed project is located within the confines of the existing LARC. Concrete foundations presently support refinery structures and equipment. Most of the roads in the LARC, including all high traffic roads, have been paved. Some portions of site have also been landscaped, mainly near the administration building. No unstable earth conditions, significant changes in topography or in geologic substructures are anticipated to occur with the project. The major aspects of the proposed project, i.e., the installation of a crude oil storage tank and water draw surge tank, would be installed in an area on the west side of the LARC that is presently vacant, but formerly the site of two below ground level crude storage reservoirs. These reservoirs were closed in 1995 and are currently capped with a one-foot thick impermeable clay layer. Grading/excavation of this area would be required to remove the clay cap and recompact the area for the installation of the concrete foundations to provide ample support for the new tanks. Excavated VOC contaminated soil remediation must occur pursuant to a SCAQMD-approved Rule 1166 Plan to assure the control of fugitive emissions, which generally includes covering contaminated soil piles with heavy plastic sheeting and watering activities to assure the soil remains moist. The Rule 1166 Plan must be approved by the SCAQMD prior to excavation of VOC contaminated soils. The facility has submitted an application for a site-specific SCAQMD Rule 1166 Mitigation Plan, and it is anticipated approval of the plan will be issued along with the permit to construct for the project. Soil remediation activities are also under the jurisdiction of the RWQCB. Following SCAQMD approval of the proposed project, a Soil Management Plan will be submitted to the RWQCB for approval. The RWQCB, when considering the Soil Management Plan, relies on the analysis in this Negative Declaration and the SCAQMD Rule 1166 Mitigation Plan. Placing geodesic domes on existing crude oil Tanks 510 and 511 does not require any grading/excavation activities.

Further, wind erosion is not expected to occur to any appreciable extent, because construction contractors operating at any dust generating sites within the LARC would be required to comply

with the best available control measure (BACM) requirements of SCAQMD Rule 403 – Fugitive Dust. In general, fugitive dust must be controlled through a number of soil stabilizing measures such as watering the site, using chemical soil stabilizers, revegetating inactive sites, et cetera. The proposed project involves the installation of new equipment at a site that was previously graded within the LARC. However, additional grading and excavation is expected to be required to provide stable foundations for the new crude oil storage tank and water draw surge tank. Potential air quality impacts related to grading and excavation are addressed elsewhere in this document (as part of construction air quality impacts discussion in Section III.). No unstable earth conditions or changes in geologic substructures are expected to result from implementing the proposed project.

Further, the LARC has prepared a Storm Water Pollution Prevention Plan (SWPPP) in order to comply with National Pollution Discharge Elimination System (NPDES) standards, and compliance with the SWPPP will continue during and after completion of the proposed project. The SWPPP includes best management practices to control dust and mud transport during rain events to prevent solids and sediment transport into the storm drains and onto streets.

VII. c) Liquefaction would most likely occur in unconsolidated granular sediments that are water saturated less than 30 feet below ground surface (see Tinsley et al., 1985). Based on the latest seismic hazards maps developed under the Seismic Hazards Mapping Act, small portions of the LARC are located in an area of historic (or has the potential for) liquefaction (California Division of Mines and Geology, Map of Seismic Hazard Zones, Long Beach Quadrangle). A small section of the southeast portion of the LARC has conditions conducive to liquefaction. However, the new facilities associated with the proposed project are not located within the area identified for potential liquefaction. Liquefaction associated with seismic events has not occurred at the LARC. There is no evidence of expansive soils at the LARC, and expansion soils have not been encountered as part of the construction of other facilities at the LARC.

Prior to construction, a geotechnical engineering investigation will be conducted for the area where the new crude oil tank, new water draw surge tank, and new electrical power substation are to be located. The City of Carson will review and approve the geotechnical designs and ensure that the designs comply with the California Building Code requirements. Issuance of building permits will not occur until the City of Carson has reviewed and approved the geotechnical engineering investigation for the proposed project. No significant adverse impacts are expected because the proposed project would be required to comply with the California Building Codes.

Subsidence is not anticipated to be a problem since only minor excavation and grading would occur at a site that has been previously excavated and graded. Further, the proposed project would not involve drilling or removal of underground products (e.g., water, crude oil, et cetera) that could produce subsidence effects. Additionally, the affected area is not envisioned to be prone to landslides or have unique geologic features since the LARC is located in a heavy industrial where such features are not known to exist.

For these reasons, implementation of the proposed project would not be expected to alter or make worse any existing potential for subsidence, liquefaction, et cetera.

VII. d) and e) Since the proposed project would occur within the confines of the LARC, which is located in an industrial zone, as explained in VII. c), it is expected that people or property would not be exposed to new impacts related to expansive soils. In addition, because the proposed project is not expected to generate additional wastewater (see Section IX. for further details), the proposed project is not expected to affect soils incapable of supporting water disposal. Further, the LARC currently has an existing wastewater treatment system and discharges treated wastewater to a local sewer system in accordance with its Industrial Wastewater Discharge Permit. The proposed project would not trigger a modification to this permit. For this reason, the proposed project would not require installation of a septic tank or alternative wastewater disposal system. Thus, implementation of the proposed project would not adversely affect soils associated with a septic system or alternative wastewater disposal system.

Based upon these considerations, significant adverse geology and soils impacts are not expected from implementing the proposed project, and thus, this topic will not be analyzed further.

Mitigation Measures

Since no significant adverse geology and soils impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, and disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions, or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public use airport or a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Significantly increased fire hazard in areas with flammable materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Significance Criteria

The impacts associated with hazards will be considered significant if any of the following occur:

- Non-compliance with any applicable design code or regulation.
- Non-conformance to National Fire Protection Association standards.
- Non-conformance to regulations or generally accepted industry practices related to operating policy and procedures concerning the design, construction, security, leak detection, spill containment or fire protection.
- Exposure to hazardous chemicals in concentrations equal to or greater than the Emergency Response Planning Guideline (ERPG) 2 levels.

VIII. a) and b) Petroleum products are currently delivered to both the Wilmington and Carson Plants via pipelines from marine terminals and other facilities in the area as well as via trucks and rail cars. Following project completion, petroleum products would continue to be delivered to both the Wilmington and Carson Plants via pipelines from marine terminals and other facilities in the area as well as via trucks and rail cars. The proposed project would allow for an increase in the amount of crude oil stored at the LARC, but would not increase the amount of product produced at the Refinery or transported to/from the Refinery via pipeline, ships, trucks or railcar, as the crude throughput rate will not change. Because the proposed project does not increase in crude oil throughput, there will be no modification to the refining process or equipment. Ship deliveries of crude oil are expected to occur in the same size vessels (i.e., Panamax, Aframax, and Suezmax) after implementation of the proposed project as the vessels used currently, so no increase in ship traffic is expected but the ships will ~~have~~ generate less maneuvering emissions as a result improved offloading efficiency from the proposed project (i.e., the elimination of the need for anchorage while waiting to finish offloading). For these reasons, the proposed project would not result in an increase in transportation hazards.

A variety of safety laws and regulations have been developed to reduce the risk of accidental releases of chemicals at industrial facilities, including spill prevention and control and fire protection requirements as discussed below. Phillips 66 maintains its own onsite emergency response department to respond to emergencies and maintains a fully trained 24-hour emergency response team, firefighting equipment including fire engines and foam pumper trucks and trailers, and manual and automatic fire suppression systems for flammable and combustible materials. The LARC staff is trained in accordance with industry standards, and onsite fire training exercises are conducted with the Los Angeles County Fire Department.

The California Hazardous Material Management Act (HMMA) requires that any business that handles hazardous materials greater than specified threshold quantities must prepare a Business Plan. A Business Plan contains a description of the physical and chemical properties of each hazardous and extremely hazardous material that is handled at the facility, where it is used and stored, and symptoms that may result from contact with the substance. Phillips 66 has developed and maintains Business Plan. The Los Angeles County Fire Department, Hazardous Materials

Services Division is responsible for administering the HMMA and is the designated Certified Unified Program Agency (CUPA) for the hazardous material programs within Carson. The HMMA also requires the implementation of an Emergency Response Plan which identifies emergency response procedures in the event of a major release. In the event of an accidental release, Phillips 66 has appropriate mechanisms in place as stated in the California Code of Regulations Title 19 §2765.1 for notifying emergency responders when there is a need for such services.

The proposed new tanks are required to comply with the Spill Control and Countermeasures (SPCC) requirements and would require a revision to the current SPCC Plan. Both the new storage tank and new water draw surge tank would be constructed with surrounding containment berms, capable of containing 110 percent of the maximum volume stored in the largest tank, in compliance with the SPCC requirements. The berms are coated with material that is impervious to petroleum products and effective at minimizing the potential for a release that would migrate offsite and cause contamination.

The Occupational Safety and Health Agency (OSHA) promulgated the Process Safety Management (PSM) of Highly Hazardous Chemicals in the Code of Federal Regulations (CFR) 29 910.119 in 1992. This PSM rule was designed to address the prevention of catastrophic accidents at facilities handling hazardous substances in excess of specific threshold amounts through implementation of PSM systems. A key component of PSM requires the performance of a process hazard analyses to identify potential process deviations and to implement or improve safeguards that would prevent accidental releases of chemicals at industrial facilities.

A federal EPA Risk Management Program (RMP) and a more stringent RMP, the California Accidental Release Program (CalARP), were developed for both the Carson and the Wilmington Plants and submitted to appropriate agencies in 1999. The RMPs contain hazard assessments of both worst-case and more credible accidental release scenarios, an accident prevention program, and an emergency response program. The County of Los Angeles administers the RMP for the Carson Plant. In addition, an emergency response manual has been prepared for both Plants, which describes the emergency response procedures that would be followed in the event of any of several release scenarios along with the responsibilities of key personnel.

The Refinery adheres to the following safety design and process standards:

- The California Health and Safety Code Fire Protection specifications.
- The design standards for petroleum refinery equipment established by the American Petroleum Institute, the American Society of Mechanical Engineers, the American Institute of Chemical Engineers, the American National Standards Institute, and the American Society of Testing and Materials.
- The applicable Cal-OSHA requirements.

The proposed project is not expected to change the amount of hazardous material used or disposed of by the LARC. The proposed project merely provides more storage capacity and does

not change the annual volume of crude oil processed at the LARC, or change the handling practices associated with processing the crude oil. Therefore, no change in the use or disposal of hazardous materials is anticipated as a result of the proposed project.

Thus, as explained above, the proposed project is not expected to create a new significant hazard to the public or the environment through the routine transport, use, and disposal of hazardous materials beyond the current setting. Further, because of the safety mechanisms in place, the proposed project is not expected to create a significant hazard to the public or the environment involving the release of hazardous materials into the environment.

VIII. c) The LARC is not located within one-quarter mile of an existing or proposed school site. As explained in Section VIII a) and b), the proposed project would not change or significantly increase the hazards associated with LARC operations and no off-site hazard impacts are expected. Therefore, the proposed project would not be expected to result in a safety hazard for an existing or proposed school.

VIII. d) Government Code §65962.5 refers to the "Hazardous Waste and Substances Site List," which is a list of facilities that may be subject to the Resource Conservation and Recovery Act (RCRA) corrective action program. The LARC is not included on the list prepared by the Department of Toxic Substances Control (DTSC) pursuant to Government Code §65962.5. Nonetheless, the LARC is included on a list of RCRA-permitted sites that require corrective action as identified by DTSC. Furthermore, the LARC is subject to corrective action under the "Spills, Leaks, Investigation & Cleanup (SLIC) Program" administered by the RWQCB pursuant to California Water Code §13304. In order to provide full public disclosure per CEQA (Public Resources Code §21092.6) with regard to corrective actions required by local agency, the following information is provided:

Applicant:	Phillip 66 (ConocoPhillips) Carson Plant
Address:	1520 East Sepulveda Boulevard, Carson, CA 90745
Phone:	(310) 522-9300
Address of Site:	1520 East Sepulveda Boulevard, Carson, CA 90745
Local Agency:	City of Carson
Assessor's Book:	7315-002-021
List:	DTSC and SLIC Corrective Action
SLIC Case No:	0232

The new tanks and substation for the proposed project would be installed in an area on the west side of the LARC that is presently vacant, but formerly the site of two below ground level crude storage reservoirs. These reservoirs were closed in 1995 under authorization from the RWQCB and are currently capped with a one-foot thick impermeable clay layer. During construction of the proposed project, grading and recompaction of this area would be required to install concrete foundations for the new crude oil tank, water draw surge tank, and electrical power substation, and to erect a dike containment berm. RWQCB approval for excavation and recompaction of this area to allow for development of the proposed project would be required.

Since the proposed project site has been identified as having soil containing VOC materials, excavation at this site is subject to the requirements of SCAQMD Rule 1166. The facility must obtain a SCAQMD-approved Rule 1166 Mitigation Plan to assure the control of fugitive emissions prior to the start of excavation activities. Rule 1166 includes requirements for SCAQMD notification at least 24 hours prior of the start of excavation, monitoring (at least once every 15 minutes, within 3 inches of the excavated soil surface), as well as implementation of a mitigation plan when VOC-contaminated soil is detected. Rule 1166 defines VOC contaminated soil as soil which registers a concentration of 50 ppmv or greater of VOC. An approved mitigation plan generally includes covering contaminated soil piles with heavy plastic sheeting and watering activities to assure the soil remains moist. In addition, VOC-contaminated soils shall be treated or removed within 30 days from the time of excavation. The facility has submitted an application for a site-specific Rule 1166 Mitigation Plan, and it is anticipated that it will be issued along with the permit to construct for the project. Soil remediation activities are also under the jurisdiction of the RWQCB. Following SCAQMD approval of the proposed project, a Soil Management Plan will be submitted to the RWQCB for approval. The RWQCB, when considering the Soil Management Plan, relies on the analysis in this Negative Declaration and the SCAQMD Rule 1166 Mitigation Plan.

During grading and recompaction, activities could potentially uncover soils contaminated with regulated concentrations of certain substances, such as heavy metals and hydrocarbons. The handling, processing, transportation, and disposal of these contaminated soils would continue to be subject to applicable hazardous waste regulations such as Title 22 of the California Code of Regulations and other local and federal rules. Title 22 has multiple requirements for hazardous waste handling, transport, and disposal, such as requirements to use approved disposal and treatment facilities, to use certified hazardous waste transporters, and to have manifests for tracking the hazardous waste. Excavated soil contaminated with concentrations above regulated thresholds generally cannot be reused onsite. These contaminated soils would be properly characterized to determine an appropriate offsite processing method(s). These methods may include recycling of the soil if it is considered a non-hazardous waste, off-site treatment to reduce the contaminant concentrations to non-hazardous levels, or disposal as a hazardous waste at a permitted hazardous waste facility. The LARC would work with the RWQCB, SCAQMD, and DTSC, if necessary, to determine an appropriate offsite processing method for any excavated soil that cannot be reused onsite.

Based on the above requirements and considering that most of the contaminated soils encountered during prior construction projects at the LARC were determined not to be a hazardous waste, no significant adverse impacts are expected from the potential for encountering contaminated soils during grading and excavation. Therefore, impacts related to soil contamination are not expected to create a significant hazard to the public or the environment.

VIII. e) The LARC is not located within an airport land use plan or within two miles of a public or private use airport. Therefore, the proposed project would not be expected to result in a safety hazard for people residing or working in the area of the LARC, on any airport, or on an airport land use plan.

VIII. f) The proposed project is located within the LARC. The proposed project would require revisions to the emergency response plan (i.e., Integrated Contingency Plan) to address emergency response activities that would be associated with the installation of the new crude storage tank and new water draw surge tank. Phillips 66 already uses and stores crude oil at the Refinery so the current emergency response procedures are specific to the use of crude oil. Emergency response related to the new storage tank and new water draw surge tank would include releases, spills, and fires similar to the response provided for the existing crude oil surge tanks. The emergency procedures include detailed requirements for specific actions for employees to take (including evacuation and spill control), individuals to be notified, and agencies to call when assistance is required. As analyzed in Section VIII. h), the fire radiation hazards associated with the proposed new storage tank and new water draw surge tank would remain onsite, so no significant impacts to emergency response activities or emergency response plans at other adjacent facilities would be expected. Thus, the proposed project would not impair implementation or physically interfere with an adopted emergency response plan or evacuation plan. Evacuation plans generally require employees to head towards the employee parking areas and away from the operating portions of the LARC. The emergency response plans would be reviewed and updated to reflect the proposed project. Therefore, no significant adverse impacts to emergency response or evacuations plans are expected.

VIII. g) The proposed project would not increase the existing risk of fire hazards in areas with flammable brush, grass, or trees because the proposed project is located in an urbanized, industrial area and no wildlands are located in the immediate or surrounding areas of the LARC. Also, no substantial or native vegetation exists within the operational portions of the LARC and no vegetation is located in the location of the proposed new crude storage tank and water draw surge tank. For these reasons, the proposed project would not expose people or structures to wildland fires. Therefore, no significant adverse impacts resulting from wildland fire hazards are expected from the proposed project.

VIII. h) The LARC uses a number of hazardous materials at the facility to manufacture petroleum products. The major types of public safety risks consist of impacts from toxic substance releases, fires and explosions. Examples of toxic substances handled by the LARC include hydrogen sulfide, ammonia, regulated flammables like propane and butane, and petroleum products like gasoline, fuel oils, and diesel.

The primary hazards associated with a storage tank are fire hazards and subsequent exposure to thermal radiation. The proposed project includes fire protection equipment/facilities, e.g., monitors, hydrants, and proper containment berming in accordance with the National Fire Protection Association (NFPA) standards for crude oil storage tank and water draw surge tank. Thermal radiation is the heat generated by a fire and the potential impacts associated with exposure. Exposure to thermal radiation would result in burns, the severity of which would depend on the intensity of the fire, the duration of exposure, and the distance of an individual to the fire.

The proposed crude oil storage tank and water draw surge tank would be protected with both foam- and water-based fire extinguishing systems. Centralized foam generation systems would deliver foam to the tanks in the event of a fire. Foam would cover the tank and fire,

extinguishing flames by eliminating the presence of oxygen. In addition, the tanks would also be served by water deluge systems to minimize heat generated in the event of a fire.

The proposed project includes the addition of one new 615,000 barrel crude oil storage tank and one new 14,000 barrel water draw surge tank, which have the potential to increase fire hazards due to the increased storage volume. Therefore, a fire hazard analysis was conducted for the new crude oil storage tank (see Table 2-9), the larger of the two tanks, using the CANNARY by Quest® hazard model. For additional information about the CANNARY by Quest® model, see Appendix C. The fire radiation hazards can extend up to 510 feet (see Table 2-9) from the center of the storage tank and the property boundary is about 100 feet from the storage tank containment area. As shown in Figure 2-1, the fire hazards associated with the proposed storage tank would remain within the boundaries of the LARC and no exposure to off-site receptors of the thermal radiation would occur. Installing geodesic domes would not change the fire radiation hazard distance associated with the existing storage tanks (Tanks 510 and 511), which is 450 feet from the tank centers because the fire radiation hazard distances would not be affected by the addition of the domes.

TABLE 2-9

Maximum Hazard Distances for Maximum Credible Event ⁽¹⁾

Wind Speed (meters/sec)	Maximum Distance (ft) from Center of Unit to Pool/Torch Fire Thermal Radiation (5 kW/m ²)
5.0	510

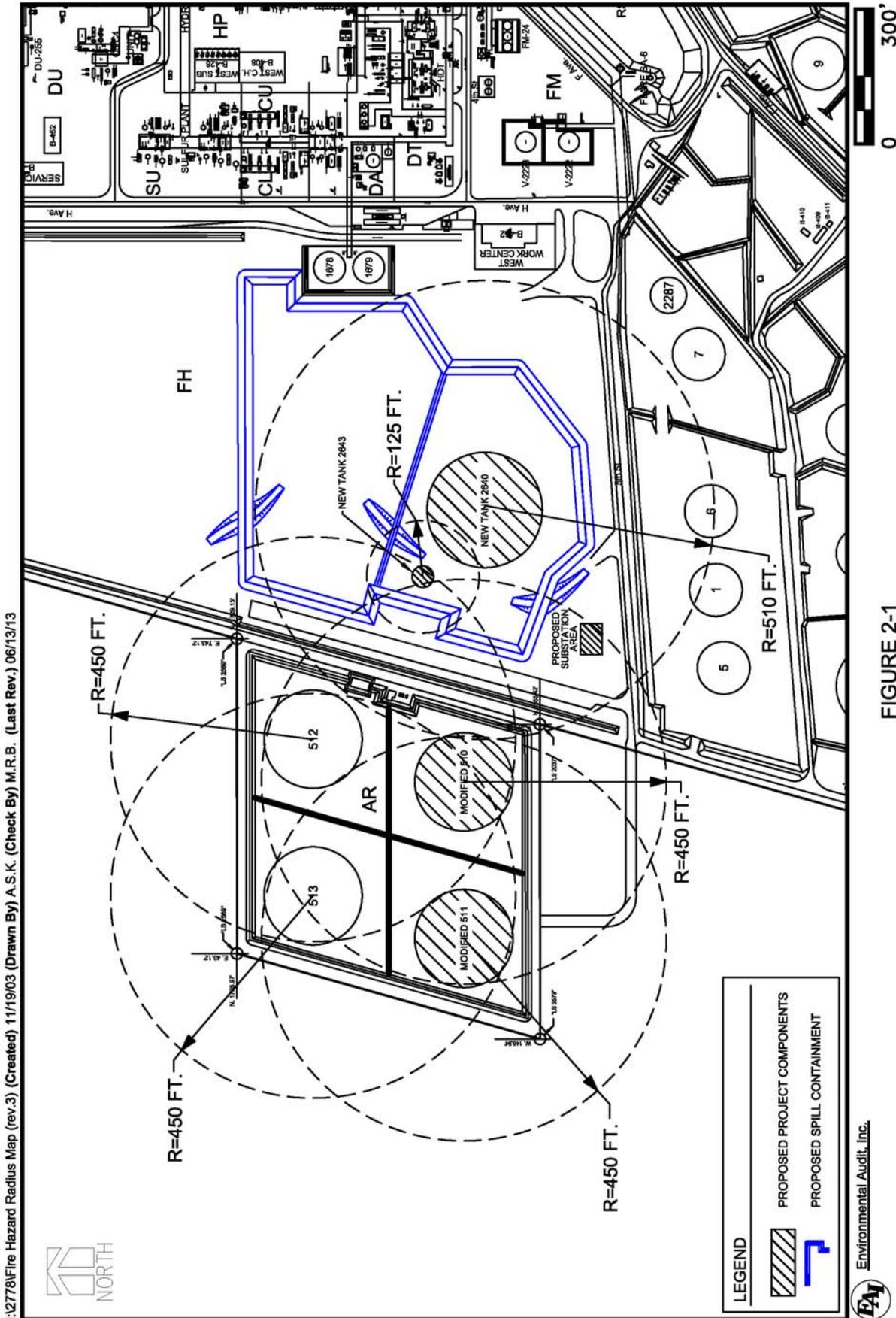
(1) See Appendix C for further details on the hazard modeling and impacts.

Therefore, the fire hazard impacts due to thermal radiation that may be associated with the proposed project are expected to be less than significant.

Based upon the above considerations, significant adverse hazards and hazardous materials impacts are not expected from implementing the proposed project, and thus, this topic will not be analyzed further.

Mitigation Measures

Since no significant adverse hazards and hazardous materials impacts were identified, no mitigation measures are necessary or required.



I:\2778\Fire Hazard Radius Map (rev.3) (Created) 11/19/03 (Drawn By) A.S.K. (Check By) M.R.B. (Last Rev.) 06/13/13

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards, waste discharge requirements, exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, or otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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 (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in substantial erosion or siltation on- or off-site or flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Place housing or other structures 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, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
f) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, or inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Require or result in the construction of new water or wastewater treatment facilities or new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Potential impacts on water resources will be considered significant if any of the following criteria apply:

Water Quality:

- The project will cause degradation or depletion of ground water resources substantially affecting current or future uses.
- The project will cause the degradation of surface water substantially affecting current or future uses.
- The project will result in a violation of National Pollutant Discharge Elimination System (NPDES) permit requirements.

- The capacities of existing or proposed wastewater treatment facilities and the sanitary sewer system are not sufficient to meet the needs of the project.
- The project results in substantial increases in the area of impervious surfaces, such that interference with groundwater recharge efforts occurs.
- The project results in alterations to the course or flow of floodwaters.

Water Demand:

- The existing water supply does not have the capacity to meet the increased demands of the project, or the project would use more than 262,830 gallons per day of potable water.
- The project increases demand for water by more than five million gallons per day.

Discussion

IX. a), g), and i): Operations at the LARC currently generate process wastewater, high salts water, treated sour water, and storm water. Wastewater is treated in the wastewater treatment system, which includes American Petroleum Institute (API) separators to remove oil and dissolved air floatation units for additional removal of oil and particulates. The treated process wastewater, high salts water and treated sour water are discharged to the Los Angeles County Sanitation Districts (LACSD) in accordance with the LACSD industrial wastewater permit discharge limits. The storm water is captured, treated as necessary, and discharged to the Dominguez Channel in accordance with a NPDES permit discharge limits. The NPDES permit requires monitoring for various chemicals, pH, and oil and grease, prior to discharge.

During construction of the proposed project, water would be needed to perform the hydrotest of the completed tanks. Hydrotesting involves filling the tank with water to check for leaks. In lieu of being pumped directly to the existing fire water tank (Tank 88A), a portion of the water produced from an onsite well would be diverted to Tank 2640 using the existing firewater pumps and manifold, which deliver water at a rate of 500 to 600 gpm (720,000 to 864,000 gallons per day). Diversion of water would continue until Tank 2640 has been filled to approximately 555,000 bbl (23,247,000 gallons) to perform the required hydrotesting. Once hydrotesting of Tank 2640 has been completed, approximately 12,600 bbl (529,200 gallons) would be transferred to Tank 2643 to perform the necessary hydrotesting. Upon completion of all hydrotesting, the water would be transferred to the existing fire water tank (Tank 88A), which supplies process water to the LARC. Therefore, no new water demand or wastewater would be generated as the result of hydrotesting the tanks.

The operation of the new tanks does not require water. Under normal operations, no water is used in the tank. Under current regulations, should the tank require major reconstruction (e.g., a new tank bottom), hydrotesting prior to reuse would be required. Minor repairs could be inspected using non-destructive testing, such as weld x-rays and ultrasonic testing. Hydrotesting in the future would be performed if required by regulation and would be performed in the same manner as is proposed for the initial construction. Therefore, the proposed project would not

result in an increase in wastewater generated or discharged from the LARC or require a change in any wastewater permits. As a result, no significant adverse impacts associated with wastewater discharges at the LARC are expected from the proposed project.

The two new tanks would be located in an existing tank farm where storm water is managed through the LARC storm water system. No new additional storm water drainage facilities would need to be constructed or the expansion of existing facilities would need to occur to handle the storm water generated in the tank farm. Therefore, no significant adverse impacts associated with construction of or expansion to storm water drainage systems are expected from the proposed project.

The proposed project would not alter wastewater discharge from the LARC and would not affect the capacity of the LACSD facilities. Therefore, the LACSD has adequate capacity to serve the proposed project's projected demand in addition to the provider's existing commitments.

IX. b) and h) Water is primarily provided to the LARC by an onsite water well (i.e., non-potable groundwater). The LARC has adjudicated water rights, which limit the groundwater the LARC can extract from the onsite well (see Appendix D). The proposed project water demand for temporary hydrotesting is within the available water rights of the LARC. Supplemental potable water is supplied to the LARC by the California Water Service Company, which produces water from its own wells and receives water primarily from the Metropolitan Water District.

Construction activities associated with the proposed project would require water for dust suppression during grading for preparation of the project area for the placement of foundations for the new crude oil tank, new water draw surge tank, and new electrical power substation. Grading activities are expected to be limited to a six-week period resulting in an estimated 2,000 to 3,000 gallons of water per day used for dust suppression purposes (a total of approximately 126,000 gallons during the grading activities). Placement of geodesic domes on existing Tanks 510 and 511 does not require any site preparation or dust suppression activities. Water needed for construction would be supplied from the onsite groundwater well.

As already noted in Section IX. a), g), and i) above, petroleum storage tanks do not require water to operate. During operation of the tanks, should future repairs require hydrotesting, the same procedure of using non-potable groundwater prior to being used in the LARC for process water would be implemented. Therefore, no increase in potable water use would be associated with implementing the proposed project.

The groundwater used for hydrotesting would not be wasted as it would be used in processing following completion of the hydrotesting. To accumulate the necessary hydrotesting water, the LARC would maximize the existing allowable use of the water allocation from the onsite well. As such, no additional groundwater allocation would be required. Therefore, existing entitlements and resources are available for the proposed project and no new or expanded entitlements are needed.

Therefore, no potable water would be used during construction for dust suppression. Further, because non-potable groundwater would be utilized for hydrotesting purpose before it is used as usual for processing via the fire water tank, no increase in the use of groundwater or potable water would occur. Thus, less than significant adverse impacts on water demand would be expected from the proposed project overall. Consequently, the proposed project is not expected to result in a significant adverse impact on potable water demand or groundwater supplies.

IX. c), and d) The LARC is located near the Dominguez Channel and Los Angeles River. The Los Angeles River and the Dominguez Channel are the major drainages that flow into the Los Angeles-Long Beach Harbor complex. Sediments and contaminants are transported into the harbor with the flows from the Los Angeles River, and to a lesser degree, the Dominguez Channel.

The Los Angeles River drains an 832-square mile watershed basin into the Long Beach Harbor. The Los Angeles River watershed is controlled by a series of dams and an improved river channel with a design flow capacity of 146,000 cubic feet per second.

The Dominguez Channel originates in the area of the Los Angeles International Airport and flows southward into the East Channel of the Los Angeles Harbor. The Dominguez Channel, an 8.5-mile long structure, drains approximately 80 square miles west of the Los Angeles River drainage basin. Permitted discharges from industrial sources are a substantial percentage of the persistent flows in the Dominguez Channel.

The LARC modifications would occur within an existing storage tank farm area, which is currently paved and is expected to remain paved, so no increase in the amount of runoff from the proposed project is expected to occur. As part of construction of the new storage tank and new water draw surge tank, the area surrounding the tanks would be curbed to contain runoff. Any runoff occurring will continue to be collected in a drainage system and handled by the LARC's wastewater system and then either discharged to the Dominguez channel under the conditions of the LARC's existing storm water permit or sent to an onsite wastewater treatment system. Treated storm water is currently discharged to the LACSD sewer system in accordance with the requirements of the facility's Industrial Wastewater Discharge Permit. The proposed project is not expected to increase the storm water runoff from the LARC. The LARC's SWPPP would be updated, as necessary, to reflect the new crude oil storage tank and new water draw surge tank, and include additional Best Management Practices, if required. No new storm drainage facilities or expansion of existing storm facilities are expected to be required.

Any construction that may occur as a result of implementing the proposed project would not alter the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in substantial erosion or siltation on- or off-site or flooding on- or off-site because the affected sites are paved and storm water is directed into the existing wastewater treatment system. Since storm water discharge or runoff is not expected to change in either volume or water quality, no new storm drainage facilities or expansion of existing storm facilities are expected to be required. Thus, no significant adverse storm water quality impacts are expected to result from the operation of the proposed project.

To prevent oil discharges from reaching navigable waters of the United States through proactive measures, the LARC is required to comply with Title 40 of the CFR Part 112 (Oil Pollution Prevention), which sets forth requirements for Spill Prevention, Control and Countermeasure (SPCC) Plans. These regulations require, among other things, that containment facilities be included for all storage tanks, as applicable. In compliance with these regulations, appropriate containment facilities would be constructed for the new crude oil storage tank and new water draw surge tank. Therefore, in the event of a leak, the contents of the new crude oil storage tank or new water draw surge tank would be collected in the containment facilities onsite and would not run off-site or impact water resources.

Therefore, less than significant adverse storm water quality impacts are expected to result from the operation of the proposed project.

IX. e) The proposed project includes installing geodesic domes to the two existing crude oil tanks (Tanks 510 and 511), construction of one new 615,000 barrel crude oil storage tank, one new water draw surge tank, and one new electrical power substation. The proposed project does not include the construction of any housing, nor would it require placing housing within a 100- or 500-year flood hazard area. The project does not anticipate the need for additional permanent workers, so no additional housing is expected (see Section XIII – Population and Housing). The LARC is not located within a 100-year flood hazard area. Since the proposed project is located within the existing boundaries of the LARC, it would not impede or redirect flood flows. The proposed project is not located within a flood zone and therefore, would not expose people or property to a significant risk of loss, injury or death related to flood hazards. Based on the topography and/or site elevations of the LARC in relation to the ocean, the proposed project is not expected to result in an increased risk of flood. Therefore, no significant adverse impacts associated with flooding are expected from the proposed project.

IX. f) The construction activities associated with the proposed project would not occur in an area that could be affected by tsunamis or seiche. The LARC is located approximately 2.1 miles, 1.9 miles, and 4.3 miles from the Ports of Long Beach, Los Angeles, and San Pedro, respectively. The port areas are protected from tsunamis by the construction of breakwaters. Construction of breakwaters combined with the distance of the LARC from the water is expected to minimize the potential impacts of a tsunami or seiche so that no significant impacts are expected. The proposed project does not require construction in areas that are susceptible to mudflows (e.g., hillside or slope areas). The LARC is not located on a hillside or slope area and thus, is not susceptible to mudflow. As a result, the proposed project is not expected to generate significant adverse mudflow impacts. Finally, the proposed project would not affect in any way any potential flood hazards inundation by seiche, tsunami, or mud flow.

Based upon the above considerations, significant adverse hydrology and water quality impacts are not expected from implementing the proposed project, and thus, this topic will not be analyzed further.

Mitigation Measures

Since no significant adverse hydrology and water quality impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING.				
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Land use and planning impacts will be considered significant if the project conflicts with the land use and zoning designations established by local jurisdictions.

Discussion

X. a), and b) The proposed modifications to two existing crude oil storage tanks (Tanks 510 and 511) by installing geodesic domes and the installation of the new 615,000 barrel crude oil tank, new water draw surge tank, and new electrical power substation, would occur entirely within the existing LARC property boundaries and no new property would be required for the proposed project.

Land use at and surrounding the LARC is zoned heavy industrial, and the proposed project is consistent with this zoning, so no change in zoning designation would be expected. The proposed project would not affect in any way habitat conservation or natural community conservation plans, agricultural resources or operations, and would not create divisions in any existing communities. Further, no new development or alterations to existing land designations would occur as a result of the implementation of the proposed project. Therefore, present or planned land uses in the region would not be affected as a result of implementing the proposed project.

Based upon these considerations, significant adverse land use and planning impacts are not expected from implementing the proposed project, and thus, this topic will not be analyzed further.

Mitigation Measures

Since no significant adverse land use and planning impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES. Would the project:				
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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 plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Project-related impacts on mineral resources will be considered significant if any of the following conditions are met:

- 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.
- The proposed project results 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 plan.

Discussion

XI. a), and b) Implementation of the proposed project would occur entirely within the existing LARC property boundaries all of which is zoned heavy industrial. The Munger Map Book (May 1990 edition) contains data on oil and gas wells in the States of California and Alaska. These data are gathered from state agencies, oil well operators, and various trade journals serving the oil and gas industry. According to Munger, there are no wells (active or abandoned) located on the LARC property and the site is not located within an administrative boundary of an oil field. The nearest oil and gas wells are located over one-half mile south from the LARC in an oil field identified as the Wilmington Oil Field. Thus, LARC property does not contain any known mineral resources.

There are no provisions of the proposed project that would result in the loss of availability of a known mineral resource of value to the region and the residents of the State of California such as aggregate, coal, clay, shale, etc., or locally-important mineral resource recovery site delineated on a local plan, specific plan or other land use plan.

Based upon these considerations, no significant adverse impacts to mineral resources are expected from implementing the proposed project, and thus, this topic will not be analyzed further.

Mitigation Measures

Since no significant adverse mineral resource impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XII. NOISE. Would the project result in:				
a) Exposure of persons to or generation of permanent noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public use airport or private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Noise impacts will be considered significant if:

- Construction noise levels exceed the local noise ordinances or, if the noise threshold is currently exceeded, project noise sources increase ambient noise levels by more than three decibels (dBA) at the site boundary. Construction noise levels will be considered significant if they exceed federal Occupational Safety and Health Administration (OSHA) noise standards for workers.
- The proposed project operational noise levels exceed any of the local noise ordinances at the site boundary or, if the noise threshold is currently exceeded, project noise sources increase ambient noise levels by more than three dBA at the site boundary.

Discussion

XII. a) and c) Construction activities associated with the proposed project would generate noise from construction equipment and construction-related traffic. The types of construction equipment to be used include, but are not limited to, trucks, cranes, fork lifts, air compressors, generators, excavators, scrapers, backhoes, front end loaders, welding machines, and ditch witch (i.e., trenching machine for electrical conduit installation). Noise levels for various construction

equipment are provided in Table 2-10. It should be noted that these noise levels are detected at 50 feet from the source. Noise attenuation due to distance will reduce these values as discussed later in this section.

TABLE 2-10
Construction Noise Sources

Equipment	Typical Range (dBA)^(a)	Analysis Value (dBA)^(b)
Air Compressor	85-91	85
Backhoe	73-95	80
Compressors	75-87	85
Concrete Mixers	75-88	75
Concrete Pumps	81-85	85
Cranes	75-89	85
Front Loader	73-86	82
Generators	71-83	85
Jackhammers	81-98	85
Pavers	85-88	75
Pumps	68-72	70
Scrapers, Graders	80-93	80
Tractor	77-98	85
Truck	82-95	82

- (a) City of Los Angeles, 2006. Levels are in dBA at 50-foot reference distance. These values are based on a range of equipment and operating conditions.
- (b) Analysis values are intended to reflect noise levels from equipment in good conditions, with appropriate mufflers, air intake silencers, etc. In addition, these values assume averaging of sound level over all directions from the listed piece of equipment at 50 feet.

The City of Carson Municipal Code, Ordinance No. 95-1068, limits long-term construction noise for periods of 21 days or more to 65 dBA in the daytime (7:00 a.m. to 6:00 p.m.). In addition, non-urgent, essential construction is generally prohibited without a special permit between 6:00 p.m. and 7:00 a.m. weekdays, and on weekends. If the City Engineer determines that the public health, safety, comfort, and convenience will not be affected during these times, the City Engineer may grant special permission for certain noise-generating activities. The construction activities that would generate noise would be carried out during daytime hours, (e.g., 7:00 a.m. to 6:00 p.m., Monday through Friday).

The operational noise limits for the City of Carson are summarized in Table 2-11 for residential, commercial, and industrial areas and are provided for informational purposes. However, the noise limits in Table 2-11 do not apply to construction activities. If the existing ambient noise level already exceeds these limits, then the noise limit becomes equal to the existing ambient noise level.

TABLE 2-11

City of Carson Noise Ordinance Limits

Construction Limit (dBA)		Operations Limit (exterior dBA except where noted)					
Area	L _{max}	Area	L ₅₀	L ₂₅	L _{8.3}	L _{1.7}	L _{max}
Residential	65 (7:00 a.m. – 6:00 p.m.)	Residential (1,2)	50	55	60	65	70
		Commercial ^(a, b)	60	60	70	75	80
		Industrial ^(a,b)	70	70	80	85	90
		Indoor Noise – Residences ^(b) : 45 day, 40 night					

Source: City of Carson Ordinance No. 4101

a Residential and commercial nighttime limits (10:00 p.m. – 7:00 a.m.) are 5 dBA lower. Tonal or impulsive type noise also reduces limit by five dBA.

b If ambient noise exceeds limit then limit is increased to ambient noise.

L_x A-weighted sound level, L, that may not be exceeded more than “x” percent of the measured time period.

L_{max} Maximum A-weighted sound level

The LARC is surrounded by other industrial land uses (e.g., Alameda Corridor, other refining-related land uses, and storage tank farms) that generate noise. Construction activities for the proposed project would produce noise as a result of operating construction equipment. The estimated noise level during construction is expected to be an average of about 85 dBA at 50 feet from the construction site. The closest resident is located about one-third mile or 1,760 feet, to the west of Wilmington Avenue at Realty from the construction site. The City of Carson General Plan Noise Element identifies the existing ambient noise levels in the vicinity of the LARC to be between 68.2 and 77.7 dBA in non-residential areas (Carson, 2004). Using an estimated six dBA reduction for every doubling distance, the noise levels from the construction activities at the residential area (conservatively estimated at 1,600 feet from the proposed project) are expected to be about 55 dBA (see Table 2-12), which is below existing ambient noise levels and within the noise levels allowed under the City of Carson noise ordinance. Most sources of the construction noise would be located near ground level, so the noise levels are expected to attenuate more than analyzed herein. In addition, structures, such as existing storage tanks, are located between the peak noise construction activities and the residential areas, so the noise would be lessened further by these obstructions. For a more conservative analysis, noise attenuation due to existing structures has not been included in the analysis.

Because of the nature of the construction activities, the types, number, operation time, and loudness of construction equipment would vary throughout the construction period. As a result, the sound level associated with construction would change as construction progresses. Construction noise sources would be temporary and would cease following construction activities. Noise levels at the closest residential areas are not expected to increase during construction activities; background noise levels in residential areas generally are in the range of 55 dBA to 65 dBA. The noise levels from the construction equipment are expected to be within

TABLE 2-12

Noise Level Attenuation at a Representative Construction Site

Distance from Construction Noise Source (ft)	Estimated Noise Level (dBA)
50	85
100	79
200	73
400	67
800	61
1,600	55
2,400	52
3,200	49
6,400	43

the allowable noise levels established by the local noise ordinances for industrial areas, which are about 65 dBA but in this case would be the existing ambient background of 68.2 and 77.7 dBA because 65 dBA is already exceeded.

Once construction is complete, the geodesic domes on the two existing storage tanks (Tanks 510 and 511), the new crude oil storage tank, the new water draw surge tank, and the new small electrical power substation are not expected to contribute to any noise because storage tanks and electrical power substations are not noise-producing equipment. The two new pumps would generate the same amount of noise as existing pumps at ground level and are not major sources of discernible noise outside the site boundary, so that no increase in noise related to the pumps would be expected. Pumps already exist at the LARC, and implementation of the proposed project would not generate noise beyond that which currently exists at the facility. Therefore, no discernable change to the existing noise setting during operation of the proposed project is expected. As such, no significant adverse noise impacts from the proposed project are expected.

XII. b) Construction of the proposed project would involve equipment and activities that may have the potential to generate groundborne vibration. Construction equipment is operated sporadically during different construction phases. The Federal Transit Administration (FTA) has published standard vibration levels and peak particle velocities for construction equipment operations (FTA, 2006). The approximate velocity level and peak particle velocities for large construction equipment are listed in Table 2-13. Groundborne vibration is quantified in terms of dB, which is a scale that compresses the range of numbers required to describe the oscillations. The FTA uses vibration decibels (abbreviated as VdB) to measure and assess vibration amplitude. In the United States, vibration is referenced to one micro-inch/sec (converted to 25.4 micro-mm/sec in the metric system) and presented in units of VdB. Based on the activities and equipment which would be used during construction, the peak construction equipment source levels are estimated to range between 58 VdB and 100 VdB at a distance of 25 feet.

TABLE 2-13

Representative Construction Equipment Vibration Impacts

Equipment	Approximate Peak Particle Velocity at 25 Ft. (inches/second)^(a)	Approximate Velocity Level at 25 Ft. (VdB)^(a)	Approximate Velocity Level at Closest Residential Area (VdB)^(b)	Significant? (Exceeds 72 VdB)^(c)
Pile Driver typical	0.644	100	64	NO
Large Bulldozers	0.089	87	51	NO
Loaded Trucks	0.076	86	50	NO
Jackhammer	0.035	79	43	NO
Small Bulldozer	0.003	58	22	NO

a. Source: FTA, 2006. Data reflects typical vibration level.

b. Distance to closest off-site receptor. Assumes an estimated six VdB reduction for every doubling of distance per FTA 2006.

c. FTA Ground-Borne Vibration Impact Level.

When analyzing groundborne vibration, the FTA recommends using an estimated six VdB reduction for every doubling of distance (FTA, 2006). The groundborne vibration levels at the closest residential receptor are conservatively estimated at 1,600 feet from the proposed project. Using the FTA methodology, the VdB would range from 22 to 64 VdB (see Table 2-13 and Appendix E). The predicted vibration during construction activities can be compared to the FTA groundborne vibration impact level of 72 VdB, which is the level above which human annoyance or interference with vibration-sensitive equipment is expected to occur. Levels of vibration below the FTA groundborne vibration impact level are considered less than significant by the FTA. Therefore, because the vibration from construction activities is less than the FTA vibration impact level, no significant adverse vibration impacts are expected during the construction period.

The equipment associated with the proposed project is not expected to generate detectable groundborne vibration during normal operation because storage tanks and electrical substation equipment do not have oscillating parts which have the potential to generate groundborne vibration. Therefore, vibration from operation of the proposed project is expected to be less than significant and no significant adverse vibration impacts are expected during operation.

XII. d) The LARC is not located with an airport land use plan or within two miles of a public or private airport. Therefore, the proposed project would not expose people residing or working in the area to excessive noise related to the proposed project.

Based upon these considerations, significant adverse noise impacts are not expected from implementing the proposed project, and thus, this topic will not be analyzed further.

Mitigation Measures

Since no significant adverse noise impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING.				
Would the project:				
a) Induce substantial growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (e.g. through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

The impacts of the proposed project on population and housing will be considered significant if the following criteria are exceeded:

- The demand for temporary or permanent housing exceeds the existing supply.
- The proposed project produces additional population, housing or employment inconsistent with adopted plans either in terms of overall amount or location.

Discussion

XIII. a), and b) Construction activities at the LARC would not involve the relocation of individuals, impact housing or commercial facilities, or change the distribution of the population because the proposed project would occur completely within the boundaries of the existing LARC and no housing is located within the LARC. During construction, a maximum of 115 temporary workers would be needed and these workers are expected to come from the existing labor pool in the southern California area. Additionally, once the proposed project is complete, operational activities are not expected to require new permanent employees. In the event that new employees are hired, it is expected that the number of new employees would be small, e.g., no more than one or two people and these workers would be expected from the existing labor pool. Human population within the jurisdiction of the SCAQMD is anticipated to grow regardless of implementing the proposed project. As a result, the proposed project is not anticipated to generate any significant adverse effects, either direct or indirect, on population growth in the district or population distribution.

XIII. b) Because the proposed project includes modifications at the existing LARC which is located in an industrial setting, the proposed project is not expected to result in the creation of any industry that would affect population growth, directly or indirectly induce the construction of single- or multiple-family units, or require the displacement of people or housing elsewhere in

the district. Therefore, implementation of the proposed project is not expected to have a significant adverse impact on population, population distribution, or housing.

Based upon these considerations, significant adverse population and housing impacts are not expected from implementing the proposed project, and thus, this topic will not be analyzed further.

Mitigation Measures

Since no significant adverse population and housing impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES. Would the proposal result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

Impacts on public services will be considered significant if the project results in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response time or other public service performance objectives.

Discussion

XIV. a) To respond to emergency situations, the LARC maintains an onsite fire department, which is supplemented by the resources of public fire departments. Specifically, the LARC is supported by the Los Angeles County Fire Department (LACFD), which has four LACFD stations that serve the Carson area: (1) Station 127 at 2049 E. 223rd Street; (2) Station 10 at 1860 E. Del Amo Boulevard; (3) Station 36 at 127 W. 223rd Street; and (4) Station 116 at 755 E. Victoria. Compliance with state and local fire codes is expected to minimize the need for additional fire protection services.

In addition, the LARC maintains its own onsite emergency response department. LARC maintains a fully trained 24-hour emergency response team; fire-fighting equipment including fire engines and foam pumper trucks or trailers; and manual and automatic fire suppression systems for flammable and combustible materials. LARC staff are trained in accordance with industry standards, and onsite fire training exercises with the LACFD staff are routinely conducted.

During construction, safeguards, monitoring for hazards with equipment designed to detect sources of flammable gases and vapors, written procedures, training, and authorization of equipment used onsite would be in place, thus, construction activities are not expected to result in an increased need for fire response services.

Because the new crude oil storage tank and new water draw surge tank would be located within an existing tank farm, the proposed project would not increase or alter the requirements for additional or altered fire protection during operation. In addition, fire hazards from the proposed project were determined to be not significant (see Section VIII h). Fire-fighting and emergency response personnel and equipment will continue to be maintained and operated at the LARC. Close coordination with local fire departments and emergency services also will be maintained.

XIV. b) The Los Angeles County Sheriff's Department is the responding agency for law enforcement needs in the vicinity of the LARC. Because sheriff and police units are in the field, response times to the LARC may vary depending on the location of the nearest unit.

In addition, the LARC has an existing security department that provides 24-hour protective services for people and property within the fenced boundaries of the facility. As part of their regular duties, the security department would monitor construction activities associated with the proposed project since construction would occur within the confines of the LARC's boundaries. Along with the existing work force, entry and exit of the construction work force would be similarly monitored. Once construction is completed, the proposed project would not be expected to change LARC staffing. Thus, no additional or altered police protection would be required for the proposed project.

XIV. c), and d) As noted in the previous "Population and Housing" (Section XIII.) discussion, the proposed project is not expected to induce population growth in any way because the local labor pool (e.g., workforce) is expected to be sufficient to accommodate any construction activities that may be necessary at affected facilities and operation of any new equipment is not expected to require additional employees. Therefore, there would be no increase in local population and thus no impacts would be expected to local schools or other public facilities. Similarly, since the proposed project is not expected to require additional permanent staffing once construction is completed, an increase in the local population is not expected.

Besides permitting the new equipment and altering permit conditions for the existing equipment by the SCAQMD and building permits from the City of Carson, there would be no need for other types of government services. Permitting agencies are currently equipped with the resources necessary to provide permits and environmental review of the proposed project. Thus, the proposed project would not result in the need for new or physically altered government facilities in order to maintain acceptable service ratios, response times, or other public service performance objectives. There would be no increase in population and, therefore, there would be no need for physically altered government facilities.

Based upon these considerations, significant adverse public services impacts are not expected from implementing the proposed project, and thus, this topic will not be analyzed further.

Mitigation Measures

Since no significant adverse public services impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XV. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment or recreational services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

The impacts to recreation will be considered significant if:

- The project results in an increased demand for neighborhood or regional parks or other recreational facilities.
- The project adversely effects existing recreational opportunities.

Discussion

XV. a), and b) The City of Carson currently has 16 public parks, one County park (Victoria), and two public golf courses (Victoria Golf Course and Dominguez Golf Course). The Carson Community Center also provides recreation programs and meeting rooms for all residents. Collectively, excluding the Dominguez Golf Course, the total amount of public park land (City and County owned) is approximately 315 acres.

As noted in the previous “Population and Housing” (Section XIII.) discussion, the existing labor pool in southern California is sufficient to fulfill the labor requirements for the construction of the proposed project. The operation of the proposed project would not require additional workers to be hired at the LARC, and therefore, there would be no significant changes in population densities resulting from the proposed project, and thus no anticipated increase in the use of existing neighborhood and regional parks or other recreational facilities.

As noted in the previous “Land Use and Planning” (Section X.) discussion, there are no provisions in the proposed project that would affect land use plans, policies, or regulations. Land use and other planning considerations are determined by local governments and no land use or planning requirements would be altered by the proposed project.

Because the proposed project is limited to the confines of the LARC, the proposed project would not increase the demand for or use of existing neighborhood and regional parks or other recreational facilities or require the construction of new or expansion of existing recreational facilities that might have an adverse physical effect on the environment because it would not directly or indirectly increase or redistribute population.

Based upon these considerations, significant adverse recreation impacts are not expected from implementing the proposed project, and thus, this topic will not be analyzed further.

Mitigation Measures

Since no significant adverse recreation impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XVI. SOLID/HAZARDOUS WASTE.				
Would the project:				
a) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Comply with federal, state, and local statutes and regulations related to solid and hazardous waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Significance Criteria

The proposed project impacts on solid and hazardous waste will be considered significant if the following occur:

- The generation and disposal of hazardous and non-hazardous waste exceeds the capacity of designated landfills.

Discussion

XVI. a), and b) There are no existing structures at the LARC that require demolition, so no increase in solid waste would be associated with demolition activities. However, excavation and grading activities during construction could generate solid waste.

The new crude oil storage tank, new water draw surge tank, and new electrical substation would be installed in an area on the west side of the LARC that is presently vacant, but formerly the site of two below ground level crude storage reservoirs. These reservoirs were closed in 1995 under authorization from the RWQCB and are currently capped with a one-foot thick impermeable clay layer. Grading and recompaction of this area would be required in order to install the concrete foundations for the new crude oil tank and electrical power substation, and to erect a containment berm. RWQCB approval for grading/excavation and recompaction of this area to allow for development of the proposed project would be required, as it requires changes to the clay layer (cap). The excavated clay would be reused to the extent practicable, with any unusable clay appropriately classified and treated or disposed of at the appropriate offsite facility. Based on preliminary soil sampling of the clay to be excavated, minimal amounts of clay are expected to be transported off-site.

Excavation at this site is also subject to the requirements of SCAQMD Rule 1166, which requires SCAQMD approval prior to the start of excavation and requires the offsite treatment of VOC-contaminated soils with concentrations above the Rule 1166 threshold. The facility has submitted an application for a site-specific SCAQMD Rule 1166 Mitigation Plan, and it is anticipated approval of the plan will be issued along with the permit to construct for the project. Soil remediation activities are also under the jurisdiction of the RWQCB. Following SCAQMD

approval of the proposed project, a Soil Management Plan will be submitted to the RWQCB for approval. The RWQCB, when considering the Soil Management Plan, relies on the analysis in this Negative Declaration and the SCAQMD Rule 1166 Mitigation Plan.

Excavated soil, if found to be contaminated, would need to be characterized, treated, and disposed of offsite in accordance with applicable regulations. Where appropriate, the soil would be recycled if it is considered or classified as non-hazardous waste or it can be disposed of at a landfill that accepts non-hazardous waste. Otherwise, the material would need to be disposed of at a hazardous waste facility. (Potential soil contamination is addressed in the Hazards and Hazardous Materials discussion in Section VIII. d.) Most of the contaminated soils encountered during prior construction projects at the Refinery were determined through testing to be non-hazardous wastes. The Refinery would determine an appropriate offsite processing method for any excavated soil that cannot be reused onsite.

Construction-related waste such as shipping packing materials, depending on the classification of the waste, would need to be disposed of at a Class II (industrial) or Class III (municipal) landfill. A Class II landfill can handle wastes that exhibit a level of contamination not considered hazardous, but that are required by the State of California to be managed for disposal to a permitted Class II landfill. For this reason, Class II landfills are specially designed with liners to reduce the risks of groundwater contamination from industrial wastes, also known as California-regulated waste. Similarly, a Class III landfill can handle non-hazardous or municipal waste. Municipal waste is typically generated through day-to-day activities and does not present the hazardous characteristics of hazardous, industrial, or radioactive wastes.

There are 32 active Class III landfills within the SCAQMD's jurisdiction, many of which have liners that can handle both Class II and Class III wastes. According to the Final Program EIR for the 2012 AQMP (SCAQMD, 2012), total Class III landfill waste disposal capacity in the district is approximately 116,796 tons per day.

There are no hazardous waste landfills within the Southern California area. Construction (excavation) activities may encounter soil that through testing is determined to be a hazardous waste. If hazardous waste soil is encountered it must be disposed of at a permitted hazardous waste disposal facility. One such facility in California is the Clean Harbors (formerly Safety-Kleen) facility in Buttonwillow (Kern County). Hazardous waste also can be transported to permitted facilities outside of California. The nearest out-of-state landfills are U.S. Ecology, Inc., located in Beatty, Nevada, and USPCI, Inc., in Murray, Utah.

In summary, the amount of solid or hazardous waste that may be generated during construction is expected to be well within the landfill waste disposal capacity available. No demolition is required as part of the proposed project and large volumes of contaminated clay are not expected to be generated. For these reasons, the construction impacts of the proposed project on solid and hazardous waste disposal facilities are expected to be less than significant.

The operation of the new crude oil storage tank and new water draw sure tank do not routinely generate non-hazardous or hazardous wastes. However, periodically for maintenance (typically every five to 15 years depending on sludge generation), the tanks are emptied and cleaned out,

resulting in a sludge that generally requires treatment to recover useful product (oil), etc., and disposal (e.g., disposal at a hazardous waste landfill). Since the proposed project includes the installation of the new crude oil tank and new water draw surge tank, the proposed project would generate sludge wastes associated with periodic tank cleaning operation. However, less sludge would be generated in the existing crude tanks at the LARC because less crude oil will ultimately be stored there. The daily volume of waste generated during the periodic cleaning of the existing storage tanks and the proposed new storage tanks is expected to be about the same as current conditions because no change in the method for tank cleaning is proposed. Overall, the amount of sludge generated from crude storage is expected to remain the same as current operations because sludge formation is a function of material handling, not the volume of the storage container. The LARC is expected to continue to comply with federal, state, and local statutes and regulations related to solid and hazardous wastes, therefore, no significant adverse increase in solid or hazardous waste is expected due to the proposed project.

Since operation of the new crude oil storage tank and new water draw surge tank, would not generate additional solid or hazardous waste, implementation of the proposed project is not expected to require additional waste disposal capacity or interfere or undermine the LARC's ability to comply with existing federal, state, and local regulations for solid and hazardous waste handling and disposal.

Based upon these considerations, significant adverse solid and hazardous waste impacts are not expected from implementing the proposed project, and thus, this topic will not be analyzed further.

Mitigation Measures

Since no significant adverse solid and hazardous waste impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION AND TRAFFIC.				
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significance Criteria

The impacts on transportation and traffic will be considered significant if any of the following criteria apply:

- Peak period levels on major arterials are disrupted to a point where level of service (LOS) is reduced to D, E or F for more than one month.
- An intersection's volume to capacity ratio increase by 0.02 (two percent) or more when the LOS is already D, E or F.
- A major roadway is closed to all through traffic, and no alternate route is available.
- The project conflicts with applicable policies, plans or programs establishing measures of effectiveness, thereby decreasing the performance or safety of any mode of transportation.
- There is an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system.
- The demand for parking facilities is substantially increased.
- Waterborne, rail car, or air traffic is substantially altered.
- Traffic hazards to motor vehicles, bicyclists or pedestrians are substantially increased.
- The need for more than 350 employees.
- An increase in heavy-duty transport truck traffic to and/or from the facility by more than 350 truck round trips per day.
- Increase customer traffic by more than 700 visits per day.

Discussion

XVII. a) and b) The LARC is located at 1520 East Sepulveda Boulevard, between Wilmington Avenue and Alameda Street, in Carson California, about 1.25 miles south of the 405 Freeway. Most of the area surrounding the LARC is heavy industrial land uses. Key arterials servicing the LARC include Sepulveda Boulevard, Wilmington Avenue and Alameda Street. Sepulveda boulevard is an east-west street in the vicinity of the LARC. Alameda Street and Wilmington Avenue are north-south streets in the vicinity of the proposed project.

Approximately 115 construction workers would be commuting to the LARC during peak construction activities. All construction workers would be directed to the LARC for parking since sufficient capacity is available in the contractor parking lot at the LARC. Construction

workers are expected to arrive at the work sites between 6:30 a.m. and 7:00 a.m., which would generally avoid peak hour traffic conditions, and depart between 5:30 p.m. and 6:00 p.m. The construction worker commute is expected to avoid peak hour traffic during morning hours, between 7:00 a.m. and 8:00 a.m., but could impact the evening peak hours (between 4:00 p.m. and 6:00 p.m.). Peak construction activities are expected to be limited to about the six-month period when initial grading and construction of the domes on the existing storage tanks and the new crude storage tank would occur. The increase in construction worker traffic in the area would be temporary and would cease following the completion of construction activities.

The predominant route used to reach the LARC is from the San Diego Interstate 405 Freeway to Alameda Street. Alameda Street, Sepulveda Boulevard, and Wilmington Avenue are identified as major highways in the General Plan for the City of Carson. Major highways typically handle inter-city vehicular trips in the magnitude of 25,000 or more vehicles per day (Carson, 2004a). The projected increase in traffic during the construction phase of the proposed project is less than the significance criteria of 350 employees and well below a one percent increase in traffic on the local streets and at the local intersections. Further, the City of Carson has completed an LOS analysis on the streets near the LARC. All intersections in the vicinity of the LARC are LOS A during both morning and evening peak hours, indicating free flowing traffic conditions (Carson, 2004a). In addition to a maximum of 115 construction worker commute trips, the proposed project would generate a maximum of one additional delivery truck per day to deliver equipment to the site. These delivery trucks would be scheduled to arrive at a time that would avoid peak hour traffic and minimize the delivery time. Therefore, maximum estimated daily impacts on traffic would be approximately 116 trips during the construction phase (morning and evening).

Delivery of equipment and materials may require permits from Caltrans or local jurisdictions should equipment or materials to be delivered exceed size and weight limitations for the transport route. Phillips 66 will apply for and obtain the necessary permits, if needed. Permits typically require transport to occur during off peak hours, coordination with the California Highway Patrol and the local police along the transportation route.

The permanent work force at the LARC is not expected to increase as a result of the proposed project and thus, no increase in operation-related traffic is expected. Therefore, no significant traffic impacts are expected during the operational phase of the proposed project. For these reasons, the anticipated traffic impacts are relatively minimal and thus, would not be expected to conflict with plans, ordinances or policies for establishing effective performance of the circulation system or congestion management plans, if applicable.

The proposed project would not result in any increase in the number or size of marine vessels visiting the marine terminal used by Phillips 66 in the Port of Long Beach. Currently the marine terminal receives vessels of various sizes including Panamax vessels (400,000 bbl capacity) as well as larger vessels (from 720,000 bbl to 1,000,000 bbl capacity). When a ship larger than Panamax calls, LARC accepts delivery of the first portion of the crude oil into the existing tanks then processes the crude oil through LARC to make room in the receiving tanks to accommodate the second discharge from the larger vessel. By installing the new crude oil storage tank, the proposed project would allow larger vessels to discharge the entire volume of material in one ship call, minimizing the time the vessels spend in the Port area and minimizing the ship

emissions. However, because the proposed project would not change refining operation, no increase in crude throughput would occur. Therefore, no additional crude oil deliveries would be needed to supply the Refinery. The proposed project streamlines the delivery process.

XVII. c) The proposed project includes modifications to existing equipment and installation of one crude oil storage tank, one new water draw surge tank, associated piping, and one electrical power substation and tie-in to an existing manifold within the existing boundaries of the LARC. Modifications to existing equipment include the addition of geodesic domes on the two existing crude oil storage tanks (Tanks 510 and 511). The maximum height of these storage tanks is about 118 feet. The height profile of the new storage tank, new water surge tank, and the modified existing storage tanks would be similar in height to other existing storage tanks in the tank farm. The tallest structure at the LARC is the Coker Unit at a height of 250 feet, which is below the height at which air traffic exists. For these reasons, the proposed project would not be expected to result in a change to air traffic patterns such that a notification to the Federal Aviation Administration pursuant to Advisory Circular AC 70/7460-2K would not be required. Further, since the LARC is located about four miles west of the nearest airport, Long Beach Airport, the facility is located outside of the normal flight pattern of Long Beach Airport. In addition, because the proposed project would not involve the delivery of materials via air cargo, no increase in air traffic would be expected.

XVII. d), and e) The proposed project is not expected to substantially increase traffic hazards or create incompatible uses at or adjacent to the site because the proposed project does not include the construction of roadways onsite or off-site that could include design hazards. Emergency access at the LARC would not be impacted by the proposed project because no onsite roadways would be altered as a result of the proposed project and Phillips 66 would continue to maintain the existing emergency access roads and gates to the LARC. Therefore, no changes to emergency response plans are expected as a result of the proposed project.

XVII. f) Because the proposed project would be constructed within the confines of the existing LARC, and no conflict with adopted policies, plans, or programs supporting alternative transportation modes (e.g., bus turnouts, bicycle racks) would be expected.

Based on these considerations, significant adverse transportation and traffic impacts are not expected from implementing the proposed project, and thus, this topic will not be analyzed further.

Mitigation Measures

Since no significant adverse transportation and traffic impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

XVIII. a) As discussed in the “Biological Resources” (Section IV.), the proposed project is not expected to significantly adversely affect plant or animal species or the habitat on which they rely because the affected equipment is located in the LARC within in industrial area that has already been greatly disturbed for over 90 years and that currently does not support such habitats. Furthermore, the area where the modified storage tanks exist and where the new crude oil storage tank and new water surge tank would be constructed are already either devoid of significant biological resources or whose biological resources have been previously disturbed. Lastly, special status plants, animals, or natural communities are not expected to be found within close proximity to the storage tanks because the LARC is generally devoid of plants and natural communities that could support animals for fire safety reasons.

The proposed project would not require the acquisition of land and the construction activities associated with the modifications to the two existing storage tanks and installation of the new crude oil storage tank and new water draw surge tank are expected to occur entirely within the LARC's existing established boundaries. In other words, implementing the proposed project would not require construction activities in areas where special status plants, animals, or natural communities and important examples of the major periods of California history or prehistory exist. As a result, implementing the proposed project is not expected to adversely affect in any way habitats that support riparian habitat, are federally protected wetlands, or are migratory corridors. Therefore, these areas would not be expected to be adversely affected by the proposed project.

XVIII. b) Based on the preceding analyses in discussion topics I. through XVII., the proposed project is not expected to generate any project-specific significant adverse environmental impacts for the following reasons. The environmental topics that were not checked as areas potentially affected by the proposed project (e.g., agriculture and forestry resources, biological resources, cultural resources, land use and planning, mineral resources, population and housing, public services, and recreation) were found to have 'No Impact' and would not be expected to make any contribution to potential cumulative impacts whatsoever. For the environmental topics checked as areas potentially affected by the proposed project (e.g., aesthetics, air quality and GHG emissions, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, solid and hazardous waste and transportation and traffic), the analysis indicated that project impacts would be less than significant because they would not exceed any project-specific significance thresholds. Based on these conclusions, incremental effects of the proposed project would be minor and, therefore, are not considered to be cumulatively considerable as defined by CEQA Guidelines §15064 (h)(1). Since impacts from the proposed project are not considered to be cumulatively considerable, the proposed project has no potential for generating significant adverse cumulative impacts.

XVIII. c) The proposed project would primarily modify two existing storage tanks, construct one new crude oil storage tank and one new water draw surge tank at the LARC, which would be built in accordance with current BACT requirements. The estimated VOC emission increase from the proposed project operations have been shown (see Table 2-4) to be less than significant. The potential health impacts of the TAC emission increases were evaluated in a health risk assessment (see Appendix C) and the results of the health risk assessment indicated that the TAC emissions in the vicinity of the LARC would be less than significant. Further, the proposed project is not expected to increase the potential adverse hazard impacts associated with the operation of the facility and the hazard impacts were determined to be less than significant.

Based on the preceding analyses, the proposed project is not expected to cause substantial adverse effects on human beings, either directly or indirectly. For the environmental topics that were checked as areas of potentially affected by the proposed project (i.e., aesthetics, air quality and GHG emissions, energy, geology and soils, hazards and hazardous material, hydrology and water quality, noise, solid and hazardous waste, and transportation and traffic), less than significant adverse impacts to these environmental topics were identified.

Based on the discussion in items I. through XVII., the proposed project is not expected to have the potential to cause significant adverse environmental effects to any environmental topic.

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2.7 ACRONYMS

Abbreviation	Description
AQMP	Air Quality Management Plan
AB	Assembly Bill
BACM	Best Available Control Measure
BACT	Best Available Control Technology
Basin	South Coast Air Basin
bbbl	barrel, 42 gallons
CalARP	California Accidental Release Program
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CH ₄	methane
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
dBA	A weighted noise level measurement in decibels
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
ERPG	Emergency Response Planning Guideline
Farmland	Prime Farmland, Unique Farmland, or Farmland of Statewide Importance
FDDR	floating double deck roof
FPR	floating pontoon roof
ft	feet
FTA	Federal Transit Administration
G	acceleration of gravity
GHGs	Greenhouse Gases
gpm	gallons per minute
HARP	Hotspots Analysis Reporting Program
HFCs	hydrofluorocarbons
HMMA	Hazardous Material Management Act
HRA	Health Risk Assessment
KV	kilovolt
LACFD	Los Angeles County Fire Department
LACSD	Los Angeles County Sanitation Districts
LARC	Phillips 66 Los Angeles Refinery Carson Plant
lbs/day	pounds per day
LOS	Level of Service
LST	Localized Significance Threshold
MAHI	maximum acute hazard index
MATES	Magnitude of Ambient Air Toxics Impacts from Existing Sources
MCHI	maximum chronic hazard index

MEIR	maximum exposed individual resident
MEIW	maximum exposed individual worker
MT	metric ton
MTCO ₂ e	metric tons of CO ₂ equivalent
MW	megawatt
NC	no change
N ₂ O	nitrous oxide
NFPA	National Fire protection Association
NO ₂	nitrogen dioxide
NO _x	Nitrogen oxides
NPDES	National Pollution Discharge Elimination System
OEHHA	Office of Environmental Health Hazard Assessment
OSHA	Occupational Safety and Health Administration
PFCs	perfluorocarbons
PM ₁₀	particulate matter less than 10 microns in diameter
PM _{2.5}	particulate matter less than 2.5 microns in diameter
PM	particulate matter
ppm	parts per million
PRC	Public Resources Code
PSM	Process Safety Management
RCRA	Resource Conservation and Recovery Act
Refinery	Phillips 66 Los Angeles Refinery, Wilmington Plant and Carson Plant
REL	reference exposure levels
RMP	Risk Management Program
RWQCB	California Regional Water Quality Control Board, Los Angeles Region
SCAQ	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCEC	Southern California Earthquake Center
SCE	Southern California Edison
SF ₆	sulfur hexafluoride
SLIC	Spills, Leaks, Investigation and Cleanup
SO _x	sulfur oxides
SPCC	Spill Prevention, Control and Countermeasure
SWPPP	Storm Water Pollution Prevention Plan
TACs	toxic air contaminants
VdB	vibration decibels
VOCs	Volatile Organic Compounds

Attachment C
San Joaquin Valley Air Pollution
Control District CEQA
Determinations of Significance
for Projects Subject to CARB's
GHG Cap-and-Trade Regulation



San Joaquin Valley
Air Pollution Control District

APR - 2025

CEQA Determinations of Significance for Projects Subject
to ARB's GHG Cap-and-Trade Regulation

Approved By: 	Date: <u>June 25, 2014</u>
Arnaud Marjollet, Director of Permit Services	

I. Purpose:

The District has a statutory obligation to fully comply with the provisions of CEQA before issuing an Authority to Construct (ATC). The purpose of this policy is to provide guidance to District staff on how to determine significance of greenhouse gas (GHG) emissions from projects subject to the California Air Resources Board Cap-and-Trade regulation or occurring at entities subject to the California Air Resources Board Cap-and-Trade regulation.

II. Applicability:

This policy is to be followed when processing ATC applications and when providing technical guidance to lead agencies and the public regarding significance of project specific GHG emissions.

III. Background:

Assembly Bill 32 (AB32)

Assembly Bill 32 (California Global Warming Solutions Act of 2006) is a key piece of California's effort to reduce its GHG emissions. AB32 requires the California Air Resources Board (ARB) to establish regulations designed to reduce California's GHG emissions to 1990 levels by 2020. On December 11, 2008, ARB adopted its AB32 Scoping Plan, setting forth a framework for future regulatory action on how California will achieve that goal through sector-by-sector regulation.

Cap-and-Trade

The AB 32 Scoping Plan identifies a Cap-and-Trade program as one of the strategies California will employ to reduce the greenhouse gas (GHG) emissions that cause climate change. The Cap-and-Trade program is implemented by the California Air Resources Board and caps GHG emissions from the industrial, utility, and transportation fuels sectors – which account for roughly 85% of the state's GHG emissions.

The program works by establishing a hard cap on about 85 percent of total statewide greenhouse gas emissions. The cap starts at expected business-as-usual emissions levels in 2012, and declines 2-3% per year through 2020. Fewer and fewer GHG emissions allowances are available each year, requiring covered sources to reduce their emissions or pay increasingly higher prices for those allowances. The cap level is set in 2020 to ensure California complies with AB 32's emission reduction target of returning to 1990 GHG emission levels.

The scope of GHG emission sources subject to Cap-and-Trade in the first compliance period (2013-2014), includes:

- All electricity generated and imported into California. The first deliverer of electricity into the state is the capped entity (the one that will have to purchase and surrender allowances).
- Large industrial facilities emitting more than 25,000 metric tons of GHG pollution/year. Examples include oil refineries and cement manufacturers.

The scope of GHG emission sources subject to Cap-and-Trade during the second compliance period (2015-2017), expands to include distributors of transportation fuels (including gasoline and diesel), natural gas, and other fuels. The regulated entity will be the fuel provider that distributes the fuel upstream (not the gas station). In total, the Cap-and-Trade program is expected to include roughly 350 large businesses, representing about 600 facilities. Individuals and small businesses will not be regulated.

Under the program, companies do not have individual or facility-specific reduction requirements. Rather, all companies covered by the regulation are required to turn in allowances in an amount equal to their total greenhouse gas emissions during each phase of the program. The program gives companies the flexibility to either trade allowances with others or take steps to cost-effectively reduce emissions at their own facilities. Companies that emit more will have to turn in more allowances. Companies that can cut their emissions will have to turn in fewer allowances. Furthermore, as the cap declines, total GHG emissions are reduced.

On October 20, 2011, ARB's Board adopted the final Cap-and-Trade regulation and Resolution 11-32. As part of finalizing the regulation, the Board considered the related environmental analysis and, consistent with CEQA requirements, approved ARB's functionally equivalent document (FED).

CEQA Requirements

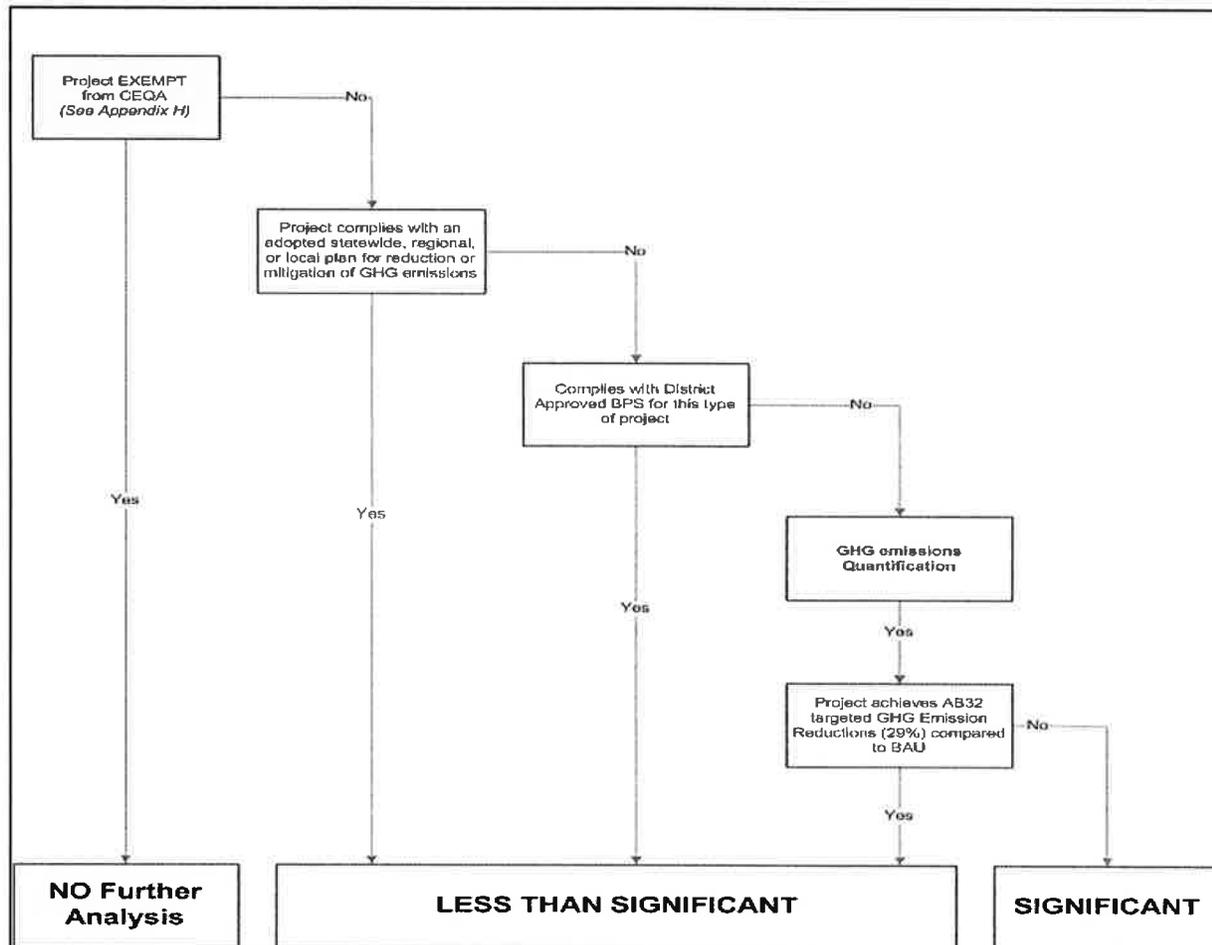
In December, 2009, the California Natural Resources Agency (NRA) amended the CEQA Guidelines to include Global Climate Change (GCC), which is now generally accepted by the scientific community to be occurring and caused by Greenhouse Gases (GHG). The amendments address analysis and mitigation of the potential effects of GHG emissions in CEQA documents. In their *Final Statement of Reasons for Regulatory Action*, NRA recognizes that the analysis of GHG emissions in a CEQA document presents unique challenges to lead agencies. NRA amended section 15064(h)(3) of the CEQA guidelines to add compliance with plans or regulations for the reduction of greenhouse gas emissions to the list of plans and programs that may be considered in a cumulative impacts analysis. In their *Final Statement of Reasons for Regulatory Action*, NRA discusses that AB32 requires ARB to adopt regulations that achieve the maximum technologically feasible and cost effective GHG reductions to reach the adopted state-wide emissions limit. NRA goes on to state that a lead agency may consider whether ARB's GHG reduction regulations satisfy the criteria in existing subdivision (h)(3).

District CEQA Policy

CEQA requires each public agency to adopt objectives, criteria, and specific procedures consistent with CEQA Statutes and the CEQA Guidelines for administering its responsibilities under CEQA, including the orderly evaluation of projects and preparation of environmental documents. On December 17, 2009, the District's Governing Board adopted the District's policy, APR 2005, *Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency*, for addressing GHG emission impacts when the District is Lead Agency under CEQA and approved the District's guidance document for use by other agencies when addressing GHG impacts as lead agencies under CEQA. Under this policy, the District's determination of significance of project-specific GHG emissions is founded on the principal that projects with GHG emission reductions consistent with AB 32 emission reduction targets are considered to have a less than significant impact on global climate change.

As illustrated in Figure 1, the District's board-adopted policy for determining significance of project-specific GHG emissions employs a tiered approach. Of specific relevance to Cap-and-Trade is the provision that: "Projects complying with an approved GHG emission reduction plan or GHG mitigation program, which avoids or substantially reduces GHG emissions within the geographic area in which the project is located, would be determined to have a less than significant individual and cumulative impact for GHG emissions. Such plans or programs must be specified in law or approved by the lead agency with jurisdiction over the affected resource and supported by a CEQA compliant environmental review document adopted by the lead agency. Projects complying with an approved GHG emission reduction plan or GHG mitigation program would not be required to implement best performance standards (BPS)". Projects that do not comply with such a plan or program must implement best performance standards or undergo a project-specific analysis demonstrating that GHG emissions would be reduced by at least 29%, as compared to business-as-usual.

Figure 1: Determination of Significance for Stationary Source Projects



IV. Determination of Significance of GHG Emissions for Projects Subject to ARB's GHG Cap-and-Trade Regulation:

Significant GHG Emission increases under CEQA

The District has determined that GHG emissions increases that are covered under ARB's Cap-and-Trade regulation cannot constitute significant increases under CEQA, for two separate and distinct reasons:

1. *Cap-and-Trade Regulation is an Approved GHG Emissions Reduction Plan:*

As discussed above, ARB's Cap-and-Trade regulation is an adopted statewide plan for reducing or mitigating GHG emissions from targeted industries and is supported by an environmental review process that has been successfully defended in court as equivalent to, and compliant with, CEQA requirements.

Consistent with CCR §15064(h)(3), the District finds that compliance with ARB's Cap-and-Trade regulation would avoid or substantially lessen the impact of

project-specific GHG emissions on global climate change. The District also finds that the ARB's Cap-and-Trade regulation was supported by an appropriate CEQA-equivalent analysis. The District therefore concludes that GHG emissions increases subject to ARB's Cap-and-Trade regulation would have a less than significant individual and cumulative impact on global climate change., and

2. *Cap-and-Trade Regulation Requires Mitigation of GHG Increases:*

GHG emissions addressed by the Cap-and-Trade regulation are subject to an industry-wide cap on overall GHG emissions. As such, any growth in emissions must be accounted for under that cap, such that a corresponding and equivalent reduction in emissions must occur to allow any increase. Further, the cap decreases over time, resulting in an overall decrease in GHG emissions. Therefore, it is reasonable to conclude that implementation of the Cap-and-Trade program will and must fully mitigate project-specific GHG emissions for emissions that are covered by the Cap-and-Trade regulation.

Regardless of and independent to the significance determination made above, the District finds that, through compliance with the Cap-and-Trade regulation, project-specific GHG emissions that are covered by the regulation will be fully mitigated. The District therefore concludes that GHG emissions increases subject to ARB's Cap-and-Trade regulation would have a less than significant individual and cumulative impact on global climate change.

Entities Covered by this Policy

Industries covered by Cap-and-Trade are identified in the regulation under section 95811, *Covered Entities*:

1. *Group 1: Large industrial facilities*

These types of facilities are subject to compliance obligations starting in 2013, and the specific companies covered are listed at <http://www.arb.ca.gov/cc/capandtrade/capandtrade.htm>, Section 95811 (a), under the "Publically Available Market Information" section (list maintained by the California Air Resources Board,).

2. *Group 2: Electricity generation facilities located in California, or electricity importers*

These types of facilities are subject to Cap and Trade (section 95811, b), with compliance obligations starting in 2013 (section 95851, a).

3. *Group 3: Suppliers of Natural Gas, Suppliers of Reformulated Gasoline Blendstock for Oxygenate Blending and Distillate Fuel Oil, Suppliers of Liquefied Petroleum Gas, and Suppliers of Blended Fuels*

These entities are subject to compliance obligations starting in 2015, which obligations must cover all fuels (except jet fuels) identified in section 95811 (c) through (f) of the Cap-and-Trade regulation delivered to end users in California, less the fuel delivered to covered entities (group 1 above).

Under Cap-and-Trade regulation, the program expands to also include fuel distributors. As a result, combustion of fossil fuels including transportation fuels used in California (on and off road including locomotives), not directly covered at large sources, are subject to Cap-and-Trade requirements, with compliance obligations starting in 2015.

Fuel Supplier/Distributor Applicability Threshold

The threshold for a fuel supplier/distributor (Group 3) to be subject to the Cap-and-Trade regulation is 25,000 MT CO₂e per year from the emissions of GHG that would result from the combustion or oxidation of the quantities of the specific fuels imported and/or delivered to California by the individual fuel supplier. Consequently, entities supplying fuels that would result in less than 25,000 MT CO₂ annual GHG emissions are not subject to the Cap-and-Trade regulation.

Based on ARB's Reporting and Verification Summary, in the year 2012, there were 219 fuel suppliers in California not subject to the Cap-and-Trade regulation. Based on this data, and using the applicability threshold, the District has conservatively estimated that the GHG emissions resulting from the combustion of all fuels supplied by those fuel suppliers not subject to the Cap-and-Trade regulation would represent less than 1.0 % of the State's total Annual GHG emissions. As did the ARB when excluding such sources from the Cap-and-Trade regulation, the District considers GHG emissions resulting from the combustion of all fuels supplied by those fuel suppliers not subject to the Cap-and-Trade regulation to be insignificant. Therefore, it is reasonable to apply this policy to GHG emissions resulting from the combustion of all fuels in the State of California.

GHG Baseline Emissions and GHG Emission Increases

The GHG baseline emission levels of covered entities identified in Cap-and-Trade were established with the original Cap-and-Trade regulation. In addition, under Cap-and-Trade requirements, in order to maintain their GHG emissions below the established cap, facilities identified under "covered entities" are subject to mitigation requirements. Therefore, for the intent of this policy, under Cap-and-Trade requirements, mitigation is required for all GHG emission increases from "covered facilities".

V. Conclusion:

In conclusion, all GHG emission increases resulting from the combustion of any fuel produced, imported and/or delivered in California are mitigated under Cap-and-Trade, either directly by facilities identified under groups 1 or 2 (*section 95811(a) and (b)*), or by fuel suppliers identified under the group 3 (*section 95811(c) through (f)*). Therefore, GHG emission increases caused by fuel use (other than jet fuels) are determined to have a less than significant impact on global climate change under CEQA.

Attachment D

General Comments



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Comment Letter G1

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

8/24/18

Albert Armijo, Interim Planning
Manger
4177 Frederick st
Moreno Valley Ca 92552

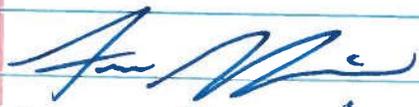
Dear Mr Armijo,

My name is Aaron Mariscal and
I have been a resident for 10
years in the city of Moreno Valley.
I'm writing this letter in regards
to WIC. I am for this project and
support what there bringing forward to
the table. I just went over the
updates regarding the project and I see
no major concerns. This project will
bring so many opportunities to our
community that very much needs it. There
are impacts but all the good outweighs those
impacts. Please help us in moving forward
to bring this city to the next level.
We will be an example to surrounding
cities.

G1-1

Thank for time in reading this letter.

Sincerely,


Aaron Mariscal

25251 Turquoise LN Moreno Valley CA 92557
951-214-5506

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CITY OF MORENO VALLEY
Planning Division

G1-1
cont.

Albert Armijo
Interim planning manager
141677 Frederick street
P.O. box 88005
Moreno Valley, Ca 92552

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Dear Albert,

As a resident of Moreno valley for over 20 years, I've Had the pleasure of working in the schools in the city such as the Moreno Valley college, In the food services department and even though I currently work in Riverside now, my home is still in Moreno Valley. I still appreciate the hard work that was done in gathering all the research for the Final Environmental Impact report That will help bring the WLC project which will help the local schools in the area.

Sincerely,

Abigail Hermosillo.



12825 Crosscut place
moreno valley, CA

G2-1

Sep. 5-18

Albert Armijo
Interim planning manager
City of Moreno Valley
14177 Frederick st.
Moreno valley, ca 92552

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SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

Mr. Planning Manager Albert Armijo
Soy residente de moreno valle, amo mi ciudad y quiero lo mejor para mi familia y mi comunidad, tengo el conocimiento de la revisión final que se hizo de el impacto ambiental sobre el proyecto centro logístico mundial, del cual mi familia y yo lo hemos apoyado desde el principio porque es de mucha necesidad que tengamos mas trabajos aqui en moreno valley y despues que se revisaron los 5 puntos el resultado fue grandioso porque como se habia hecho antes y hora mucho mejor, este proyecto no va causar ningun daño a mi familia ni a mi comunidad, por lo cual le pido que sigamos adelante, los trabajos se necesitan lo mas pronto posible.

G3-1

Aidela Espada
15210 CAROLINO DR.
moreno valley, ca. 92551

Albert Armijo
Interim Planning Manager
14177 Frederick St.
PO BOX 88005
Moreno Valley CA 92552

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SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

Mr. Palnning Manager Albert Armijo

I am a resident of Moreno Valley, I love my city and I want the best for my family and my community. I have knowledge of the final revision that was made of the environmental impact report on the World Logistic Center Project. Of which my family and I have supported from the beginning because it is very necessary that we have more jobs here in Moreno Valley and after the 5 points were reviewed the result was great because as it had been done before and it is much better. This project is not going to cause any harm to my family or my community so I ask you to move forward. The jobs are needed as soon as possible.

Adela Esprada
15210 Carolina Ave.
Moreno Valley CA 92551

G3-1
cont.

From: Albert Armijo
Sent: Tuesday, August 28, 2018 7:26 AM
To: Julia Descoteaux; Chris Ormsby; Vera Sanchez
Subject: FW: WLC FEIR

Albert Armijo
Interim Planning Manager
Community Development
City of Moreno Valley

p: 951.413.3354 | e: alberta@moval.org w: www.moval.org

14177 Frederick St., Moreno Valley, CA 92553

-----Original Message-----

From: Adriana Reza [mailto:adrianareza01@gmail.com]
Sent: Monday, August 27, 2018 6:05 PM
To: Albert Armijo <alberta@moval.org>; joshmar.hf@gmail.com
Subject: WLC FEIR

Hello my name is Adriana Reza and I am in support of the World Logistics Center and the Final Environmental Impact Report. I am very happy to see that the issues with the FEIR were fixed very quickly and efficiently. I am mostly glad that this project exceeds the CEQA requirements in the Energy department which puts the WLC in an award winning position. I honestly believe this project is good to go and ready to begin construction. Thank you so much for your time.

G4-1

Adriana Reza
24807 Fir Ave
Moreno Valley CA 92553

24 de Agosto de 2018.

ATTN: ALBERT ARMIZO
 Interim Planning Manager.
 CITY OF MORENO VALLEY -
 14177 FREDRICK ST.
 P.O. Box 88655
 Moreno Valley Ca 92552

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SEP - 5 2018

CITY OF MORENO VALLEY
 Planning Division

Dear MR. Armijo:

nuestros nombres son Alejandro y Georgina Briseno y tenemos 27 años viviendo aqui en la ciudad de Moreno Valley y queremos hacer saber a traves de esta carta que estamos de acuerdo con la revision final que se ha hecho acerca del impacto ambiental y que los resultados demuestran que no va haber ningun impacto negativo. Esperamos que con este resultado el proyecto empiece ya la construccion de la misma, sin mas por el momento, quedamos a su disposicion.

G6-1

Alejandro P. Briseno -
 Georgina P. Briseno.
 29888 Fortune Bay Ln
 Moreno Valley Ca 92551.

August 24 of 2018

Attn: Albert Armigo

Interim Planning Manager

City of Moreno Valley

14177 Frederick St.

P.O Box 88005

Moreno Valley CA 92552

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SEP - 5 2018
CITY OF MORENO VALLEY
Planning Division

G6-1
cont.

Dear Mr. Armigo

Our names are Alejandro and Georgina Briseño, and we have 27 years living here in the city of Moreno Valley, and we want to let you know through this letter, that we agree with the final revision that has been made about the environmental impact, and that the results show that there will be no negative impact. We hope that with this result, the WLC project begins its construction. Without more for the moment, we are at your disposal.

Alejandro P. Briseño

24888 Fortune Bay Ln.

Moreno Valley CA 92551

Septiembre 6 2008.

Albert Armijo.
Interim Planning Manager.
P.O Box 88005.
Moreno Valley CA 92552.

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CITY OF MORENO VALLEY
Planning Division

Señor Armijo.

Me dirijo a usted de la manera mas atenta para solicitarle la importancia que tendria El Proyecto Centro Logistico Mundial para toda nuestra comunidad en la generacion de nuevos empleos en el cual se evitaria de que nosotros como padres de familia tendríamos que salir fuera de la ciudad. Por consecuencia Ayudaria al crecimiento economico de nuestra ciudad.

Estoy totalmente de acuerdo al estudio ambiental que se llevo acabo ya que sus resultado fueron favorables.

En hora bueno i espero que consideren mi peticion.

Atentamente


Alejandro Robles,
24111 Sandy Glade AVE,
Moreno Valley CA
92557

G7-1

Albert Armijo
14177 Frederick St.
P.O. BOX 88005
Moreno Valley CA 92552

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CITY OF MORENO VALLEY
Planning Division

G7-1
cont.

Mr. Armijo, I am writing to you in the most attentive manner to request the importance that the World Logistics Center Project would have for our entire community in the generation of new jobs. And us as parents wouldn't have to leave the city. Consequently, it would help the economic growth of our city.

I totally agree with the environmental study that took place since its results were favorable.

In good time I hope you consider mi petition.

Sincerely, Alejandro Robles

24111 Sandy glade Ave, Moreno Valley ca 92557

From: Albert Armijo
Sent: Wednesday, September 5, 2018 7:24 AM
To: Julia Descoteaux; Vera Sanchez
Subject: FW: EIR results WLC

Albert Armijo
Interim Planning Manager
Community Development
City of Moreno Valley

p: 951.413.3354 | e: alberta@moval.org w: www.moval.org

14177 Frederick St., Moreno Valley, CA 92553

-----Original Message-----

From: Alex Farfan [mailto:afarfan83@msn.com]
Sent: Tuesday, September 4, 2018 3:44 PM
To: Albert Armijo <alberta@moval.org>
Subject: EIR results WLC

>> Good afternoon Mr Armijo,

>>

>> I read the final EIR, and agree with the improvements made and the vision for Moreno Valley's future with World Logistics. Although I am not currently a resident of Mo Val, I did live there from age 10-18, and my mother, brother, grandmother, and cousins still reside there, so Mo Val and it's future are still dear to me.

>>

>> The WLC project brings much to the city in terms of revenue, and more importantly, jobs. California is abysmal when it comes to unemployment rate compared to the rest of the nation, and projects like this help increase employment.

>>

>> Thank you for your time,

>>

>> Alex Farfan

G8-1

08/23/18

Comment Letter G9

Albert Armijo
Interim Planning Manager
14177 Frederick St
Moreno Valley, Ca. 92553

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Dear Alberto Armijo my name is Alexa Escutia residente of Moreno Valley for many years. I am in support of WLC for many reasons; one of them is because most of the people that live here commute.

Long distances to go^{to} work, this project is the hope of many, a reason strong enough for our kids to stay in the city with a carrier on logistics because we will have a state of the art business park to look forward to, what Judge Waters did ruling that the EIR to be revise thoroughly was a good idea, now we know is better than before thank God for this FEIR.

Please Lets move on support this FEIR. our city, our region need the jobs.

Sincerely

Alexa Escutia
24889 Hemlock Ave. 205
Moreno Valley, Ca
92557.

G9-1

Albert Armijo
Interim planning Manager.
14177 Frederick st. P.O Box 88005
Moreno valley CA 92552

9/06/18

Mr. Albert I am Alfred and I am in a favor of the WLC project I am happy because they have just updated the FEIR in which the project will be much better than what thought in the beginning. please accept this final revision so that the project can be built soon

G10-1

Sincerely
Alfred Garcia

25350 Santiago Dr. # 97
Moreno valley CA 92551

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

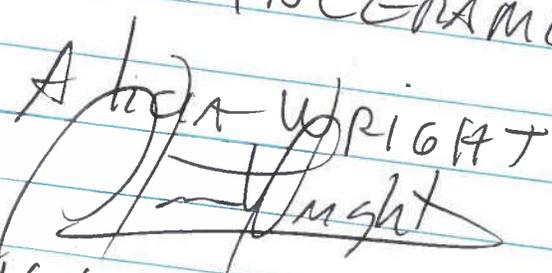
Agosto 31, 2018

MR
ALBERT ARMIJO
INTERIM PLANNING MANAGER
14171 FREDERICK ST.
P.O BOX 88005
MORENO VALLEY CA, 92552.

RECEIVED
SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

DEAR SIR;

PLACEME SALUDARLE y A LA VEZ DAR A CONOCER A Ud. COMO ENFERMERA y CIRUJANA TECNICO, RESIDENTE POR 20 AÑOS EN MORENO VALLEY; CONSIDERO QUE LA REVISION QUE REALIZO JUEZ WATERS SOBRE EL PROYECTO WORLD LOGISTICS CENTER APLICANDO LAS MEDIDAS FEIR ES CONVENIENTE YA QUE EL PROYECTO ES EXCELENTE EN BENEFICIO DE TODA LA COMUNIDAD DE MORENO VALLE POR EL CUAL YO DOY MI APOYO INTEGRALMENTE.
SALUDA SINCERAMENTE.

Alicia Wright


14656 Rio Hondo Dr.
MORENO VALLEY CA 92552

G12-1

8/28/2018

Albert Armijo
Interim Planning Manager
14177 Frederick St.
PO Box 88005
Moreno Valley Ca 92552

Pleased to greet and at the same time give you know. As a nurse and technical surgeon, resident for 20 years in Moreno Valley; I believe that the review conducted by Judge Waters on the World Logistics Center project applying the FEIR measures is convenient since the project is excellent in benefit of the entire Moreno Valley community, for which I fully support.

Sincerely,

Alicia Wright
14656 Rio Hondo Dr.
Moreno Valley CA 92553

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

G12-1
cont.

8/29/18

ALBERT ARMIJO
INTERIM PLANNING MANAGER
14177 FREDERICK ST.
MORENO VALLEY, CA 92553

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CITY OF MORENO VALLEY
Planning Division

ALMA FLORES
21975 WINDING RD
MORENO VALLEY, CA 92557

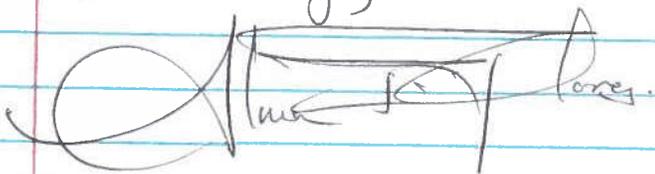
DEAR MR ARMIJO,

MY NAME IS ALMA FLORES AND I HAVE BEEN A RESIDENT OF MORENO VALLEY, CA FOR ABOUT 19 YRS. AFTER READING THE PROJECT IMPACT FINDINGS, I AM VERY HAPPY TO FIND THAT THESE RESULTS ARE VERY POSITIVE AND I AM HAPPY TO EXPRESS THAT THIS REVISED IMPACT WITH LESS THAN SIGNIFICANT WITH MITIGATION COMPLIES WITH THE CEQA GUIDELINES, AFTER BEING REVISED AT THE SUPERIOR COURT BY JUDGE WATERS ON JUNE 14.

G13-1

I WOULD ASK YOU TO PLEASE SUPPORT THE FEIR PROJECT SO THAT OUR CITY WILL FINALLY START PRODUCING JOBS FOR SO MANY PEOPLE THAT NEED IT. WE NEED POSITIVE CHANGES FOR ALL OF OUR RESIDENTS!

Sincerely,



August 29-2018

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CITY OF MORENO VALLEY
Planning Division

Albert Armijo
interim Planning Manager
City of Moreno Valley
14177 Frederick St.
P.O. Box 88005
Moreno Valley, CA 92552-0805
alberta@moval.org.

Sr. Armijo

Como residente de la ciudad de moreno ^{Valley} por 20 años, apoyo el proyecto "Centro Logístico mundial", ya que apruebo la revisión que se hizo en donde se ha comprobado que no va a tener un impacto significativo para el medio ambiente., por lo contrario puedo ver los beneficios que este proyecto traerá para todos.

Gracias por su atención.

Atte: Alma Gonzales
13440 Letterman St.
Moreno Valley. CA 92555

Alma Gonzales

G14-1

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CITY OF MORENO VALLEY
Planning Division

August 29, 2018
Albert Armijo
Interim Planning Manager
City of Moreno Valley
14177 Frederick St.
PO Box 88005
Moreno Valley CA 92552-0805
Alberta@moval.org

Sr. Armijo As a resident of the city of Moreno Valley for 20 years. I support the "World Logistics Center" Project because I approve the review that was made where it has been proven that it will have a significant impact on the environment. On the contrary I can see the benefits that this project will bring for everyone.

Thank you for your attention.

Alma Gonzales
13440 Letterman St.
Moreno Valley Ca 92555

G14-1
cont.

RECEIVED**SEP - 5 2018**CITY OF MORENO VALLEY
Planning Division

AGOSTO 28, 2018

ALBERT ARMIGO
INTERIM PLANNING MANAGER
City of MORENO Valley
14177 FREDERICK STREET
P O BOX 88005
MORENO VALLEY, CA 92552

ESTIMADO SEÑOR ARMIGO:

YO SOY RESIDENTE DE LA CIUDAD DE MORENO VALLEY DESDE EL AÑO 1990 Y HE TENIDO LAS EXPERIENCIAS QUE MIS HIJOS SE HAN TENIDO QUE IR FUERA DE MORENO VALLEY POR FALTA DE empleos, Y YO ESTOY MUY COMPLACIDA MUY FELIZ DE QUE MUY PRONTO PUEDA EMPEZAR A CONSTRUIR EL PROYECTO CENTRO LOGISTICO MUNDIAL. ENTIENDO QUE EL REPORTE DEL IMPACTO AMBIENTAL HA SIDO REVISADO POR PETICIONES DE LA JUEZ Waters Y SUS RESULTADOS MUESTRAN UN IMPACTO MENOS QUE SIGNIFICATIVO PARA EL AMBIENTE. UN PROGRESO PARA NUESTRA COMUNIDAD IMPACTANTE. ESPERAMOS QUE SE REALICE PRONTO PORQUE NO HAY MOTIVO PARA ESPERAR.

ALMA RAMIREZ Alma Ramirez
21660 Del Amo St. Moreno Valley Ca
92557

G15-1

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SEP - 5 2018

**CITY OF MORENO VALLEY
Planning Division**

August 28, 2018

Albert Armijo

Interim Planning Manager

14177 Frederick St.

PO box 88005

Moreno Valley Ca 92552

Dear Mr. Armijo, I have been a resident of the city of Moreno Valley since 1990 and I have had the experiences that my children had to go out of Moreno Valley due to lack of jobs. And I am very pleased, very happy that very soon I can start building the World Logistics Center project. I understand that the environmental impact report has been reviewed at the request of Judge Waters and its results show a less significant impact on the environment. A progress for our impactful community. We hope it will be done soon because there is no reason to wait.

Alma Ramirez

21660 Del Amo St.

Moreno Valley CA 92557

G15-1
cont.

8-29-18

Albert Dorigo
Interim Planning Manager.
14177 Frederick St.
Moreno Valley CA 92552

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Tengo viviendo en M.V. 8 años y apollo el proyecto de CLM y son buenas noticias que la Jueza Waters aiga mandado a revisar de Nuevo estos 5 puntos.

Porque ahora se rebajo 15% el tiempo y el ruido de la construcción de el proyecto. No va a tener ningún impacto negativo. Necesitamos mucho todos esos trabajos que este proyecto va a tener.

Gracias por su atención.

Alva Dorigo
25656 Brodiaea Ave.
Moreno Valley CA.
92553

G16-1

Albert Armijo
Interim Planning Manager
14177 Frederick St.
PO Box 88005
Moreno Valley Ca 92552

RECEIVED
SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

G16-1
cont.

I have living in M.V. 8 years and I support the WLC project and it is good news that Judge Waters has sent to review these 5 points again.

Because now the traffic and the noise of the construction of the project are reduced by 15%. It will not have any negative impact. We need a lot of all those jobs that this project will bring.

Thank you for your attention

Alva Arguetta
25656 Brodiaea Ave.
Moreno Valley Ca 92553

08/24/18

ALBERT ARMIJO
INTERIM PLANNING MANAGER
14177 FREDERICK ST
MORENO VALLEY CA. 92552

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CITY OF MORENO VALLEY
Planning Division

G17-1

Mr. Albert Armijo my name is Lilia Cisneros. I live in Moreno Valley, I support the WLC project. In the years that I have lived here and seen the great need for jobs in our city. I am aware of the revision of the Fev of the project and with this is to improve even more this great project, please support the revision, with your support is to open the doors to a better future for our City.

Sincerely

Ana Lilia Cisneros
15071 Elm Ct#A
Moreno Valley, CA 92551

09-28-2018.

Albert Armijo.
Interim Planning Manager
14177 Frederick St.
Moreno Valley 92552

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

G18-1

Mr. Planning Manager My name is Ana L. Pozo Villaverde and I live in Moreno Valley for 9 years and I am aware of the final FEIR where the doubts that Judge Sharon Waters had in certain points where the effects will be less than significant and will not cause an impact of negativity. To my understanding the revision on the impacts of Energy, Noise Cumulative, Agricultural and Biological with this FEIR the project will be the Best not only in the region but in all the country, we live in a city where is no jobs, with this project thousands of people would be benefit please accept the final revision of the FEIR so that we can give our children a better future

Sincerely

Ana L. Pozo Villaverde
25845 Horado Ln.
Moreno Valley, CA 92552

From: Albert Armijo
Sent: Wednesday, August 29, 2018 12:35 PM
To: Julia Descoteaux; Vera Sanchez
Subject: FW: Support for World Logistics Center

FYI.

Albert Armijo
Interim Planning Manager
Community Development
City of Moreno Valley

p: 951.413.3354 | e: alberta@moval.org w: www.moval.org

14177 Frederick St., Moreno Valley, CA 92553

-----Original Message-----

From: Andrea Chouinard [mailto:andrea1@usa.com]
Sent: Wednesday, August 29, 2018 11:37 AM
To: Albert Armijo <alberta@moval.org>
Subject: Support for World Logistics Center

Dear Mr. Armijo,

I am writing you to ask you to do whatever it takes to get the WLC approved and ready to build. I watch nearby cities surround us with THEIR completed projects and wonder why ours is stalled. This project was approved with far stricter rules and it will be an asset to our city, especially as a tax revenue. I appreciate whatever you can do to speed the process.

Thank you,

Andrea Chouinard
10510 Canyon Vista Rd.
Moreno Valley, CA. 92557

(951) 924-0558

Sent using the free mail.com iPad App

G19-1

Septiembre, 2018.

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley, Ca. 92553

RECEIVED

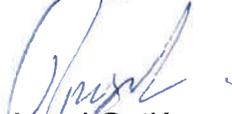
SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

El proyecto "World Logistics Center" es sin duda un gran avance para la ciudad de Moreno Valley, traerá consigo un impacto económico favorable y grandes oportunidades de trabajo para los residentes de la ciudad. Generará nuevos empleos y las familias no tendrán que trasladarse a otras ciudades para trabajar. Sin duda, es un proyecto que pondrá a la ciudad de Moreno Valley en nivel competitivo con otras grandes ciudades a nivel mundial.

Esperando resultados favorables en la aprobación del proyecto, de antemano reciba un saludo.

Atentamente:


Angel Gutiérrez
Hesperia CA.

G20-1

Albert Armijo
Interim Planning Manager
14177 Frederick St. P.O. Box 88005
Moreno Valley Ca 92552

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SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

The "World Logistics Center" project is undoubtedly a breakthrough for the city of Moreno Valley, bringing a favorable economic impact and great job opportunities for the city's residents. This project will generate new jobs, and families will not have to move to other cities to work. Without a doubt, it is a project that would allow the city of Moreno Valley to compete with other major cities worldwide. We will await for the favorable results in the approval of this project, in advance receive a greeting.

Sincerely,
Angel Gutierrez
Hesperia CA

G20-1
cont.

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

8-30-18

Albert Armijo
Interim Planning Manager
14177 Fredrick St
P.O. Box 88005
Moreno Valley CA 92552

Sr Albert

Yo soy Angela Quintones vivo en esta hermosa ciudad de Moreno Valley por mas de 23 años he mirado como la ciudad ha crecido y tambien que hoy muchas gente sin empleos a tra cosa veo mucho mas home less en nuestra ciudad, veo que hay muchos jovenes en pandillas.

Creo que el WLC ayudara a que los muchachos tengan empleos
El reporte final del medio ambiente ya cumple con los requisitos

Sr. ~~ARM~~ Armijo esta en su poder de su oficina que avance el proyecto,

Gracias por su atencion

Angela Quintones

Anesem Quintones

951-379-6453
24390 MYERS AV
MORENO VALLEY CA
92553

8-30-2018

Albert Armijo

Interim Planning Manager

14177 Frederick St.

PO Box 88005

Moreno Valley Ca 92552

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CITY OF MORENO VALLEY
Planning Division

Mr. Albert I am Angela Quinones, I live in this beautiful city of Moreno Valley for more than 23 years I have watched as the city has grown and also that there are many people without jobs otherwise I see much more homeless in our city, I see that there are many youth in gangs I think the WLC will help the boys have jobs. The final environmental report has already met the requirements.

Mr. Armijo is in your power of office to advance the project, Thank you for your attention.

Angela Quinones

24390 Myers Av.

Moreno Valley CA 92553

G21-1
cont.

Sept 7, 2018

Albert Arroyo
Interim Planning manager
1477 Frederiel St
Moreno Valley, CA 92552

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CITY OF MORENO VALLEY
Planning Division

G22-1

My name is Anthony Magaña I would like to comment that I would like to see Moreno Valley grow with opportunities. Would Logistics is giving our City ~~the~~ the opportunities especially for jobs. Like anything in the beginning there will be many discomfats due to construction but if we look in the future it will be all worth it.

Thank you for allowing me to Express myself.

Anthony Magaña
Anthony Magaña

14456 Saper Pl
Moreno Valley, CA
92553

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Albert Armijo Interim Planning
14177 Frederick St.
Moreno Valley, CA 92552

August 21, 2018

Attention: Albert

Dear Albert I want to thank
you for the work you are doing
in Moreno Valley.

G23-1

I have heard about the good news
of the Final Environmental Report Upgrade.
The World Logistics Center Project is
much better now.

Thank you for reading my statement. Please
expedite the process.

Att Sincerely,

Antonio Reza

Antonio Reza Jr.
24760 Myers Ave.
Moreno Valley, CA
951 474-6970

08-03-2018
Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley, California, 92553

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Mr. Albert Armijo, I'm Arturo Ibarra, resident of Colton for more than 30 years and happy to know about the WLC project good project for our community, that is a sing of prosperity and improves for our region. Please keep bringing projects like this to our community.

G24-1

Sincerely


Arturo Ibarra

430 E. "F" St. Colton, Ca. 92324

AUGUST 27-2018

Para el Señor
Albert Armijo
Interim Planning Manager
City of Moreno Valley
14177 Frederick St
P.O. BOX 88055
Moreno Valley CA 92552

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

G25-1

Estimado Señor Armijo.

mi nombre Aureliano Martinez

Residente de Moreno Valley por 16 años, y he estado al pendiente de todos los cambios que

han estado haciendo al proyecto del centro

logístico mundial, y a través de esta carta

quisiera expresar que estoy de acuerdo con

los 5 puntos revisados del medio ambiente y estoy de acuerdo con la nueva revisión viendo que estos 5 puntos no causarían un gran impacto y no serían significativos para el medio ambiente.

Atentamente

Aureliano J. Martinez

14909 Meridian Pl

Moreno Valley CA 92555

Aureliano J. Martinez

August 23- 2018

For Mr.

Albert Armigo

Interim Planning Manager

City of Moreno Valley

14177 Frederick St.

P.O Box 88005

Moreno Valley Ca, 92552

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CITY OF MORENO VALLEY
Planning Division

Dear Mr. Armigo,

My name Aureliano Martinez,

Resident of Moreno Valley for 16 years, and I have been aware of all the changes that have been made to the project of the World Logistics Center, and through this letter, I would like to express that I agree with the 5 revised points of the environmental report, and I agree with the new revision, seeing that these 5 points will not cause a great impact and will not be significant for the environment.

Attentively,

Aureliano J. Martinez

14909 Meridian Pl.

Moreno Valley CA 92555

G25-1
cont.

9-6-18

Albert Armijo
Interim Planning Manager
14177 Frederick St.
P.O. Box 88005
Moreno Valley CA. 92552

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

A quien corresponda:

Por medio de la presente le expongo mi petición de poder llevar a cabo el proyecto WLC que se ha venido promoviendo, y ha cumplido con los requisitos ordenado por la Dvez Waters, en julio 2018.

Dicho proyecto, me beneficia en el sentido de mejores trabajos, y oportunidades para mis hijos y mi esposo que son los que trabajan fuera. Y mi esposo trabaja hasta los Angeles CA. cosa que cada día se cansa por tanto trafico.

En el reporte final de impacto del medio ambiente, miramos que no afectará tanto a nuestra ciudad como lo decía un grupo pequeño.

Ahora les pido que prosiga el proyecto.

Gracias por su atención.

Beatriz Garcia

Beatriz Garcia
24289 Dimitra Dr.
Moreno Valley Ca.
92553.

Beatriz Garcia

G26-1

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CITY OF MORENO VALLEY
Planning Division

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley CA 92552

Where applicable: By means of the present, I present my request to carry out the WLC project that has been promoted, and has complied with the requirements ordered by Judge Waters in July 2018. This project will benefit me in the sense of better jobs and opportunities for my children and my husband. My husband works in Los Angeles Ca, something that every day he gets tired because of so much traffic. In the final environmental impact report we see that it will not affect our city as much as a small group said. Now we ask you to continue with the project.

Thank you for your attention.
Beatriz Garcia
24289 Dimitra Dr.
Moreno Valley CA 92553

G26-1
cont.

Moreno Valley, CA Aug. 30 del 2018.

Albert Armijo
 Interim Planning Manager
 14177 Frederick St
 Moreno Valley, CA. 92552

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SEP - 7 2018

CITY OF MORENO VALLEY
 Planning Division

G27-1

Por este medio, le hago saber que tengo viviendo en la ciudad de Moreno Valley veinticinco años y mi deseo es que mi ciudad valla prosperando, por tal razón apoyo el proyecto Centro Logístico Mundial, ya que creo que necesitamos más trabajos en esta ciudad, y con esta nueva actualización que la jueza Waters pidio que se revisará podemos ver que los cinco puntos que se estudiaron no causarán ningún impacto negativo a nuestra ciudad ni a los alrededores, por lo cual le pido Sr. Albert Armijo que apruebe este nuevo estudio.

De antemano gracias por su cooperación

Beatrice Vega
 11558 Ridgcrest Ln.
 Moreno Valley, CA. 92557

August 30, 2018

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley Ca 92552

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SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

G27-1
cont.

I hereby let you know that I have lived in the city of Moreno Valley twenty-five years and my wish is that my city will prosper, for this reason I support the World Logistics Center project, since I believe that we need more jobs in this city, and with This new update that Judge Waters requested to be reviewed, we can see that the only points they studied will not cause any negative impact on our city or surroundings, so I ask Mr. Albert Armijo to approve this new study.

Beatriz Vega
11558 Ridgecrest Ln.
Moreno Valley CA 92557

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

ALBERT ARMUJO
INTERIM PLANNING manager
14177 FREDERICK ST.
MORENO VALLEY CA 92552

G28-1

I been a resident of Moreno Valley for almost 22 years and I Reviewed the final Environmental impact report and I strongly agree with this new update report because is less than significant

Sincerely
Belia Zahagan
2788 9th St.
Riverside Ca 92507

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Agosto 22, 2018

Albert Armiso
INTERIM PLANNING Manager
City of Moreno Valley
14177 Frederick Street
P. O. Box 88055
Moreno Valley, CA 92552

Estimado Señor Armijo.

Soy residente de la ciudad de Moreno Valley por 30 años y a través de la presente quisiera expresarle que estoy de acuerdo con la revisión final que se hizo del Reporte del Impacto Ambiental del proyecto Centro Logístico Mundial ya que sus resultados muestran que no tendrá un efecto Ambiental significativo.

Espero que este gran proyecto pueda empujar su construcción muy pronto sin más demoras.

Muchas gracias por su atención.

Benita Palominos
Benita Palominos
24576 Dunlavy Ct.
Moreno Valley Ca 92557

G29-1

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Dept.

August 22, 2018

Albert Armigo

Interim Planning Manager

City of Moreno Valley

14177 Frederick Street.

P.O Box 88005

Moreno Valley CA 92552.

Dear Mr. Armigo,

I am a resident of the city of Moreno Valley for 30 years, and through this I would like to express my agreement with the final review that was made of the environmental impact report of the World Logistics Center project, since its results show that it will not have a significant environmental effect.

I hope that this great project can begin its construction very soon without further delay.

Thank you very much for your attention.

Benita Palominos

24576 Dunlavy Ct.

Moreno Valley CA 92557

G29-1
cont.

09-01-2018

Albert Armijo
Interim Planning Manager
14177 Frederick St
P.O. Box 88005
Moreno Valley CA 92552

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Señor: Albert Armijo

Hola mi nombre es Benjamin Hernandez yo escuchado sobre el proyecto WLC y la gran inversion que se va a hacer aqui en Moreno Valley dejando muchos veneficios a esta ciudad y a hora que Final Envirommental Import Report lleno los requisitos que pedia la Jues Waters. les pido que el proyecto venga ya. Gracias

G30-1

Att. Benjamin Hernandez
24748 Myers Ave
Moreno Valley CA 92553
Td (951) 228-6905
Benjamin Hernandez

ALBERT ARMIJO
INTERIM PLANNING MANAGER
14177 FREDERICK ST.
P.O. Box 88005
MORENO VALLEY CA 92552

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

MR. ALBERT ARMIJO HI, MY NAME IS BENJAMIN HERNANDEZ. I HAVE HEARD ABOUT THE WLC PROJECT AND THE GREAT INVESTMENT THAT WILL BE MADE HERE IN MORENO VALLEY LEAVING MANY BENEFITS TO THIS CITY AND NOW THAT FINAL ENVIRONMENTAL IMPACT REPORT FILLS THE REQUIREMENTS THAT THE JUDGE ASKED FOR. WATERS. I ASK THAT THE PROJECT COME NOW. THANK YOU.

BENJAMIN HERNANDEZ
24748 MYERS AVE
MORENO VALLEY CA 92553

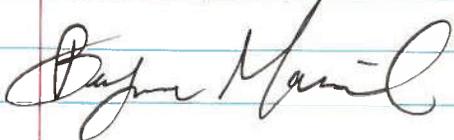
G30-1
cont.

08/29/18

MY NAME IS BENJAMIN MARISCAL AND I SUPPORT THIS PROJECT AND HAVE BEEN FOR THE PAST 4 YEARS. THERE ARE SO MANY GREAT THINGS THAT MORENO VALLEY WILL GAIN FROM THIS AND IT SHOULD NO LONGER BE PUSHED BACK. THE FINAL ENVIORNMENTAL REPORT JUST SHOWS HOW MUCH THIS PROJECT IS COMMITTED TO MAKE MORENO VALLEY A BETTER PLACE TO LIVE AND WORK. I HAVE COMMUTED MY ENTIRE WORK LIFE AND IT HAS BEEN A BURDEN ON ME AND MY FAMILY. I WOULD LIKE TO SEE MY KIDS GROW AND HAVE A BETTER LIFE WITH THEIR FAMILIES. PLEASE DO NOT HOLD THIS PROJECT UP, THE FEIR HAS BEEN UPDATED AND OUR COMMUNITY NEEDS THIS DESPERATELY.

G31-1

THANKS FOR YOUR TIME.



BENJAMIN MARISCAL
25251 TURQUOISE LANE
MORENO VALLEY CA, 92557

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Aug 22, 18

Albert Arriaga
Interim Planning Manager
14177 Frederick St
Moreno Valley, ca 92552

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

G32-1

mi nombre es Bertha Garcia y soy
residente de Moreno Valley por mas de
25 años, estoy enterada de el ultimo
Reporte que se hizo de WLC y
creo que esta muy claro explicado y
con este nuevo estudio el proyecto
vá a estar mucho mejor,
por favor sigamos adelante con este
grandioso proyecto

Bertha Garcia
13741 Redwing Dr.
Moreno Valley Ca. 92553

Aug 22, 18

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley Ca, 92552

RECEIVED
SEP - 5 2018
CITY OF MORENO VALLEY
Planning Division

G32-1
cont. My name is Bertha Garcia, and I am a resident of Moreno Valley for more than 25 years. I am aware of the last report that was made of the WLC. I think it is very clear, and with this new study the project will be much better. Please let us continue with this great project.

Bertha Garcia
13741 Red Wing Dr.
Moreno Valley Ca 92553.

8/24/18

ALBERT ARMÍJO
INTERIM PLANNING MANAGER
14177 FEDERICK ST
MORENO VALLEY CAL. 92552

G33-1

MR. ARMÍJO, IN THE MOST ATTENTIVE WAY,
I ASK YOU TO SUPPORT THE FEIR AS
WELL AS AND MANY FAMILIES WE
ARE IN FAVOR OF THE WLC PROJECT
SINCE IT WOULD BENEFIT THOUSANDS
OF PEOPLE WITH JOBS,
I AM AWARE OF THE REVISION OF
THE FEIR OF THE PROJECT AND
WITH THIS IS TO IMPROVE EVEN MORE
THIS GREAT PROJECT.
PLEASE SUPPORT THE PROJECT

Sincerely

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Bertha Lozano
15085 EIM Ct Apt. B
Moreno Valley. cal 92551

September 7, 2018

Albert Armijo
Interim Planning manager
14177 Frederick St
Moreno Valley, CA 92552

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

G34-1

My name is Betty Magaña and I am aware of the project that World Logistics Center has in the works. I would like to express that it would open up jobs in our City Moreno Valley which is one of benefits with this project. Even though through all of the construction at the beginning we will benefit at the end of the project. I do agree with the project as long as "said" it will benefit our city and bring jobs.

Thank you for this opportunity to express my comments and concerns.

~~Michelle~~ Betty Magaña


14456 Sycamore Pl
Moreno Valley, CA
92553

Aug 22/2018

Albert Armijo
Interim planning manager
14177 Frederick st
moreno valley, ca, 92552

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

G35-1

Querido Alberto Armijo, quiero decirle que estoy de acuerdo con este nuevo estudio que se hizo de el proyecto WLC y espero que este estudio sea suficiente para que pronto puedan empezar a construir ya que mucha gente esta ansiosamente esperando este proyecto por la necesidad tan grande que tenemos de trabajos aqui en moreno valley.

Muchas gracias por su atencion

Betty Ochoa
14377 Redwing St.
Moreno Valley, ca 92553

Aug 22/2018

Albert Armigo
Interim Planning Manager
14177 Frederick St.
Moreno Valley CA, 92552.

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CITY OF MORENO VALLEY
Planning Division

G35-1
cont.

Dear Alberto Armigo, I want to tell you that I agree with this new study that was made of the WLC project, and I hope that this study is enough so that soon you can begin to build, since there are many people who are anxiously waiting for this project because of the great need we have to work here in Moreno Valley.

Thank you very much for your attention.

Betty Ochoa
14370 Redwing Dr.
Moreno Valley Ca 92553.

Albert Armijo
 Interim Planning Manager
 14177 Frederick St. P.O. Box 88005
 Moreno Valley Ca. 92552

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CITY OF MORENO VALLEY
 Planning Division

Apleciabile Sr. Albert Armijo mi nombre es Blanca Calderon y el motivo de esta carta es para hacerle saber mi apoyo al proyecto World Logistic Center y beneficiaria a miles de familias a nuestra ciudad y ciudades uecinas soy madre de 2 niñas y mi deseo mas grande es que ellas puedan tener la oportunidad de prepararse academica mente y puedan tener la fortuna de trabajar aqui en nuestra ciudad mi familia es el reflejo mismo como muchas otras familias aqui en la ciudad que ya sea el padre o la madre o mucha uacas los dos tiene que salir fuera de la ciudad para trabajar y aci traer un sustento para la familia por eso yo apoyo el proyecto World Logistic Center porfavor acepte esta reuicion final de FEIR de manera una mejor ciudad que podamos seguir adelante para una mejor Ciudad y un mejor futuro
 Atentamente:

Blanca Calderon

15214 Perris Blvd apt 102
 Moreno Valley C.A. 92551

G36-1

Albert Armijo
Interim Planning Manager
14177 Frederick St.
PO Box 88005
Moreno Valley Ca 92552

8/28/2018

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CITY OF MORENO VALLEY
Planning Division

Dear Mr. Albert Armijo, my name is Blanca Calderon and the reason for this letter is to let you know my support for the World Logistics Center project and it will benefit thousands of families in our city and neighboring cities. I am a mother of 2 children and my biggest wish is that they can have the opportunity to prepare academically and have the fortune to work here in our city. My family is the same reflection as many other families here in the city that either the father or the mother or many times both have to go out of town to work and thus bring sustenance for the family. That's why I support the World Logistics Center project. Please accept this final revision of the FEIR in order to have a better city and a better future.

Blanca Calderon
15214 Perris Blvd. #102
Moreno Valley CA 92551

G36-1
cont.

25 Agosto 2018

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CITY OF MORENO VALLEY
Planning Division

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno valley, CA 92552

Por medio de esta carta me dirijo al señor Albert yo he seguido de cerca el Proyecto LOGISTICO MUNDIAL (WLC) en Julio del Presente año la juez Waters mando que se hicieran algunos cambios en el EIR y esta revision a sido mejorada dando como resultado el final Impacto del medio ambiente (FERI) con resultados menos significativos. Ahora le agradeceria adelante con el Proyecto.

G38-1

Brenda Galicia.
24841 Fir. Ave APT #5
Moreno valley 92553

August 25, 2018
Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley Ca 92552

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CITY OF MORENO VALLEY
Planning Division

G38-1
cont.

Through this letter I am addressing Mr. Albert, I have closely followed the World Logistics Project (WLC) in July of this year Judge Waters ordered that they make some changes in the EIR and this revision has been improved resulting in the end Impact of the environment (FEIRO with less significant results.) I would now thank you for your project.

Brenda Galicia
24841 Fir Ave #5
Moreno Valley CA 92553

Interim Planning Manager
14177 Frederick St
P.O. Box 88005
Moreno Valley, CA, 92552

September 4, 2018

Dear Mr. Albert Armijo,

My name is Brenda Rios, I'm excited about the great news of the World Logistics Center. My only hope by writing to you, will motivate you and the council to please help this project. It's one of the many things that would bring our small city into center stage boosting our economy. I have lived here my whole life but unfortunately most of the better paying jobs are outside of our city. Even though I have been Moreno Valley since I was little, my parents, my siblings and I have never had the opportunity to work because the lack of good paying jobs. I feel that this will bring better opportunities for not only for my family but also for our community. I thank you for your time.

G39-1

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Sincerely
Brenda Rios
1691 Benedict Ct
Perris, CA, 92571

8-24-2018

RECEIVED**SEP - 5 2018**CITY OF MORENO VALLEY
Planning Division

ALBERT Armijo
Interim Planning manager
City of Moreno Valley
14177 Frederick Street P.O. Box 88005
Moreno Valley CA. 92552

G40-1

Leí los 5 puntos que la Jues
pidió que se revisaran y creo que están
muy bien explicados y espero que con
este nuevo estudio todo quede claro y podamos
siguir adelante con este proyecto que va a
traer tanto beneficio a nuestra ciudad de
Moreno Valley. Por favor apurue este nuevo
estudio y sigamos adelante.

Bricia Salazar
11602 Bluejay Ct
Moreno Valley CA 92557

8-24-18

Albert Armijo

Interim Planning Manager

City of Moreno Valley

14177 Frederick St. P.O Box 88005

Moreno Valley CA 92552.

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SEP - 5 2018
CITY OF MORENO VALLEY
Planning Division

G40-1
cont.

I have read the 5 points that the judge asked to be revised, and I think they are very well explained, and I hope that with this new study, everything is fine and we can continue with this project that will bring so much benefit to our city of Moreno Valley. Please approve this new study and move forward.

Bricia Salazar

11602 Blue Jay Ct.

Moreno Valley CA 92557

8/28/18

ALBERT ARMIJO;
INTERIM Planning Manager

G41-1

My name is CARLOS CHAVES, I have been living in Moreno Valley for 15 years and love living here. We strongly support the WLC project 100% I hope and revise the FEIR satisfies the judge orders. Please let's go forward.

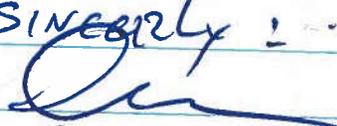
S

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Sincerely :-


CARLOS CHAVES22375 Ella ave
Moreno Valley CA, 92553

08/22/18

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley CA 92553

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

G42-1

Mr. Planning Manager, Albert Armijo, my name is Carlos Reza I live in Moreno Valley and I have been supporting The WLC since the start and I am glad that the points that were requested were revised thoroughly and the findings on those impacts are less than significant with Mitigations on the FEIR. To my understanding the revision on the impacts of: Energy, Biological, Noise, Agricultural and cumulative came up to be great for the WLC project, it looks like we are moving forward.

Please support this FEIR is the greatest thing happening to Moreno Valley!

Sincerely,
~~Carlos Reza~~ P.S. Do to all the problems, to bring business, investors move their business to other states.
Carlos Reza

24841 Fir Ave
Moreno Valley CA 92553

08/23/18

Albert Armijo
 Interim planning Manager
 14177 Frederick St.
 Moreno Valley, Ca. 92553

RECEIVED

SEP - 5 2018

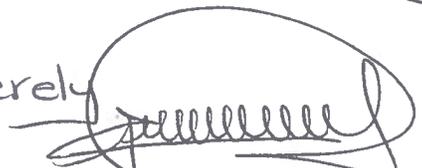
CITY OF MORENO VALLEY
 Planning Division

Mr. Albert Armejo the reason for this letter is to inform you that I read the final results of the EIR. that Judge Waters order to be revised in it's totality, this 5 enviromental impacts were found less than significant with exception on the noise impact that several sections were found significant and unavoidable with mitigation and some other sections were found with no impact it was a great ruling to revise this point of impact thanks to that the WLC project FEIR is with-in the CEQA guideline, ready to go.

G43-1

Please I urge you to move it on we need to be braking grownd soon.

Sincerely



Carolina Escutia
 24889 Hemlock Ave # 205
 Moreno Valley, Ca.
 92557

8/23/18

ALBERT ARMJO
Interim Planning Manager
14177 Frederick St.
Moreno Valley Ca. 92552

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLE
Planning Division

G44-1

Mr. Planning Manager, Albert Armijo, my name is Carolina Rodriguez I live in Moreno Valley and I have been supporting The WLC since the start and I am happy that the points that were request were revised thoroughly and the Findings on these impacts are less than significant with mitigations on the FEIR.

Please support this FEIR is the BEST thing that will come to Moreno Valley

Sincerely
Carolina Rodriguez

Carolina Rodriguez
24258 Webster Ave.
Moreno Valley Ca. 92553

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Albert Armijo
Interim Planning Manager
14177 Frederick Street
Moreno Valley, CA. 92552-0805

G45-1

Sr. Albert Armijo la razon de esta carta es para hacer saber que mi familia y yo estamos muy interesados en que el proyecto Centro logistico Mundial sea una realidad, ya que a mi ver traera un impacto muy positivo en esta Mi ciudad Moreno Valley y a las ciudades circunvecinas, que reconozco que a tra vez de este proyecto se van a crear miles de trabajos los cuales necesites urgentemente, es por esta razon que le pido a usted y a las otras personas que sean participes de la ultima revision del impacto ambiental que este sea aprobado.

Gracias de ante mano por su atencion y por su cooperacion para este proyecto.

Cordial y atentamente

Celia Corona
11942 Rudbeckia Cir
Moreno Valley CA.
92557

Albert Armijo
Interim Planning Manager
14177 Frederick St.
PO BOX 88005
Moreno Valley CA 92552

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SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

G45-1
cont.

Mr. Albert Armijo The reason for this letter is to let you know that my family and I are very interested in making the World Logistics Center project a reality. Since it will have a very positive impact on my city Moreno Valley and nearby cities, which I recognize that this project will create thousands of jobs that we urgently need, it is for this reason that I ask you and the people that are participants of the last environmental impact review that is approved.

Thank you in advance for your attention and for your cooperation in this project.

Cordially and Attentively,
Celia Corona
11942 Rudbeck Cir.
Moreno Valley Ca 92557

9/5/18

Albert Armijo
 Interim Planning Manager
 14177 Frederick St.
 P.O. Box 88005
 Moreno Valley Ca. 92552

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SEP - 7 2018

CITY OF MORENO VALLEY
 Planning Division

G46-1

Respetable Sr. Albert Armijo, mi nombre es Cecilia Najor y vivo en la cd. Moreno Valley. Apoyo al proyecto Centro logístico Mundial para esto habra mas Apoyo al trabajo ya que en la actualidad la mayoría de las personas que viven aqui en moreno tienen que salir a trabajar a otras ciudades por falta de trabajo aqui en esta ciudad. Con este proyecto habra 20.000 oportunidades de trabajo en el que muchas familias se venan beneficiadas, como tambien la ciudad.

Estoy al tanto de la actualización que se hizo a pedido de la jueza Waters, en el cual las partes que ella pidió que se revisara, no habra ningun impacto negativo, por medio de esta carta le pido que acepte la revisión final FEIR para seguir avanzando y tener un mejor futuro para las siguientes generaciones.

Sinceramente.

Cecilia Najor
 24306 Postal Av. 4P. 6
 Moreno Valley CA. 92553

RECEIVED

9/5/2018

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley, Ca 92552

G46-1
cont.

Respectable Mr. Albert Armijo, my name is Cecilia Najar alive in the city of Moreno Valley. Support to the World Logistics Center project for having more support for work than I currently most people who live here in Moreno have to go to work in other cities for lack of work here in this city. With this project there will be 20,000 job opportunities in which many families will benefit, as well as the city.

I am aware of the update that was made at the request of Judge Waters, in which the points she asked to be reviewed, there will be no negative impact through this letter I ask you to accept the final revision FEIR to continue advancing and have a better future for the next generations.

Sincerely,
Cecilia Najar
24306 Postal Ave.
Moreno Valley CA 92553

8/23/2018

to Albert Armijo

My name is Cecilia I lived in Moreno V. for 13 years and I'm familiar with the world Logistic Center, and I'm so glad it was approved so that Moreno Valley can move forward, I recently read that the FEIR improved some areas that needed revision and I'm so happy that they made it better than the first time I can't wait for this project to built so that the city can benefit from it.

G47-1

Cecilia Serrano

Cecilia Serrano

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Albert Armijo
Interim planning manager
14177 Frederick street.
P.O. box 88005
Moreno valley, ca 92552

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SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

As a former resident of Moreno Valley, my family and I saw my city change and progress in drastic ways and even though I moved away to Kentucky for work earlier this year, my family (still located in Moreno Valley) and I appreciate the work done on the environmental impact report on the world logistic center.

G48-1

-Charles Turkowski

2824 Max rouse Rd cox creek KY 40013.

28130 Hemlock Ave Moreno valley CA, 92555 (Family in Moreno valley)

916118 Albert Armijo
 Interim Planning manager
 14177 Frederick St
 P.O. Box 88005
 Moreno valley CA 92553

RECEIVED

SEP - 7

CITY OF MORENO VALLEY
 Planning Division

G49-1

Hello, My name is Christian Aaron Gutierrez villanueva. I'm 15 years old, I have been living in Moreno valley for 10 years. The reason why I'm writing this letter is for when I graduate in 2021, is because I want to have more jobs opportunities. In the past 8 years I have seen the Population increase drastically. I support the World Logistic center, because its going to bring Thousands of new jobs to our city. I read the news that the FEIR was updated. It was one of the things that were/are retaining, opposing the project. Please I ask you today with the authority you have to speed up the process of the project, so that it may be constructed.

Thank you for taking the time to read this Sincere letter.



Sincerely,
 Christian Aaron Gutierrez Villanueva
 24700 Webster Ave. Moreno valley, CA
 92553.

RECEIVED

SEP - 5 2018

8/29/2018

Hello to whom it ^{CITY OF MORENO VALLEY} ~~may~~ ^{Planning Director} concern. My
 My Name is Christopher Mauldin
 and i am Writing to You Now in regards
 to the Final Environmental impact study
 Report for the WLC. Many Residents
 have come out to support this project
 For the benefits and jobs. Myself included
 I am all for jobs in our community
 especially as i am always hearing about
 how so many families are missing out
 on life because of the long commute which
 isn't very fair. I Believe the Feir should
 Be accepted as is because it has exceeded
 the original regulations. it should be
 Recognized at once so we can Move
 Forward already and not continued to
 be delayed. this project has gone far
 and Beyond the Mandate stated Necessary
 the project has constantly considered the
 Environment and safety Standards which
 is something i Believe should Be Fully
 Recognized by all parties involved.
 thank you

G51-1

Christopher Mauldin
 Christopher Mauldin
 16862 Century st
 Moren valley ca 92551

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Sep 4-2018

Albert Armiya
Interim Planning Manager
14177 Grederick St.
Moreno Valley Ca. 92552.

Yo, Claudia Ibarra a través de esta carta me dirijo a Usted Sr. Albert Armiya para informarle que yo como residente de esta ciudad Moreno Valley Ca. estoy completamente a favor del proyecto Centro Logístico Mundial, pues estoy segura que traera un gran beneficio a mi ciudad en cuanto a oportunidades de trabajo y espero que con esta nueva revisión de 5 puntos que son:

• Energía, Biológico, Ruido, Agricultura y Cumulativo y siendo los resultados en donde se especifica que no tendra ningun impacto negativo a mi comunidad. Espero contar con su ayuda para que dicho proyecto pueda seguir adelante.

Agradezco infinitamente su atencion a la presente

Atte. Claudia Ibarra
25105 John F. Kennedy Dr E48
Moreno Valley Ca. 92551

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Sep, 4-2018

Albert Armijo

Interim Planning Manager

14177 Frederick St.

Moreno Valley Ca 92552

G53-1
CONT.

I, Claudia Ibarra through this letter I am writing to you Mr. Albert Armijo to inform you that as a resident of Moreno Valley Ca. I am completely in favor of the World Logistics Center project, because I am sure that it will bring a great benefit to my city in As for job opportunities and I hope that with this new revision of 5 points that are: Energy, Biologic, Noise, Agriculture and cumulative and being the results where it is specified that it will not have any negative impact on my community. I hope to count on your help so that this project can continue.

I am infinitely grateful for your attention to the present.

Att. Claudia Ibarra

25105 John F. Kennedy Dr. E48

Moreno Valley Ca 92551

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SEP - 7 2018

**CITY OF MORENO VALLEY
Planning Division**

9/7/2018
Albert Amijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley, CA 92552

Dear Mr. Amijo,

As a resident of Moreno Valley, I've driven far away for work so it makes me happy knowing the progress my city has been making. I support the research done for the world logistic center on the environmental impact report. I appreciate the work done on lowering traffic.

G54-1

Sincerely,

Cole Brockman
27335 Ocean Dunes St.

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

ALBERT ARMIJO
INTERIM PLANNING MANAGER
14177 FREDERICK ST.
P.O. BOX 88005
MORENO VALLEY CA 92552

MR. ARMIJO
WITH RESPECT I WRITE TO YOU TO BE ABLE TO TELL YOU WHAT I THINK AND IN
THE SAME WAY ASKING YOU TO CONTINUE THE WORLD LOGISTIC PROJECT FOR
YOUR CONSTRUCTION MORE NOW THAT THE ENVIRONMENTAL IMPACT REPORT
HAS ALREADY FULFILLED ALL THE REQUIREMENTS THAT YOU ASKED FOR.
I AM HAPPY THAT THE PROJECT COMES BECAUSE MY HUSBAND GOES OUT OF THE
CITY TO WORK AND I ALMOST DO NOT SEE HIM AND I DO NOT WANT HIM TO
REPEAT IT WITH MY CHILDREN. I WOULD LIKE TO HAVE A NORMAL FAMILY.

G55-1

THANK YOU FOR YOUR ATTENTION
CONCEPCION AREAS
24687 WEBSTER AVE
MORENO VALLEY CA 92553

9-6-18

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Albert Armijo
Interim planning Manager
14177 Frederick St
P.O. Box 88005
Moreno valley, CA 92553

Sr. Armijo,

Con respeto le escribo para poder decirle lo que pienso y de igual manera pidiendole que continúe el proyecto Logístico Mundial para su construcción mas ahora que el reporte de Impacto del medio Ambiente ya cumplió con todos los requisitos que le pidieron

G55-1
cont.

Estoy contenta que venga el proyecto pues mi esposo sale afuera de la ciudad a trabajar y casi no lo veo y no quiero que este se repita con mis hijos quiero tener una familia normal

Gracias por su atención

Concepción Areas
24687 Webster Ave - Moreno Valley
CA 92553

(909) 837-9792

Concepcion Areas.

Conrado L. Lansang
15551 Hammett Ct
Moreno Valley, CA 92555
September 6, 2018

Mr. Alberto Armijo
14177 Frederick St
P.O. Box 88005
Moreno Valley, CA 92552

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Dear Mr. Armijo,

I am writing to you to let you know that my family and I agreed and aware of the revision that were made for FEIR. The impact to the environment will be less than significant. We have been living here in Moreno Valley since July 4, 2003. We have seen the very slow progress of our new city compared with other new city like Temecula. We know that Highland Fairview have many good plans for our city but why is it the city is not supporting it. We know that some people are against the progress of our city but more people are also waiting for that progress to take place in their lifetime if not for themselves but for their kids and grandkids and future generation to come. We want progress in our city!

G56-1

Mr. Armijo, we are counting on you to be the instrument for the improvement of our city. We are looking forward for this project to materialized.

Sincerely,


Conrado L. Lansang

9.7-18

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLE
Planning Division

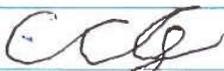
Albert Armijo,
Interim Planning Manager
14177 Frederick St.
P. O. Box 88005
Moreno Valley CA 92552

Respetado Armijo,

Vivo en Moreno Valley por varias años, mis hijos viven también en esta ciudad con pocas oportunidades de trabajo pues tienen que salir a otras ciudades como Riverside. El Proyecto Logístico Mu Se ^{traera} ~~quevan a haber~~ cambios positivos en la economía y en el desarrollo de la ciudad.

G57-1

Me hablaron de que arreglaron las cosas que hacian falta para el medio ambiente y que el FEIR esta bajos los codigos que necesitaban para construir el proyecto

Gracias 

Consuelo Capulín
13078 Sunlit Ct
Moreno Valley 92553

Albert Armijo
Interim Planning Manager
14177 Frederick St. P.O. Box 88005
Moreno Valley Ca 92552

RECEIVED
SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

G57-1
cont.

Respected Armijo,

I live in Moreno Valley for several years, my children also live in this city with few job opportunities because they already have to go to other cities such as riverside. The World Logistic project will bring positive changes in the economy and in the development for the city. They told me that they fixed the things that were needed for the environment and that the FEIR is under the codes they needed to build the project.

Thank you,

Consuelo Capulin
13078 Sun Lit Ct
Moreno Valley CA 92553

08/20/2018

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley, CA. 92553

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Dear Planning Manager Mr. Albert Armijo. My name is Consuelo L. Siordia I am a Moreno Valley resident for 15 years now and I am a strong supporter of the World Logistic Center. I have followed up on this project since the beginning. After all the lawsuits and attempts to stop this mega project, this very project will put Moreno Valley on the World-Wide Map. Do not forget that Moreno Valley has been a bedroom community without a job foundation. The job foundation that The World Logistic Center is providing for decades to come.

G58-1

On June 14th at the Riverside Superior Court the Judge Sharon Waters requested specific points to be revised thoroughly in the EIR. I am glad to read that the revisions of the FEIR are more than favorable for the WLC since the impacts were founded as **less than Significant with Mitigation**, which I understand that these revised impacts make the FEIR stronger and within the CEQA guidelines.

I urge you to fully support this because this will determine the growth of our city.

Sincerely:



Consuelo L. Siordia
13305 Cavandish Lane.
Moreno Valley, CA. 92553

From: Albert Armijo
Sent: Monday, September 10, 2018 7:11 AM
To: Julia Descoteaux; Vera Sanchez; Chris Ormsby
Subject: FW: Warehousing comment

Albert Armijo
Interim Planning Manager
Community Development
City of Moreno Valley

p: 951.413.3354 | e: alberta@moval.org W: www.moval.org

14177 Frederick St., Moreno Valley, CA 92553

-----Original Message-----

From: Corinne Orozco [mailto:rubyredhummingbird7@yahoo.com]
Sent: Friday, September 7, 2018 11:40 PM
To: Albert Armijo <alberta@moval.org>
Subject: Warehousing comment

City of Moreno Valley,
I oppose Moreno Valley becoming a dumping ground for warehousing.
I am grateful the World Logistics
is an environmentally unsafe project for our city decided by our great justice department.

Sent from my iPhone

G59-1

Lisa Maier

From: Albert Armijo
Sent: Wednesday, August 29, 2018 7:35 AM
To: Julia Descoteaux; Vera Sanchez
Subject: FW: WLC FEIR

FYI.

Albert Armijo
Interim Planning Manager
Community Development
City of Moreno Valley

p: 951.413.3354 | e: alberta@moval.org w: www.moval.org

14177 Frederick St., Moreno Valley, CA 92553

-----Original Message-----

From: vanessa reza [mailto:rezav441@gmail.com]
Sent: Tuesday, August 28, 2018 3:03 PM
To: Albert Armijo <alberta@moval.org>
Subject: WLC FEIR

My name is Darleen Reza and I am sharing my support for the Final Environmental Impact report that was successfully revised for the World Logistics Center Project. I am in full support of expanding the city of Moreno Valley and I know this project will do just that. It is also very exciting to know that the WLC is going above and beyond the required standards just like the LEED Gold award winning Skechers facility. It feels great to know that our city is secured with an outstanding project like this. Thank you.

G60-1

Darleen Reza
24807 Fir Ave
Moreno Valley CA 92553

RECEIVED**SEP - 5 2018**CITY OF MORENO VALLEY
Planning Division

08-228

albert armijo Interim planning
14177 Frederic St.
P.O. Box 88005
Moreno Valley Ca. 92552

Estimado Sr. armijo
El proyecto logístico mundial es mucho muy bueno para nuestra ciudad de Moreno Valley y para nuestras siguientes generaciones ahora que están tratando de mejorar nuestra ciudad y me parece mucho muy y muy oportuno que venga este proyecto que no lo detengan y que siga adelante pues es lo mejor que nuestras familias se beneficien por los trabajos que se generarian para nuestras futuras familias. En espera de su apoyo a favor del proyecto le agradezco mucho su apoyo.
vivo aquí desde hace 14 años y me gustaría mucho que nuestra ciudad mejore con su ayuda.

mi nombre es Delfina Bolanca mi dirección 24169 Eucalyptus ave #126
Moreno Valley Calif. 92553
1951-807-5338

G61-1

08-22-18

RECEIVED
SEP - 5 2018
CITY OF MORENO VALLEY
Planning Division

Albert Armigo Interim Planning
14177 Frederick St.
P.O Box 88005
Moreno Valley Ca. 92552

Dear Mr. Armiga,

The World Logistics Center project is very good for our city of Moreno Valley and for our next generation. Now that they are trying to improve our city, it seems very good and very opportune for this project to come. Do not stop it, and keep going, it's for the best that our families benefit from the jobs that would be generated for our future families. I thank you very much for your support.

I've been living here for 14 years and I'd really like our city to improve with your help.

My name is Delfina Polanco

My address 24169 Eucalyptus Ave # 126

Moreno Valley Calif. 92553

951-807-5338

G61-1

September 6-2018

Albert Armijo
Interim planning manager
14177 Frederick St
PO Box 88005
Moreno Valley, CA 92552

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Señor Armijo

Le escribo esta carta
pidiéndole que escuche nuestra voz
por favor. yo Dolores Rojas
vivo en Moreno Valley por 9 años
yo soy una más de los que quiere
que venga el proyecto, pues va a beneficiar
a nosotras y a nuestros hijos
El Proyecto Logístico Manida es muy
grande de 4 millas y atraerá a
compañías ricas que beneficiarán a
nuestra ciudad.

El resultado del medio ambiente FEIR
está bajo las reglas de protección para
los animales, la energía y agua.

Creo que esto es muy bueno.

Ayude a que no detengan el proyecto

Gracias 

Tel 951-251-9606

13078 Sunlit Ct Moreno Valley CA 92553

Dolores Rojas

September 6, 2018

Alberto Armijo
Interim Planning Manager
14177 Frederick St.
P.O. Box 88005
Moreno Valley, CA
92552

Mr. Armijo,

I write this letter asking you to please listen to our voice. I am Dolores Rojas I've lived in Moreno Valley for 9 years. I am one of those who want the project to come. It will benefit us and our kids. The World Logistics Center is very big, of many miles and it will attract companies that will benefit our city.

The result for the environment FEIR is under the rules of protection for the animals, energy, and water. I believe that this is very good.

Help so that they don't stop this project.

Thank you.

CELL 951-251-9606

13078 Sunlit Ct Moreno Valley, CA 92553

Dolores Rojas



G62-1
cont.

Dora Capolino
23325 Gerbera Street
Moreno Valley, CA 92553
951-956-3751

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SEP - 5 2018
CITY OF MORENO VALLEY
Planning Division

August 29, 2018

Albert Armijo, Interim Planning Manager
City of Moreno Valley
14177 Frederick Street
P.O. Box 88005
Moreno Valley, CA 92552-0805

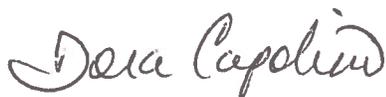
Dear Mr. Armijo,

Having been a resident of Moreno Valley for 31 years, I have witnessed a lot of activity in our city's development. Through witnessing businesses come and unfortunately some businesses leave, can be somewhat of a roller coaster at times. It is always been my desire to stay on top of matters relating to Moreno Valley. When meetings were held with the Planning Commission and City Council, regarding the World Logistics Center, I sat through practically all of them. I was elated with the approval to have such a project come to Moreno Valley.

My understanding is some revisions have been made for the Final Environmental Impact Report. In taking the time to review the material I can say with complete confidence the revisions are well implemented and will have an even more positive impact for the project.

In addition to the World Logistics Center, I look forward to many good things happening in Moreno Valley in the future. I appreciate your time in reading my correspondence.

Sincerely,



Dora Capolino
Resident of Moreno Valley

G64-1

ALBERT ARMijo
INTERIM PLANNING MANAGER
14177 FREDERICK ST
P.O BOX 88005
MORENO VALLEY CA. 92552.

08-31-18

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Yo, EDEARDO Fco ESTIENNEZ
RESIDENTE DE LA CIUDAD DE MORENO VALLEY,
TENGO (25) VEINTE CINCO AÑOS VIVIENDO
EN LA CIUDAD.

G66-1

Actualmente sigo apoyando
EL PROYECTO WLC, THE WORLD LOGIS-
TICS QUE ES EXCELENTE Y MAGNIFICO
PARA NUESTRA COMUNIDAD.

ESTOY ENTERADO DE LAS
MODIFICACIONES FEBR. Espero que las
ACEPTEN, para que EL PROYECTO SIGA ADE-
LANTE

Sin otro particular que HACER
REFERENCIA, queda de Ustedes.
Sinceramente

EDEARDO Fco ESTIENNEZ Espin
[Signature]

8/31/2018

Albert Armijo
Interim Planning Manager
14177 Frederick St.
PO Box 88005
Moreno Valley Ca 92552

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

G66-1
cont.

Me, Edgard F. Gutierrez Resident of the city of Moreno Valley, I have (25) Twenty Five Years living in the city.

I am currently supporting the WLC Project at the World Logistics Center, which is excellent and great for our community.

I am aware of the FEIR modifications. I hope you accept them so that the project can move forward.

Without another particular that they reference, it remains of you.

Sincerely,

Edgard F. Gutiérrez Espín

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

ALBERT ARMISO
INTERIM PLANNING MANAGER
14177 FREDERICK STREET
MORENO VALLEY CA. 92552-0805

Sr. ALBERT ARMISO:

G67-1 ESTOY ENTERADO QUE SE HIZO UNA NUEVA REVISION DEL IMPACTO AMBIENTAL QUE ESTE SEA EL REPORTE FINAL DEL MEDIO AMBIENTE Y LE AGRADEZCO QUE NOS PERMITAN COMENTAR HACERCA DE ESTA NUEVA REVISION LA CUAL RESULTO CON UN MUY POSITIVO RESULTADO YA QUE NO TRAERA NINGUN IMPACTO NEGATIVO PARA MI FAMILIA NI PARA MI COMUNIDAD, POR LO CUAL CORDIALME LE PIDO QUE USTED Y CUALQUIER OTRA PERSONA QUE PARTICIPE EN ESTA REVISION LE DEN SU APROUACION YA QUE EL PROYECTO DE CENTRO LOGISTICO MUNDIAL SERA DE GRANDE VENEFICIO PARA LA ECONOMIA DE ESTA CIUDAD DE MORENO VALLEY.

MUCHAS GRACIAS Y ATENTAMENTE

EDUARDO CORONA
41942 RUBENIA CIR
MORENO VALLEY CA
92557

Albert Armijo
Interim Planning Manager
14177 Frederick St. P.O. Box 88005
Moreno Valley Ca 92552

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SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

Mr. Albert Armijo,

G67-1
cont.

I am finding out that there was a new revision in the environmental impact report. Thank you for allowing us to comment on this new revision which resulted in a very positive result since it will not bring much negative impact for my family or for my community. I cordially ask you and any other person who participates in approving this revision to give your approval since the project, the World Logistics Center will be of great benefit for the economy of the city of Moreno Valley.

Thank you very much and sincerely,

Eduardo Corona

11942 Rudbeckia Circle

Moreno Valley CA 92557

7-28-18

Albert Armigo
Interim Planning Manager
14177 Frederick St
Moreno Valley CA 92553

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

G68-1

Señor Albert. Tanto yo como nuestra comunidad estamos agradecidos por el trabajo que se ha realizado y se está realizando para traer a la región proyectos como el de World Logistics Center, esperamos que continúen con la labor y que tengan más proyectos como este. La comunidad estamos agradecida con este tipo de esfuerzos locales.

Eduardo Morales Hernandez

538 SunKist St. Ontario
CA. 91761

Albert Armijo
Interim Planning Manager
14177 Frederick St.
PO BOX 88005
Moreno Valley CA 92552

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

G68-1
cont.

Mr. Albert both I and our community, are grateful for the work that has been done and is being done to bring the World Logistics Center project to the region, we hope they will continue with the work and bring more projects like this to the community. We are very grateful with this kind of effort.

Thank you

Eduardo Morales Hernandez

538 Sunkist St.

Ontario 91761

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SEP - 5 2018

08/27/18

CITY OF MORENO VALLEY
Planning Division

Albert Armijo
Interim planning manager
4177 Frederick St.
Moreno Valley Ca. 92552.

Dear Mr Armijo

My name is Elena Contreras and I have been a realtor for over 20 years serving the Inland Empire including Moreno Valley and surrounding areas.

The reason for this letter is to express my support for The World Logistic Center. I understand that there will be impacts but nothing compare to the great benefits that will be brought by this project.

As a Realtor I believe it will create a lot of jobs in Moreno Valley and with will attract more families to become residents to the city. With more people moving to the city and having jobs that create income people will have the buying power to purchase a home and become proud homeowners.

Please help to make this possible.

Sincerely

~~Elena Contreras~~

BRE NO 012 20115

Elena Contreras

4105 Witt Ave

Riverside CA

92501

909 821-2519

Albert Armijo
Interim Planning Manager
14177 Frederick St
P.O. Box 88005

Septiembre 4, 2018

Senor Armijo,

Me dirijo a usted con respeto y de antemano le agradezco que se tome el tiempo de leer esta Carta. Mi nombre es Eleuterio Carrillo. Desde el inicio del Proyecto Logistico Mundial lo he estado Apoyando. Creo que va a ayudar mucho a nuestra ciudad. Se ademas que fue demandado por muchos grupos del medio ambiente. Yo estoy a favor del medio ambiente Tambien pero oi de las buenas noticias que ya hicieron los arreglos necesarios que la juez Waters le mando en Julio de este ano. Ya que el FEIR esta deacuerdo con lo que requerian le pido que sigan el proceso para que el WLC se construya.

Gracias,



Eleuterio Carrillo
24849 Cape Cod St.
Moreno Valley, CA 92553

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

G70-1

Albert Armijo
Interim Planning Manager
14177 Frederick St.
P.O. Box

September 4, 2018

Mr. Armijo, I am writing to you with respect and I thank you in advance for taking the time to read this letter. My name is Eleuterio Carrillo. Since the beginning of the World Logistics project, I have been supporting it. I think it's going to help our city a lot. I know that it was sued by many groups of the environment. I am in favor of the environment as well, but I heard the good news that the necessary arrangements were made by Judge Waters in July of this year. Since the FEIR agrees with what they require, I ask you to follow the process for the WLC to be built.

Thank you,

Eleuterio Carrillo
24849 Cape Cod. St.
Moreno Valley CA 92553

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

G70-1

Albert Armijo
Interim planning Manager
1477 Frederick st. PO Box 88005
Moreno valley CA 92552

9/6/18

Esteemed Sir my name is Elisa Garcia and I live in moreno valley I have the knowledge that the final result of the FEIR is already in your hands and I am satisfied with the result in which there will be no negative impact. Sir, please, I ask you to accept this decision for the good of our city

G71-1

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Sincerely

ELISA GARCIA

25350 Santiago Dr. #97
Moreno valley CA 92551

Septiembre 05

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Albert Armido
Interim Planning Manager
City of Moreno Valley
14177 Frederick St
Moreno Valley, CA 92552

Sr Armido

Como residente de Moreno Valley estoy a favor del progreso de nuestra Ciudad y por consiguiente apoyo el Proyecto Centro Lo Gístico Mundial, ya que traera miles de trabajos que son tan necesarios para el progreso de nuestra Ciudad. Entiendo que han hecho revisiones al Reporte del Impacto del medio ambiente pero vale la pena mencionar que estos estudios muestran un resultado positivo, asi que esperamos que pronto este gran proyecto que hemos estado esperando por tanto tiempo, pronto sea una

G72-1

RECEIVED
realidad

CITY OF MORENO VALLEY
Planning Division

Gracias por su atencion

Cordialmente

G72-1
cont.

Elvira S Amador
Elvira S Amador
25512 Tangerine Rd
Moreno Valley Ca 92557

Albert Armijo
Interim Planning Manager
City of Moreno Valley
14177 Frederick St.
Moreno Valley CA 92552

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Mr. Armijo

As Resident of Moreno Valley, I am in favor of the development of our city and for the support of the World Logistics Center project. As it will bring thousands of jobs that are so necessary for the progress of our city. I understand that they have made revisions to the report on the impact of the environment but it is worth mentioning that these studies show a positive result, so we hope that soon this great project that we have been waiting for so long will soon become a reality.

Thank you for your attention

Cordially

Eluvia Amador
25512 Tangerine Rd.
Moreno Valley CA 92557



G72-1
cont.

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Agosto 22-18

atención:

Sr.

Albert Armijo, Interim Planning
14177 Frederick St.
P.O. Box 88005
Moreno Valley Ca. 92552.

yo soy Enrique Lizaraga y he vivido
aquí durante 15 años y espero tener en
cuenta el Proyecto Regística Mundial
con las nuevas revisiones que hicieron
FEIR (FINAL ENVIRONMENTAL IMPACT
REPORT). vemos que el proyecto viene
mucho mejor y que va a superar en
construcción y tecnología y protección
del medio ambiente ayudenos a que ya
venga.

G73-1

Atte.

Enrique Lizaraga



24169 Eucaliplus Ave #
Moreno Valley Ca. 92553

Attention!

Agosto 22-18

Mr.

Albert Armijo, Interim Planning

14177 Frederick St.

P.O Box 88005

Moreno Valley CA 92552.

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SEP - 5 2018
CITY OF MORENO VALLEY
Planning Division

I am Enrique Lizarraga, and I have lived here for 12 years, and I hope you take into account the project World Logistics Center with the new revisions that were made. FEIR (Final Environmental Impact Report) we see that the project is a lot better and will surpass in construction, technology and protection of the environment. Help us so it can become a reality.

Sincerely,

Enrique Lizarraga

G73-1
cont.

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SEP - 7 2018

August 31, 2018

CITY OF MORENO VALLEY
Planning Division

ALBERT ARMIGO
INTERIM PLANNING MANAGER
1477 Frederick St.
P.O. Box 88005
MORENO VALLEY CA. 92552

G74-1

HONORABLE SR. INTERIM PLANNING MANAGER ALBERT ARMIGO MI NOMBRE ES ERICA MEDEL Y POR MEDIO DE ESTA CARTA LE HAGO SABER MI APOYO TOTAL AL PROYECTO DE TRABAJOS WORLD LOGISTIC CENTER SOY ESPOSA Y MADRE DE 4 NIÑOS Y EN LO PERSONAL MI FAMILIA COMO TANTAS OTRAS QUE VIVIMOS AQUI EN MORENO VALLEY SOMOS DEL 90% PORCIENTO QUE TIENE QUE SALIR A TRABAJAR FUERA DE LA CIUDAD POR FALTA DE TRABAJOS. QUE EN MI CASO ES MI ESPOSO EL QUE SALE CADA DIA PARA PODER PROVEER UNA MEJOR CALIDAD DE VIDA A NUESTRA FAMILIA, ES POR ESO QUE LE DONO TODO MI APOYO A ESTE PROYECTO PORQUE TENDRIAMOS LA ESPERANZA QUE NUESTROS HIJOS TENGAN UN MEJOR FUTURO AL TENER LA OPORTUNIDAD DE PODERSE QUEDAR TRABAJANDO AQUI EN NUESTRA EN NUESTRA LINDA CIUDAD Y NO TENGAN LA NECESIDAD DE SALIR FUERA POR MUCHAS HORAS SIMPLEMENTE POR EL HECHO QUE NO HAY SUFICIENTES TRABAJOS EN MORENO VALLEY. DE LA MANERA MAS ATENTA LE HAGO LA PETICION QUE APRUEBE LA REVISION FINAL DE PEIR PARA UN MEJOR FUTURO EN MORENO VALLEY



RECEIVED

SEP - 7 2018

August 31,2018

CITY OF MORENO VALLEY
Planning Division

Albert Armijo
Interim Planning Manager
14177 Frederick St.
P.O. Box 88005
Moreno Valley CA 92552

G74-1
cont.

Honorable Mr. Interim Planning Manager Albert Armijo My name is Erica Medel and through this letter I let you know my total support to the work project World Logistics Center I am wife and mother of 4 children and personally my family like so many others who live here in Moreno Valley are 90% percent who have to go to work outside the city due to lack of jobs. What in my case is my husband who leaves every day in order to provide a better quality of life to our family. That is why I give my full support to this project because we will hope that our children have a better future by having the opportunity to stay working here in our beautiful city and not have the need to go out for many hours. Simply because there are not enough jobs in Moreno Valley. In the most attentive way I ask you to approve the final revision of the FEIR for a better future in Moreno Valley.

Sincerely,

Erica Medel

25510 Sand Creek Trl.

Moreno Valley CA 92557

08-24-18

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Alberto Armiso
Interim Planning Manager
14177 Frederick St.
Moreno Valley CA. 92553

Dear planning manager my
name is Esteban Salinas a resident
of Moreno Valley
I Support the WLC. FEIR
the new finding are great
and better for our project Report
the rulling of Judge Waters
where very acerted
please Move forward with
This new FEIR.

G75-1

Sincerely:

~~To~~ Esteban Salinas

Esteban Salinas
24670 Atwood Ave
Moreno Valley CA 92553

September 6th, 2018

Albert Armijo
Interim Planning Manager
City of Moreno Valley
14177 Frederick Street

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Mr. Armijo,

I have been a Moreno Valley resident for fifteen years and witness little changes in our city. In 2015 World Logistics Center was approved by our City Council bringing big hopes for its supporters, since then has been encounter endless obstacles making us feel despairing sometimes. But knowing that the Revised Final Environmental Impact Report found the five point that Judge White identified as deficient are less than significant brings hopes back that finally this project can move forward and this way all the benefits and positive impact that will bring to our city are closer than ever.

We are excited for World Logistic Center to become a reality for our city and us part of this. Also I really hope this project can break ground soon.

Thank you for time.



Eudoro Wuence

11140 Saddle Ridge Road

Moreno Valley, CA 92557

G76-1

Septiembre 7, 2018

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Albert Armijo
Interim Planning Manager
14177 Frederick St
P.O. Box 88005
Moreno Valley, CA 92552

Sr. Armijo,

Yo Eulalia Pedro vivo en Moreno Valley
He estado apoyando el WLC. Es bueno
que hayan trabajos en nuestra ciudad y
este proyecto ayudaria a mucha gente
que no tiene empleo.

G77-1

El medio ambiente tiene que ser protegido
y sabemos que los estudios que hicieron
los resultados fueron menos que significativos

Gracias,

Eulalia Pedro
21755 Dracaca Ave.
Moreno Valley, CA 92553

Albert Armijo
Interim Planning Manager
14177 Frederick St.
PO BOX 88005
Moreno Valley CA 92552

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

G77-1
cont.

Mr. Armijo I Eullalia Pedro live in Moreno Valley. I have been supporting the WLC. It is good that there are jobs in our city and this project would help many people who do not have a job.

The environment has to be protected and we know that the studies that made the results were less than significant.

Thank you,

Eullalia Pedro
21755 Dracaea Ave.
Moreno Valley CA 92553

8/28/18

To Albert Armijo
 Interim Planning Manager
 City of Moreno Valley
 PO Box 88005
 Moreno Valley, CA 92552-0805

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

G78-1

We understand that the Environmental Study has been revised for the WLC Project. The judge had asked for certain 5 points of revision. There were no significant impact to the environment with the new revisions.

We are therefore asking that the project should move forward without any more delays. The jobs that this project can provide to our city are significant and should not be held hostage to any more frivolous lawsuits.

Eunice Kang
 Eunice Kang
 28550 Grandview Dr
 M.V., CA 92555
 951-500-3835

Sept. 6-18

Albert Armijo

Interim Planning Manager

14177 Frederick St.

P.O Box 88005

Moreno Valley CA 92552

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SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

G79-1

Dear Mr. Armijo, I hereby request you to approve the final environmental impact report of the World Logistics Center project, our city of Moreno Valley needs local jobs for our residents. This project was approved in 2015, and supported by most of the inhabitants of this city but has had many impediments to become a reality until now.

The new environmental impact review again showed that it is within the CEQA guidelines and the impact will be less than significant and that proves to us that the benefits will be greater, and it is worth continuing to fight for this Project to materialize as soon as possible.

Thank you very much for your time and your attention.

Fabian Reyes

23618 Airosa Place

Moreno Valley, Ca 92557

Sep 6 - 18

Albert Armijo

Interim Planning Manager

14177 Frederick St

Moreno Valley, CA 92552

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Estimado Sr. Armijo por la presente le pido apruebe el reporte final al impacto ambiental del proyecto World Logistic Center, nuestra ciudad de Moreno Valley esta necesitada de trabajos locales para nuestros residents. Este Proyecto fue aprobado en el 2015 y apoyado por la mayoria de los habitants de esta ciudad pero ha tenido muchos impedimentos para poder hacerse realidad hasta estos momentos.

La nueva revision al impacto ambiental demostro nuevamente que esta dentro los lineamientos del CEQA y el impacto sera menos que significativo y eso nos comprueba que los beneficios seran mayores y vale la pena seguir luchando porque este Proyecto se materialize lo mas pronto posible.

Muchas gracias por su tiempo y su atencion.


Fabian Reyes

23618 Airosa Place

Moreno Valley, Ca 92557

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

9-7 -78

Albert Armijo

Interim Planning Manager

14177 Frederick St

P.O BOX 88 005

Moreno Valley CA 92552

Sr. Armijo.

Hola Señor Armijo yo y mi familia
apoyamos al Proyecto logístico Mundial

Porque hay mucha necesidad de
que tengamos trabajos diferentes.

Mi esposo trabaja en las Yardas y
gana muy poco Este tipo de trabajos
que trae el Proyecto ganarian mas

Me gustaria tambien trabajar en ~~logistica~~ logistica

Lo mejor de lo mejor fueron los
resultados del FEIR PUES no
afectara al medio ambiente

Sinceramente,

951 651 2421

~~Fabiana~~ Fabiana 21755 Drace a Ave

Pedro Nicolas Moreno Valley ca 92553

G80-1

9-7-18

ALBERT ARMIJO

INTERIM PLANNING MANAGER

14177 FREDERICK ST.

MORENO VALLEY CA 92552.

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Mr. Armijo

Hello Mr. Armijo, I and my family support the World Logistics Center project because there is a great need for us to have different jobs. My husband works in the yards and earns very little. This type of work that the project will bring would allow us to earn more. I would like to work in logistics. The best of the best were the results of the FEIR because it will not affect the environment.

Sincerely,

Fabiana Pedro Nicolas

21755 Dracaea Ave Moreno Valley CA 92553.



G80-1
cont.

Agosto 30, 2018

Albert Armijo
Interim Planning Manager
14177 Frederick St
P.O. Box 88005
Moreno Valley 93252

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Yo soy Fabiana Andres y le escribo
al sr. Albert. le pido favor que
ayuden a que le Proyecto logistico

MUNDIAL que venga a nuestra ciudad
Nos enteramos que ya hicieron

nuevas revisiones - en el medio
ambiente y que cumpla con todo.

Queremos ver que el proyecto se
empiece a construir pues hay mucha

necesidad. gracias por leer mi
carta

Fabiana Andres RAFAEL
24705 MYERS AVE MORENO VALLEY 92553
951-376-6661

G81-1

Albert Armijo
Interim Planning Manager
14177 Frederick St.
PO Box 88005
Moreno Valley Ca 92552

RECEIVED
SEP - 5 2018
CITY OF MORENO VALLEY
Planning Division

G81-1



I am Fabiana Andres and I am writing to Mr. Albert. I ask you please to help the World Logistic project to come to our city. We found out that they already made new revisions in the environment and that he complied with everything. We want to see that the project begins to build, because there is a great need. Thanks for reading my letter.

Fabiana Andres Rafael
24765 Myers Ave. Moreno Valley CA 9253
951-376-6661

08-01-18

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley, CA, 92553

G82-1

Sr Albert Armijo, me es grato saber que proyectos como el de World Logistic Center sean desarrollados e implementados en la ciudad de Moreno Valley, porque puede ser y sera siempre una oportunidad para la region, mejorando de esta manera el desarrollo economico y social para nuestras comunidades.


Fernando Moreno.

318-E. McKinley St.
Palto Ct 92376

08-01-18

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Albert Armijo

Interim Planning Manager

14177 Frederick St.

Moreno Valley CA 92552

G82-1
cont.



Mr. Albert Armijo, I am pleased to know that projects like the World Logistics Center are going to be developed and implemented in the city of Moreno Valley, because it can be, and will always be an opportunity for the region, thus improving the economic development for our communities.

Fernando Moreno

318- E McKinley St.

Rialto Ct. 32376

8/23/2018

Señor Albert Armijo

mi nombre es Francisco Serrano y vivi en Moreno Valley por 13 años y en esos 13 años tenia que viajar por una hora cada día para ir a mi trabajo me da mucho gusto que mi familia la que vive en Moreno Valley se beneficiaran de estos trabajos que tanto se necesitan en la ciudad de Moreno Valley muchas gracias por su atencion y por tomar mi palabra en cuenta

Francisco Serrano
Francisco Serrano

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CITY OF MORENO VALLEY
Planning Division

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SEP - 5 2018

8/23/2018

Mr. Albert Armijo, My name is Francisco Serrano and I lived in Moreno Valley for 13 years and in those 13 years I had to travel for one hour each day to go to work. I am very pleased that my family who lives in Moreno Valley will benefit in the city of Moreno Valley. Thank you very much for your attention and for taking my word into account.

CITY OF MORENO VALLEY
Planning Division

↑
G83-1
cont.

Francisco Serrano

Moreno Valley, CA 8/30/2018

Albert Armijo
 Interim Planning Manager
 14177 Frederick St
 Moreno Valley, CA, 92552

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 CITY OF MORENO VALLEY
 Planning Division

mi nombre es: Francisco Vega Contreras.
 mi ciudad de Moreno Valley esta llena de gente positiva.
 que quiere lo mejor para nuestra familia.
 Por eso yo apoyo al Proyecto Centro Logistico Mundial
 que ofrece Progreso.

G84-1

y estoy enterado de la nueva actualización, de los 5 puntos.
 que la Jueza, Waters, ordeno que se revizaran nuevamente.
 Los cuales con esta nueva revision los 5 puntos son menos
 que significantes o sea que no van a fraer ningun impacto.
 Negativo a nuestra ciudad.

Señor: Albert Armijo por favor apruebe este nuevo
 estudio actualizado.

Francisco Vega L
 11558 Ridgecrest Lane
 Moreno Valley CA, 92557.

Albert Armijo
Interim Planning Manager
14177 Frederick St.
PO Box 88005
Moreno Valley CA 92552

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CITY OF MORENO VALLEY
Planning Division

G84-1 ↑
My name is Francisco Vega Contreras. My city of Moreno Valley is full of positive people who want the best for our family. That's why I support the World Logistics Center project that offers progress. And I'm in the new update. Of the points that Judge Waters ordered to be revived again. The 5 Points are less than significant or you are not going to bring any negative impact to our city. Mr. Albert Armijo please approve this new updated study.

Francisco Vega
11558 Ridgecrest Ln.
Moreno Valley Ca 92557

From: Albert Armijo
Sent: Monday, August 13, 2018 7:26 AM
To: Julia Descoteaux
Subject: FW: WLC

From: Frank Huddleston [mailto:fhuddleston52@gmail.com]
Sent: Friday, August 10, 2018 1:49 PM
To: Albert Armijo <alberta@moval.org>
Subject: WLC

I support the World Logistics Center. We need this. It will have JOBS, JOBS and more JOBS to Moreno Valley. This will be put on the Map, what it will do for the city in revenue. It will bring more business to the Mall and all around, so let's get started and build for the future, and not look back.

G85-1

Albert Armijo
Interim Planning Manager
Community Development
City of Moreno Valley

p: 951.413.3354 | e: alberta@moval.org w: www.moval.org

14177 Frederick St., Moreno Valley, CA 92553

2 Sept. 2018

Comment Letter G86

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**CITY OF MORENO VALLEY
Planning Division**

Albert Armiso
14177 Fredrick Sy
Moreno Valley, Ca 92552

Dear Mr. Armiso,

This is a letter in request of the future advancement of the World Logistic Center.

Progress is essential while eventual and necessary in the desired development of Moreno Valley. The WLC has been and still remains a foundation of the attraction of present and many coming businesses, all inspired by the potential economical development the City projects.

The Enviromental Impact Report had to succumb it's demands to the initial developement of the citie's standards of proper safety and health conditions, for it's achievements of success in behalf of all it's people.

For all purposes, it is highly recommended your most faithful support of the W.L.C. in enhancement of the City of Moreno Valley.

Very Respectfully yours,



Frank Wright
14656 Rio Hondo Dr
Moreno Valley, CA 92553

G86-1

8-24-18

Albert Armijo, interim Planning Manager
4177 Frederick St
Moreno valley Ca 92552

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CITY OF MORENO VALLEY
Planning Division

Dear Planning Manager,

My name is Gabrielle Mariscal I am 13 years old and have lived in Moreno valley for almost my whole life. I heard about the world Logistics center and I think it's a great project coming to Moreno valley. It will bring a lot of jobs to this city. I am happy to hear there have been updates that have made this project even better. Please help us bring this project already by approving the changes made.

G87-1

Thank You

Gabrielle Mariscal
25251 turquoise Ln.
Moreno valley CA 92557

SEPTIEMBRE 6, 2018

ALBERT ARMIGO

INTERIM PLANNING MANAGER

CITY OF MORENO VALLEY

14177 FREDERICK ST.

MORENO VALLEY, CA 92552

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CITY OF MORENO VALLEY
Planning Division

ESTIMADO SENOR ARMIGO:

MI NOMBRE ES GABRIEL NIEVES Y VIVO EN MORENO VALLEY POR 8 AÑOS Y A TRAVES DE ESTA CARTA QUIERO EXPRESAR MI APOYO POR EL CENTRO LOGISTICO MUNDIAL. TENGO 3 NIÑOS JOVENES Y ESTOY SEGURO QUE ESTE SIEN PROYECTO VA ABRIR OPORTUNIDADES DE EMPLEOS PARA NUESTROS JOVENES. POR FAVOR SIGANOS ADELANTE ENFOCANDONOS EN EL FUTURO DE NUESTRA CIUDAD.

GRACIAS POR LA REVISION QUE HIZO DE LOS PUNTOS NECESARIOS AL MEDIO AMBIENTE YA QUE ESTO HA SIDO PARA MEJORAR Y ACTUALIZAR EL PROYECTO.

Muchisimas gracias,

GABRIEL NIEVES

13681 BLUE SPRUCE CT.

MORENO VALLEY, CA 92553

G88-1

Albert Armijo

14177 Frederick St.

P.O. BOX 88005

Moreno Valley CA 92552

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CITY OF MORENO VALLEY
Planning Division

Dear Mr. Armijo

My name is Gabriel Nieves and I live in Moreno Valley for 8 years and through this letter I want to express my support for the world logistic center. I have 3 young children and I am sure that this great project will open employment opportunities for our young people. Please, let's move forward, focusing on the future of our city. Thank you for the review you made of the necessary points to the environment since that has been to improve and update the project.

Many thanks! Gabriel Nieves 13681 Blue Spruce Ct. M.V. 92553

G88-1
cont.

ALBERT ARMIJO
INTERIM PLANNING MANAGER
14177 FREDERICK ST
P.O. Box 88005
MORENO VALLEY CA 92552

9/06/18

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CITY OF MORENO VALLEY
Planning Division

G89-1

APRECIABLE SR. INTERIM PLANNING MANAGER ALBERT ARMIJO
MI NOMBRE ES GABRIELA NEGRETE Y TENGO 10 AÑOS
VIVIENDO EN MORENO VALLEY.

LE AGRADESCO QUE NOS DE LA OPORTUNIDAD DE PODER ALZAR
NUESTRA VOZ Y HACERLE SABER NUESTRO APOYO TOTAL AL
PROYECTO CENTRO LOGISTICO MUNDIAL. Y POR MEDIO DE ESTA
CARTA LE PIDO QUE POR FAVOR ACEPTE LA REVISION FINAL
DEL FEIR.

MUCHAS GRACIAS POR SU ATENCION

ATENTAMENTE

GABRIELA NEGRETE

22376 ELLA AVE.
MORENO VALLEY CA. 92553

Albert Armijo
Interim Planning Manager
14177 Fredrick St.
P.O. Box 88005
Moreno Valley Ca 92552

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CITY OF MORENO VALLEY
Planning Division

G89-1
cont.

Dear Mr. Interim Planning Manager Albert Armijo. My name is Gabriela Negrete and I have been living in Moreno Valley for 10 years. I thank you for giving us the opportunity to raise our voice and let you know our total support for the World Logistics Center project. And through this letter I ask you to please accept the Final revision of the FEIR.

Thank you very much for your attention,

Gabriela Negrete
22376 Ella Ave.
Moreno Valley Ca 92553

08-03-2018
Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley, California, 92553

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CITY OF MORENO VALLEY
Planning Division

Mr Albert Armijo we appreciate the job on the project that you have worked. This kind of project keep us together and made us look great as a community. It's a pleasure on working as a team with you and this project that was a mayor help, thank you for this because it mean a lot on the community. Again, thanks so much for the enthusiastic participation on the project of World Logistic Center I have no doubt that it would not have been the success that it was without your intervention.

G91-1



Gaspar Fernandez

8600 Citrus Av. Ap. 151 Fontana Ca. 92335

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CITY OF MORENO VALLEY
Planning Division

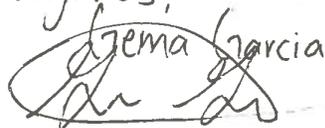
September 6, 2018

Albert Armijo
Interim Planning Manager
14177 Frederick St.
P.O. Box 88005
Moreno Valley, CA, 92553

To whom it may concern,

My name is Gemma Garcia, a nineteen-year old that attends the University of California, Riverside. I am currently a full-time student, with a part-time job. Growing up in the city of Moreno Valley I have witnessed its change over time. There has not been many changes, but it is a city with potential for several opportunities. The residents of this city deserve a chance to experience a variety of options in terms of jobs. The lack of job availability in this city at the moment is unfair for current and future residents. In order for Moreno Valley to become the successful city it can be, these changes need to be made. That is why I support the WLC, and the upcoming projects that will make Moreno Valley recognizable by many.

Regards,

Gemma Garcia
24289 Dimitria Dr
Moreno Valley, CA 92553

Agosto - 22 - 18

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Sr Alberto Armijo
Intern Planning
14177 Frederick St
PO Box 88005
Moreno Valley CA 92502

G93-1

Respetado Sr. Alber Armijo
He sabido del Proyecto logistico mundial para ayudar
nuestra ciudad de Moreno Valley para mejorar
la economia y tecnologia de la ciudad
Estamos afirmando que es muy BUENO para
nuestros jovenes y siguientes generaciones y ahora
que ya mejorando Reforzar Impacto del medio
Ambiente. Le pido que Ayude a seguir adelante
para la Construccion del proyecto

GRACIAS por su Atencion
y Esperamos oir BUENAS noticias de parte
de ustedes

Atentamente
Gemma Arate
24169 Eucalyptus Ave #232
M.V. CA 92503
951 214 8265

Augusto-22-18

Mr. Albert Armigo
Interim Planning
14177 Frederick St.
P.O Box 88005
Moreno Valley, Cal 92553

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CITY OF MORENO VALLEY
Planning Division

G93-1
cont.

Respected Mr. Albert Armigo,

I have known about the World Logistics project that will help our city of Moreno Valley to improve the economy and technology of the city.

We are affirming that it is very good for us, for young people and next generations, and now that FEIR has improved, I ask you to help to continue forward to build the project.

Thank you for your attention,
and we hope to hear good news from you.

Sincerely,

Gemma Arrate

24169 Eucalyptus Ave # 232

Moreno Valley, Cal 92553

951-214-8265

ALBERT ARMISO
 INTERIM PLANNING MANAGER
 1477 FREDERICK ST
 MORENO VALLEY. CA. 92553

8-29-2018

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SEP - 5 2018

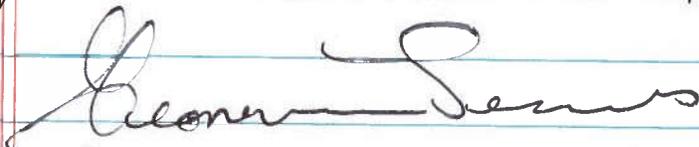
CITY OF MORENO-VALLEY
 Planning Division

ESTIMADO SR. ALBERTO ARMISO
 POR ESTE MEDIO LE INFORMAMOS QUE ESTAMOS
 DE ACUERDO Y APOYAMOS DEL TODO EL PROYECTO
 DE WORLD LOGISTIC CENTER, HEMOS SEGUIDO
 EL PROYECTO DESDE SUS INICIOS Y NO DUDAMOS
 DEL GRAN IMPACTO POSITIVO QUE CAUSARA
 A LA COMUNIDAD DE MORENO VALLEY.

G94-1

ESPERANDO SE LLEVE A CABO ESTE PROYECTO.
 MARAVILLOSO PARA LA AYUDA DE LA
 COMUNIDAD DE MORENO VALLEY.
 Y ESTAMOS DE ACUERDO PARA ESTE PROYECTO.
 GRASIAS AÑOS ADELANTE CON ESTE ULTIMO
 REPORTE.

GRACIAS POR SU ATENCION.



GEORGINA VASQUEZ DE LENOS.
 24535 MYERS. AVE
 MORENO VALLEY CALIF 92553

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley Ca 92553

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SEP - 5 2018
CITY OF MORENO VALLEY
Planning Division

G94-1
cont.

Dear Mr. Albert Armijo

We hereby inform you that we agree and fully support the World Logistics Center project, we have followed the project since its inception and we do not doubt the great positive impact it will have on the Moreno Valley community.

I look forward to this wonderful project for the help of the Moreno Valley community and we agree to this project. Thank God, go ahead with this last report. Thank you for your attention.

Georgina Vasquez
24535 Myers Ave
Moreno Valley CA 92553

29 de Agosto 2018

Albert Armijo
Interim Planning Manager
City of Moreno Valley,
14177 Frederick Street.
P.O Box 88005
Moreno Valley, CA. 92552-0805

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CITY OF MORENO VALLEY
Planning Division

Sr. Armijo

Por medio de la presente, otorgo mi apoyo a el proyecto "Centro Logistico Mundial", ya que veo los beneficios que éste traerá a nuestra ciudad, tambien considero que ya no debería de haber demandas legales que están retrasando la implementación de éste proceso. Por su atención Gracias.

Atentamente ; Gloria M. Corona
Gloria M. Corona.
13440 Letterman St.
Moreno Valley. CA. 92555

G96-1

Albert Armijo
Interim Planning Manager
City of Moreno Valley
14177 Frederick St.
Po Box 88005
Moreno Valley Ca 92552-0805

Mr. Armijo By means of the present, I grant my support to the project "World Logistics Center" since I see the benefits that this will bring to our city, I also consider that there should be no legal demands that are delaying the implementation of this process. For your attention, Thank you.

G96-1
cont.

Attentively: Gloria Corona
13440 Letterman St.
Moreno Valley Ca 92555

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CITY OF MORENO VALLEY
Planning Division

07-22-18

Albert Armijo
 Interim Planning Manager
 14177 Frederick St.
 Moreno Valley CA. 92553

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 CITY OF MORENO VALLEY
 Planning Division

G97-1

Sr Albert, es un honor dirigirme a usted por medio de esta carta para manifestarle mi gratitud y aprecio por el gran esfuerzo que hace en recibir proyectos y traerlos a la comunidad como el World Logistics Center el cual es una muestra de la dedicacion y esfuerzo como municipio antes para beneficiar a nuestra gente y en estas comunidades de exterior para saber que le deseo mucho exito que tubiera nosotros como comunidad aprendamos y estudiamos el tiempo que ustedes tienen.

Gonzalo Espinosa Flores
 Gonzalo Espinosa Flores
 9463 Robert Way Riverside CA 92509

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Albert Armijo
Interim Planning Manager
14177 Frederick St. P.O. Box 88005
Moreno Valley Ca 92552

G97-1
cont.



Mr. Albert,
It is an honor for me to direct myself to you through this letter to express my gratitude and appreciation for the great effort you make to reading projects and bringing them to the community such as the World Logistics Center. The project is a sign of decision and effort that will benefit our people and our community. In advance, I say that I wish you much success that also as we as a community appreciate.

Gonzalo Esparza Flores
9463 Robert Way
Riverside CA 92509

From: Albert Armijo
Sent: Monday, August 20, 2018 7:14 AM
To: Vera Sanchez; Julia Descoteaux
Subject: FW: FEIR letter

Albert Armijo
Interim Planning Manager
Community Development
City of Moreno Valley

p: 951.413.3354 | e: alberta@moval.org w: www.moval.org

14177 Frederick St., Moreno Valley, CA 92553

-----Original Message-----

From: Griselda Cabrera [mailto:griscabrera@gmail.com]
Sent: Saturday, August 18, 2018 10:37 AM
To: Albert Armijo <alberta@moval.org>
Subject: FEIR letter

To whom it may Concern:

My name is Griselda Cabrera and I very active volunteer in the city of Moreno Valley.

I am aware of the FEIR plan that wants to come to this wonderful city. It would open many great opportunities for people and families.

I support this project.

Sincerely,
Griselda Cabrera
(760)715-1868

G98-1

08-23-18

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Albert Armijo
Interim Planning Manager
14177 Frederik St.
Moreno Valley CA. 92553

Dear Albert Armijo my name is Graciela Gallegos resident of Moreno Valley for many years.

I am in support of the WLC for many reasons; one of them is because most of the people that live here commute long distances to go to work. This project is the hope for many, a reason strong enough for our kids to stay in the city with carriers in logistics because we will have a state of the art business park to look forward to. What Judge Waters did ruling to revise the EIR 5 points of impact were revised thoroughly with incredible findings. "Less than Significant with their mitigations. That is amazing! The FEIR is good news for all of us.

Please lets move on support this FEIR our Region needs the jobs.

Sincerely:

Graciela Gallegos
Graciela Gallegos
2331 Lena St
Moreno Valley CA 92553

G99-1

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SEP - 5 2018

August 22, 2018

CITY OF MORENO VALLEY
Planning Division

To Albert Armijo

My name is Griselda I lived in Moreno Valley for 10 years and I'm happy that the World Logistics Center has been approved so that Moreno Valley can move forward and grow. I left Moreno Valley 10 years ago because of the lack of jobs available, I'm happy that companies like these have taken an interest in our city to help it grow and become better. I've recently read that the FEIR has improved some areas that needed revision, I can't wait for this project to be done so our city can benefit from it

G100-1

Sincerely,

Griselda Serrano

8/23/18

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**CITY OF MORENO VALLEY
Planning Division**

Albert Armijo
Interim Planning Manager
14177 Frederick ST
Moreno Valley, Ca 92553

Estimado Sr. Alberto Armijo
por este medio le informarmamos que estamos
de acuerdo y apoyamos del todo el proyecto
de World Logistic Center, hemos seguido
el proyecto desde sus inicios y no duda-
mos del gran impacto positivo que causa-
ra a la comunidad de Moreno Valley.

G101-1

Esperando sea esta para el
crecimiento y ayuda a la comunidad
estamos al favor de este proyecto.

Gracias por su atencion.

Guadalupe Andrade.
24889 Hemlock Ave
Moreno Valley, Ca 92557

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley CA, 92553

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Dept

Dear Mr. Albert Armijo, we hereby inform you that we agree and fully support the World Logistics Center project. We have followed the project since its inception and we do not doubt the great, positive impact it will have in the Moreno Valley community.

Waiting for this to grow and help the Community. We are in favor of this project.

Thank you for your attention.

Guadalupe Andrade

24889 Hemlock Ave

Moreno Valley Ca, 92553

G101-1
cont.

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CITY OF MORENO VALLEY
Planning Division

Mr. Albert Armijo Interim planning
14177 Frederick St
P.O. Box 88005
Moreno Valley Ca. 92552

Dear Mr. Armijo

I have learned of the World Logistic Center which I believe will be a very needed and great project that will benefit our city of Moreno Valley, it's very exciting because of how much progress it will bring to the residents and future generations, I understand that the FEIR has been updated, therefore I'm asking you to please go forward with this so much needed project. Thank you.

My name is: Guadalupe Marquez
Address is 24169 Eucalyptus Ave Apt 140
Moreno Valley Ca. 92553
my cell phone is: 951-463-6614

Guadalupe Marquez

Aug - 23 - 2018

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley CA 92552

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CITY OF MORENO VALLEY
Planning Division

Dear Mr. Armijo, My name is Guillermo Patino and by this letter I am making my support to the WLC Project know and I am aware of the revision of the FEIR where it is demonstrated that it will not affect the community, environment or will not affect being built the WLC but on the conservation of the environment in the most attentive way I ask you to accept the final decision and support it as land so many people who live here in Moreno Valley thank for you attention.

G103-1

Sincerely: Guillermo Patino 8/23/18
24258 Webster Ave
Moreno valley CA 92553

9/6/2018

Albert Armijo
 Interim planning manager
 14177 Frederick St
 P.O. Box 88005
 Moreno Valley Ca 92552
 St Armijo

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SEP - 7 2018

CITY OF MORENO VALLEY
 Planning Division

mi nombre es Guillermo Reza vivo aqui en Moreno valley ca, por muchos años, he visto crecer la ciudad grandemente Hay mucha gente muchas casas y poca fuente de trabajo, por esta razon Apoyo fuertemente al proyecto logistico mundial que sera una fuente de trabajos para nuestra ciudad.

me di cuenta que se resuelto lo de las medidas o codigos del medio ambiente y que el FELR ha cumplido con lo que se ordeno por la juez Waters.

por todo lo dicho antes le pido que dejen que el proyecto siga adelante.
 Gracias por su atencion.

Guillermo Reza

Guillermo Reza

24807 Fir Ave
 Moreno Valley Ca 92553
 Tel (951) 464 3233

G104-1

Albert Armijo
Interim Planning Manager
14177 Frederick St.
P.o. Box 88005
Moreno Valley CA 92552

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Mr. Armijo My name is Guillermo Reza I live here in Moreno Valley Ca, for many years, I have seen the city grow greatly. There are many people, many houses and little work source. For this reason I strongly support the World Logistic project that will be a source of work for our city. I realized that the measures or codes of the environment were resolved and that the FEIR has complied with what was ordered by Judge Waters. For all the above, I ask you to let the project go ahead.

G104-1
cont.

Thank you for your attention,

Guillermo Reza
24807 Fir Ave
Moreno Valley CA 92553

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Planning Division

08/20/18

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley Calif. 92553

Dear Mr. Albert Armijo, my name is Guillermo Siordia I live in Moreno Valley and I support the WLC. project I am almost 30yrs old and I see and feel the need for jobs in our city, this business park is much needed plus not only our city will benefit but all the Region. This new revised FEIR makes the projet better, much better I hope the Judge can see this. the FEIR is within the CEQA guidelines and that is what we're looking for right? I am the next generation, I urge you to pass ~~this~~ ^{Project} move on, move forward.

G105-1

Sincerely:



Guillermo Siordia
13305 Cavandish Ln.
Moreno Valley Ca, 92553

8/27/18

Albert Armijo
Interim Planning Manager
14177 Frederick st.
Moreno valley Ca. 92552

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Mr. Planning Manager My name is Inez Gonzalez and I live in Moreno Valley for 22 years and I am aware of the final FEIR where the doubts that Judge Sharon Waters had in certain points as Energy where the effects will be less than significant and will not cause an impact of negativity. Mr. Planning Manager Armijo we live in a city where is not jobs. With this project thousands of people would be benefit, please accept the final revision of the FEIR so that so that we can give our children a better future.

G106-1

Sincerely

Inez Gonzalez

Inez Gonzalez
14684 Joshua tree ave.
Moreno Valley Ca.
92553

08/22/18

Albert Armijo
 Interim Planning Manager
 14177 Frederick St.
 Moreno Valley CA 92553

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 SEP - 5 2018
 CITY OF MORENO VALLEY
 Planning Division

G107-1

Mr. Albert Armijo, my name is TRENE C SIMS resident of Moreno Valley for many years I believe that the WLC is a great asset to our city, our community and surrounding cities.

On June 14th the Judge Waters at the Riverside Superior Court the revised sections were evaluated after the court ruling on her petition. I am very happy to read that the impacts revised findings were less than significant with mitigation, so the WLC FEIR is on the CEQA guidelines

Please make sure that this move on this project is a blessing for our Region.

Sincerely;

Trene C Sims

13290 CAVANDISH LANE
 MORENO VALLEY, CA 92553

9/5/2008

Albert Arango
Interim planning manager
City Moreno Valley CA 92553
14777 Frederick Street
ATT P.O. Box 88005

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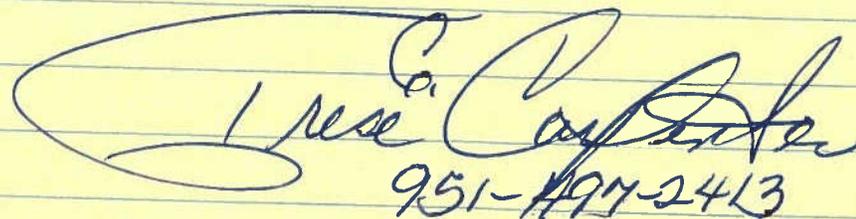
SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

G108-1

Dear Mr. Arango
As a resident of Moreno Valley
for 2 years only, I have noticed
the lack of jobs here. I am ^{in support of the} World Logistics
Center project, to many, problem in
the city. Let work together to make
the city grow. With this project up
coming lets work together.

This up coming project will bring
lots of growth in. Our great community
and all, help will be given
to make this happen.


Irene Cecilia Carpenter

951-494-2413
IRENE Cecilia Carpenter
12980 Ferris Blvd unit 221
Moreno Valley
Ca. 92553

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley Ca 92553

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CITY OF MORENO VALLEY
Planning Division

Dear Albert Armijo, my name is Iris Pedroza, I've lived 22 years in Moreno Valley, I support the WLC Project. And I also support the new revision of the 5 environmental impacts that were reviewed by order of Judge Sharon Waters.

G109-1

We hope that you also support for this project to become a reality as soon as possible.

Sinceramente

Iris Pedroza

25662 Fir Ave. Moreno Valley CA 92553

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Aug 20 - 2018

Albert Amis
Interim Planning Manager
City of Moreno Valley
14177 Frederick street
Moreno Valley ca, 92552

G110-1

I'm aware of the final environmental impact report and I'm happy with this new update report because it is very clear all the 5 points about the Judge water requires to be reviewed the world logistic center is a great project.

Irma mendez

23588 Swanst.
moreno valley cal 92557.

Irma Mendez

Albert Armigo
 Interim Planning Manager
 14127 Frederick st.
 Moreno Valley, ca. 92552

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
 Planning Division

G111-1

Apreciado Señor Albert Armigo
 Me dirijo a usted y a cada una de las
 personas que van a participar en Revisar
 este reporte final de el medio ambiente que
 se realiza a el proyecto centro Logistico Mundial
 y con todo respeto le pido que lo aprueben
 porque esta es una gran oportunidad que
 tiene nuestra ciudad de Moreno Valley de
 progresar en todas las areas sobre todo
 para que podamos trabajar aqui y no tengamos
 que salir fuera dejando a nuestra familia
 tanto tiempo solos.

Atentamente
 IFMA ROMANA

12863 INDIV ST
 MORENO VALLEY 92553

Albert Armijo
Interim Planning Manager
14177 Frederick St.
PO BOX 88005
Moreno Valley CA 92552

RECEIVED
SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

Dear Mr. Albert Armijo

I am writing to you and to each of the people who are going to participate in reviewing this final report of the environment that was made to the World Logistics Center project and with all due respect I ask you to hurry it because this is a great opportunity that our city has for Moreno Valley to progress in all areas especially so that we can work here and not have to go outside leaving our family alone for so long.

Sincerely,

Irma Roman 12863 Indian St.
Moreno Valley Ca 92553

G111-1
cont.



September 6, 2018

Albert Armijo
Interim Planning Manager
14177 Frederick St.
P.O. Box 88005
Moreno Valley Ca. 992552

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SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

Dear Mr. Albert Armijo, my name is Isabel Amavizca and I been living in Moreno Valley for 14 years.

I love this city because is a good place to watch my kids grow up and because some of my family members also lives here in the city and because I'm a single mother they help me sometimes with my children when I can't pick up my children from school. As a single mother and head of my house I have to leave the city daily to work in order to support my family and for this reason I support the World Logistic Center for the future generations including my children will have more opportunities to work here in the city. This project will be the best not only in the region but in all the country, which where will show us on the map. Please accept the FEIR so we can give our children a better future.

G112-1

Sincerely



Isabel Amavizca

15198 Perris Blvd. Apt. # 108
Moreno Valley Ca. 92554

09/06/2018

Albert Armijo
Interim Planning Manager
14177 Frederick St.
P.O. Box 88005
Moreno Valley

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

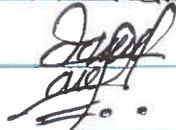
G113-1

Respetable Sr. Interim Planning Manager
Mi nombre es Isaias Gonzalez y tengo viviendo en Moreno Valley 20 años y como ciudadano preocupado por el progreso de la ciudad estoy de acuerdo que el proyecto World Logistic Center se construya. Ya que ademas de trabajos se vendrian, tambien los ingresos que habria más beneficiara la ciudad.

Le agradezco que nos da la oportunidad de alzar nuestra voz y poder decirle nuestro apoyo total al WLC.

Gracias por su atencion y por favor acepte la revision del FEIR.

Atentamente



Isaias Gonzalez
15198 Perris Blvd. Apt. #108
Moreno Valley Ca. 92551

Albert Armijo
Interim Planning Manager
14177 Frederick St.
P.O. Box 88005
Moreno Valley Ca 92552

G113-1
cont.

Respectable Mr. Interim Planning Manager. My name is Isaias Gonzalez and I have lived in Moreno Valley for 20 years and as a citizen Concerned about the progress of the city, I am convinced that the World Logistics Center project will be built. Since in addition to jobs would come, also the income that would have benefited the city.

I thank you for giving us the opportunity to raise our voice and be able to say our full support to the WLC. Thank you for your attention and please accept the revision of the FEIR.

Attentively,

Isaias Gonzalez
15198 Perris Blvd. Apt# 108
Moreno Valley Ca 92551

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

8-30-18

Albert Armijo,
Interim planning manager
14177 Frederick st,
Moreno Valley, ca 92555

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Israel Carrillo
12675 Willowbrook Ln
Moreno Valley Ca 92555

G114-1

Estimado Albert Armijo,
por este medio le comunico, soy
Operador Ingeniero de Maquinaria Pesada
y apollo el proyecto de WHC porque.
Como mucha Jente de nuestra Ciudad
Sale a Trabajar a grandes distancias
de la misma y este Proyecto bendra-
a hacer la Fundacion de empleos que
esta Ciudad no tiene Todavia
le pido por favor apolle la nueva
revisión del reporte de Impacto Ambiental
(FEIR)

Sinceramente

Israel Carrillo

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley Ca 92553

RECEIVED
SEP - 5 2018
CITY OF MORENO VALLEY
Planning Division

Israel Carrillo
12675 Willowbrook Ln.
Moreno Valley Ca 92555

G114-1
cont.

Dear Albert Armijo, by this means I communicate to you, I am an engineer operator of weighed machinery and I support the WLC project because as many people of our community go out to work to great distances of the same one and this project will come to make the foundation of uses that this city It does not have yet. I ask you please support the new revision of the environmental impact report.

Sincerely,
Israel Carrillo

8/29/18

Albert Armijo
Interim Planning Manager
14177 Frederick St,
Moreno Valley, CA 92553

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Israel Flores
21975 Winding Rd,
Moreno Valley, CA 92557

Dear Mr. Armijo,

my name is Israel Flores and I have lived in Moreno Valley for more than 19 years. I am a blue collar worker who is employed with the Heavy Equipment Operating Engineers. I have traveled to many cities for work, and it weighs heavy when no one who I encounter knows the name and city, Moreno Valley. This is disappointing because this city is our home and our home lacks the tools to truly thrive and make its mark on this beautiful state. Our home would be positively impacted with the WLC project. I fully support this project as a U.S citizen, Moreno Valley resident, and individual. I am happy to know that this revised impact with less than significant with mitigation makes the FEIR within the CEQA guide lines.

G115-1


Please turn

Septiembre 7, 2018

Albert Armijo
Interim Planning Manager
14177 FREDERICK STREET
Moreno Valley, CA 92552

RECEIVED
SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

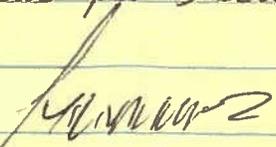
Estimado Señor Armijo

Por medio de la presente me estoy dirigiendo a usted para manifestarle mi apoyo al Proyecto Centro Logístico mundial por que es de mucho beneficio para el progreso de nuestra ciudad.

Con este maravilloso proyecto vamos a mejorar social y económicamente nuestra comunidad y con un equilibrio sustentable desarrollaremos una mejor sociedad de Moreno Valley.

Estoy de acuerdo con las últimas revisiones y modificaciones que se hicieron al reporte ambiental con un resultado menor que significativo con su mitigación y espero no hayan más objeciones para dar inicio a la construcción de este grandioso proyecto.

Gracias por escuchar atentamente mi petición.


IVAN M. VAYAS
16299 AVENIDA DE LORING

G116-1

Albert Armijo
14177 Frederick St.
P.O. BOX 88005
Moreno Valley CA 92552

RECEIVED
SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

By means of the present letter I am writing to you to show my support to the World Logistic Center Project because it is of great benefit for the process of our city. With this wonderful project we will socially and economically improve our community and with a sustainable balance we will develop a better city of Moreno Valley. I agree with the latest revisions and modifications that were made to the environmental report, with a less than significant result with its mitigation and I hope there are no more objections to start the construction of this great project, thank you for listening carefully to my request.

G116-1
cont.

Ivan M Vayas
26299 Avenida De Loring
Moreno Valley ca 92551

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

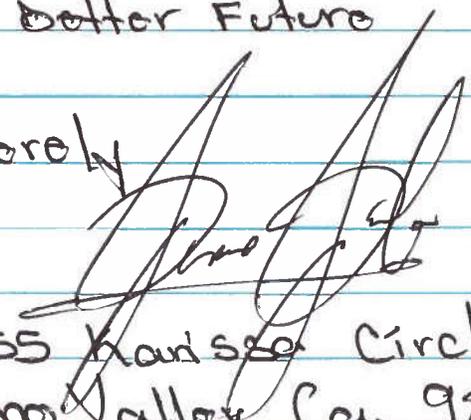
8/28/18

ALBERT ARMIJO
Interim Planning Manager
14174 Frederick ST P.O. Box 88005
Moreno Valley Ca 92552

G117-1

Dear Mr. Albert Armijo My name is Jaime Galan and I live in Moreno Valley For 10 years and I'm happy of the final FEIR where the effects will be less than significant and will not cause any impact of negativity. The project will be the best of the region please accept the FEIR and you will be giving to our children a better future.

Sincerely,



25855 Marissa Circle
Moreno Valley Ca. 92551

Aug 21-2018

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Albert Armijo
Interim Planning Manager
City of Moreno Valley
14177 Frederick street
Moreno Valley, ca 92552

The Revised EIR for the world
logistics center is very clear the is
less than significant impact with all
the CEQA stipulations, I agree with this
Final report. we need to keep moving
forward with this great project.

G119-1

Javier Palaya -
23622 Tomada Ln, M.V., Ca 92557

09-06-2018

Albert Armijo
Interim Planning Manager
1477 Frederick St
P.O. Box 88005
Moreno Valley CA 92553

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Señor: Armijo

Mi nombres Jesus Hernandez tengo 20 años yo soy residente de Moreno Valley e sabido sobre el gran proyecto que se va hacer en mi ciudad WLC lla que finalmente Envirammntal Import Report fue mejorado xa den comieso con ese gran proyecto. Yo quiero ver mi ciudad mas prospera y tobs los veneficios que traera el proyecto WLC.

G123-1

Jesus Hernandez
24748 Myers Ave
Moreno Valle CA 92553
Tel. (951) 601-35-02
JesusEHernandez

ALBERT ARMIJO
INTERIM PLANNING MANAGER
14177 FREDERICK ST.
P.O. Box 88005
MORENO VALLEY CA 92552

RECEIVED
SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

MR, ARMIJO

MY NAME IS JESUS HERNANDEZ, I HAVE BEEN LIVING IN MORENO VALLE FOR 20 YEARS. I KNOW OF THE GREAT PROJECT THAT THEY ARE GOING TO BUILD IN MY CITY WLC. NOW THAT THE FINAL ENVIRONMENTAL REPORT HAD BEEN MADE BETTER Y HOPE YOU START WITH THIS GREAT PROJECT. I WOULD LIKE TO SEE MY CITY BECOME PROSPEROUS AND I WANT TO SEE ALL THE BENEFITS THAT THIS PROJECT WILL BRING.

G123-1
cont.

JESUS HERNANDEZ
24748 MYERS AVE
MORENO VALLEY CA 92553

RECEIVED

Comment Letter G124

SEP - 5 2018

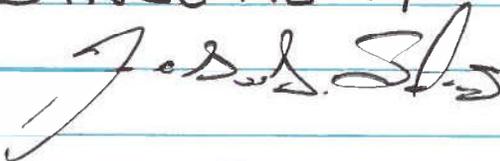
CITY OF MORENO VALLEY
Planning Division

08/28/2018

ALBERT ARMIJO
INTERIM PLANNING MANAGER
1477 FREDERICK ST. P.O. Box 88005
MORENO VALLEY CA 92552

G124-1

Mr. Planning Manager My name is Jesus Salas
I live in MORENO VALLEY FOR 10 YEARS
I know THAT YOU ALREADY HAD THE PEIR
AND THE IMPACT THAT WILL CAUSE IS
LESS THAN SIGNIFICANT.
PLEASE ACCEPT THE FINAL REVISION
SO WE CAN HAVE A GOOD FUTURE
IN MORENO VALLEY.

SINCERELY


25855 KARISSA CIRCLE
MORENO VALLEY CA. 92551

8-29-18

Comment Letter G125

Albert Armijo
Interim Planning Manager
14177 Fredrick St.
Moreno Valley CA. 92552

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Dear Mr. planning manager Albert
Armijo

G125-1
My name is Joe Fernandez I've
been living in Moreno Valley for 23 years
and I strongly support the project
World logistic center. I'm in favor of
progress and more jobs in our city
I'm happy that the points that was
requesting for the W.L.C. project their
impact are less than significant
please accept the FEIR so they can
start building the World Logistic Center.
For a better future in our City.

Joe Fernandez
14452 Soyan Place
Moreno Valley, CA 92550

RECEIVED

SEP - 7 2018

Sep 5-2018

CITY OF MORENO VALLEY
Planning Division

ALBERT ARMILLO

INTERIM PLANNING MANAGER
CITY OF MORENO VALLEY14177 FREDERICK STREET
MORENO VALLEY CA 92552

G126-1

soy ~~los~~ Residente
de MORENO VALLEY MAS DE 25 años e
dado seguimiento a el Proyecto centro
Logistico mundial por que se que es
muy bueno Proyecto y que creemos que pronto
se emiese a construir la necesidad de
trabajos así en mi ciudad es muy
grande Esperamos que con esta nueva
revisión que se hizo de el impacto
ambiental sea la el ultimo
requisito para que podamos seguir
adelante

MUCHAS GRASIAS

Jesús Luis Esteban

15210 CAROLINA AV
MORENO VALLEY CA 92551

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Albert Armijo
Interim Planning Manager
14177 Frederick St. P.O. Box 88005
Moreno Valley Ca 92552

G126-1
cont.



I am a resident of Moreno valley for more than 25 years. I have followed up on the World Logistic Center project because I know it is a very good project and we want it to start being built soon. The need for jobs here in my city is very big. Hopefully with this new revision that was made of the environmental impact it is the last requirement for us to move forward.

Thank you very much,

Joel Luis Estrada
15210 Carolina Ave
Moreno Valley CA 92551

RECEIVED

8-22-18

SEP - 5 2018

ALBERT ARMILLO
 14177 Frederick St.
 P.O. Box 88005
 Moreno Valley, CA 92552

CITY OF MORENO VALLEY
 Planning Division
 Permit Planning

Dear Albert,

I read the main points of the final environmental impact report for the World Logistics Center. I find no reason to slow this project down any more than has been done.

Our city has lost out on many companies going else where, causing our city to lose tax revenue.

I urge you to press forward on this project. A.S.A.P

Sincerely John W. Peikert

John W. Peikert
 24730 Fir Ave
 M.V. Ca

Resident 92553 since 1973

Dear Mr. Albert Armigo,

Thank you for your involvement concerning Judge Waters upcoming decision regarding the most current "EIR REPORT" pertaining to the World Logistics Center. This most recent report is even more favorable than the previous report. As a resident of Moreno Valley for 27 years my family has grown up here, my grandchildren have graduated from our elementary, middle and high schools. I am retired but when I was working I commuted to Boeing in El Segundo for many years. Attracting larger companies to Moreno Valley would be what this city needs, it would lead to more revenue which could mean a more prosperous, healthy and beautiful city. While cities all around us have benefited by not standing in the way of progress but have flourished and not been left behind. Please consider helping us become the All American City of the Inland Empire.

G128-1

Sincerely,

Mr. John Serrano Sr.

14740 Grandview Dr.

Moreno Valley, Ca. 92555



RECEIVED
SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

AUGUST-29-2018

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

ALBERT ARMISO
INTERIM PLANNING Manager
CITY OF MORENO VALLEY
14177 FREDERICK STREET
PO BOX 88005
MORENO VALLEY CA 92552

DEAR MR. ARMISO:

THIS IS GREAT NEWS FOR MORENO VALLEY THAT THE REVISED ENVIRONMENTAL IMPACT REPORT IS FINALIZED AND ALL THE FIVE POINTS REQUESTED BY JUDGE WATERS TO BE REVISED WERE FOUND LESS THAN SIGNIFICANT IMPACT WITH THE MITIGATION.

G129-1

I AM EAGERLY WAITING FOR THE BREAKING GROUND OF THIS AMAZING PROJECT.

Thank you.

John G. Sims
JOHN SIMS
13138 Brentwood Ln
Moreno Valley CA 92553

September 7th, 2018

Albert Armijo
Interim Planning Manager
14177 Frederick Street
P.O. Box 88005
Moreno Valley, Ca. 92552

RECEIVED
SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

As a former resident of Moreno Valley and a student of the Moreno Valley college, I support the research done for the World Logistic Center on the Environmental Impact Report, and I appreciate the work done on lowering traffic by 15 percent. Also I'd like to give a special thanks to the city staff for doing what was necessary on the revisions for the project and taking their time on getting it right.

G130-1

Sincerely,

Jonah Villegas
43751 Butternut Drive
Temecula, Ca. 92592

8/30/2018

Comment Letter G131

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley, Ca 92553

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Jose E. Arvizu
12110 Odessa Dr
Moreno Valley Ca 92557

Sr Alberto Armijo

Soy Residente de Moreno Valley hace 8 años
mi ubicación de trabajo era Rialto Ca., actualmente
es Ontario Ca paso al frente del volante de ida
y vuelta 2:30 mínimo.

Al saber del Proyecto Centro Logístico Mundial
eso abre la expectativa de Mayor Volumen de
trabajo para las nuevas generaciones de Jóvenes
& Pueblo en general.

Sr Armijo le suplico apoye
esta revisión final de Impacto ambiental
del proyecto W.L.C.

Sinceramente
Jose Arvizu

G131-1

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley CA 92552

8/30/2018

RECEIVED
SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

Jose Arvizu
12110 Odessa Dr.
Moreno Valley CA 92557

Mr. Albert Armijo

I am a resident of Moreno Valley 8 years ago. My work location was Rialto Ca. Currently Ontario CA. Step in front of the roundtrip 2:30 minimum.

Knowing about the World Logistic Center Project opens the expectation of a greater volume of work for new generations of young people and people in general.

Mr. Armijo begged you to support this final environmental impact review of the W.L.C.

Sincerely,

Jose Arvizu

G131-1
cont.

08/25/18

Albert Armijo

Interim Planning Manager
14177 Frederick St
Moreno Valley CA 92552

RECEIVED**SEP - 5 2018**CITY OF MORENO VALLEY
Planning Division

G132-1

Señor Albert quiero compartir le mi opinion acerca del proyecto que esta por concluir en Moreno Valley el proyecto sera de mucha bendición a la ciudad y para la generacion que bienen yo tengo hijos y pienso en su futuro, y yo creo que es una oportunidad para que tengan una mejor vida lei el final Reporte del medio ambiente (FEIR) y todo salio bien espero y apolle al proyecto para que ya comiensen a trabasar, necesitamos este cambio para la ciudad

Gracias Jose E. Galicia

24841 Firs Av Apt #5
Moreno Valley CA 92553

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley CA 92552

RECEIVED
SEP - 5 2018
CITY OF MORENO VALLEY
Planning Division

G132-1
cont. ↑
Mr. Albert I want to share my opinion about the project that is about to conclude in Moreno Valley. The project will be a blessing to the city and for the next generation I have children and I think about their future and I think it is an opportunity for them to have a better life. I read the final environmental report (FEIR) and everything went well. I hope and I support the project so that they already begin to work. We need this change for the city.

Thank you, Jose E. Galicia
24841 Fir Ave. #5
Moreno Valley CA 92553

September 6, 2018

Albert Armijo
Interim Planning Manager
14177 Frederick St.
P.O. Box 88005
Moreno Valley, CA, 92553

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SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

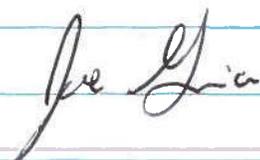
To Mr. Armijo

My name is Jose R. Garcia, I am 25 year old full time student at CSUSB, as well as a part time worker. Raised in the city of Moreno Valley I have seen the growth of a city and what its capable of. With a growing city there should be an opportunity for better acces to jobs and better options for us residents in this city. One who lives in this city should have the option to have more jobs available to them. In order for there to be a successful city and all those who live here, I support the WLC, its upcoming projects. As for the Final Enviornmental Impact Report which was updated, it can benefit the city of Moreno Valley and everyone else

G133-1

With sincerity, Jose R. Garcia

24289 Dimitra Dr.
Moreno Valley, CA, 92553



9-7-2018

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Albert Amigo
Water Planning Manager
14177 Sedwick St
Moreno Valley, Ca. 92557

Estimado Señor Albert Amigo

Gracias por permitirme poder expresar mi interés por tener lo mejor en mi ciudad de Moreno Valley. Creo que como padres queremos que nuestros hijos crezcan, estudien y trabajen en ciudades y comunidades seguras y con este proyecto Centro Logístico Mundial podemos lograrlo porque la ciudad tendrá más dinero para vigilar las comunidades, las escuelas, mejorar trabajos y más programas de beneficio para nuestros jóvenes, estoy muy contenta porque con toda esta nueva tecnología este reporte Frial de el medio ambiente no causa ningún daño a nuestras familias, por lo cual le pido con todo respeto que considere el beneficio tan grande que este proyecto traerá a nuestra ciudad.

atentamente

Jose Lopez

25371 Cayman ave
Moreno Valley, Ca 92556

G134-1

Albert Armijo
Interm Planning Manager
14177 Frederick St. P.O. Box 88005
Moreno Valley Ca 92552

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Dear Mr. Albert Armijo, thank you for allowing me to express my interest in having the best in my city of Moreno valley. I think that as parents we want our children to grow up to study and work in safe communities and with this project, we can achieve it because the city will have more money to help the communities, better jobs and more beneficial programs for our youth. I am very happy because with all this new technology this final report of the environment does not cause any damage to our families. For which I ask you with all respect to consider the great benefit that this project will bring to our city.

Jose Lopez
25371 Cayman Ave
Moreno Calley CA 92551

G134-1
cont.

From: Albert Armijo
Sent: Thursday, September 6, 2018 7:41 AM
To: Julia Descoteaux; Vera Sanchez
Subject: FW: World logistics center FEIR

Albert Armijo
Interim Planning Manager
Community Development
City of Moreno Valley

p: 951.413.3354 | e: alberta@moval.org W: www.moval.org
14177 Frederick St., Moreno Valley, CA 92553

From: jose mariscal [mailto:josemariscal7777@yahoo.com]
Sent: Thursday, September 6, 2018 12:12 AM
To: Albert Armijo <alberta@moval.org>
Subject: World logistics center FEIR

Hi my name Jose Mariscal and I have been a resident of Moreno Valley my whole life. Me and my family are very excited about this project the World Logistics Center that will be coming to the city soon. We are a family that has commuted our whole lives and this is great for future generations. I am fully aware of the updates that were made to this new FEIR and I believe this is a big step forward in making our lives easier and better. Thank you very much for your time and I hope this project moves forward for the benefit of our city.

G135-1

Jose Mariscal
24115 Cottonwood Ave apt k131 Moreno Valley ca, 92553

[Sent from Yahoo Mail for iPhone](#)

09/05/2018

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley, CA 92552

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Mr. Planning Manager Albert Armijo my name is Jose Valenzuela I live in Riverside Calif. I am a business owner and I work in Moreno Valley sometimes. I know that in 2015 this project was approved by the city and that the community signed the Initiatives that were presented to them 49 thousand signatures is not a joke is a serious matter I was impress, so I support this project 100 % because it represent jobs for the community of Moreno Valley and the surrounding cities as you know Moreno Valley is the 2nd large city in the Inland Empire. I understand is in the last face of lawsuits, lawsuits that I don't quite understand how a project of such a high standard can be suit in such a vicious manner. I know that to build you need to pass all kind of requisites for CEQA. And I like that, our air quality and environmental impacts are important, that's why I agree with the revisions made to the World Logistic Center Environmental Impact Report, that sure was a wise decision from the judge Waters. The findings of the revisions were very favorable for the project.

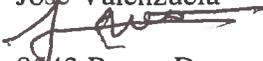
G136-1

Our Region need jobs a great variety of jobs such as the ones that this Mega Project will bring, changing forever the faith and life style of our surrounding areas.

Please I urge you to support the revisions of the WLC - FEIR this project has been approved since 2015 don't you think is time to move on? Please support it.

Sincerely:

Jose Valenzuela



8543 Penny Dr.
Riverside, CA 92603

08/23/18

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Albert Armijo
Interim Planning Manager
14177 Frederic St.
Moreno Valley Calif. 92553

G137-1

Dear planning manager Albert Armijo my name is Josefina Gregory a resident of Moreno Valley for 18 years. I have seen little by little the growth of the city but not enough jobs for our residents. I support the WLC because of the variety of jobs that this project will bring and the revenue for the city. ~~For~~, we are not talking about pennies but thousand among thousand of dollars. This new revisions to the WLC EIR is good Less than Significant is Great!

Please I urge you to give it a green light our region deserve something this Big...

Sincerely
Josefina Gregory

Josefina Gregory
24169 Eucalyptus Ave Unit 112
Moreno Valley Ca 92553.

09/05/2018

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley, CA 92552

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CITY OF MORENO VALLEY
Planning Division

Mr. Planning Manager Albert Armijo my name is Josefina Valenzuela I live in Riverside Calif. But I have family living in Moreno Valley, my sister is always talking about the World Logistic Center and that is how I got interested in this Mega Project. I have follow up through her, the prosses of it, I understand is in the last face of lawsuits, lawsuits that I don't quite understand how a project of such a high standard can be suit with such a vicious. I know that to build you need to pass all kind of requisites for CEQA. And I like that, our air quality and environmental impacts are important, that's why I agree with the revisions made to the World Logistic Center Environmental Impact Report, that sure was a wise decision from the judge Waters. The findings of the revisions were very favorable for the project.

Our Region need jobs a great variety of jobs such as the ones that this Mega Project will bring, changing forever the faith and life style of our surrounding areas.

Please I urge you to support the revisions of the WLC - FEIR this project has been approved since 2015 don't you think is time to move on? Please support it.

G138-1

Sincerely:



Josefina Valenzuela

8543 Penny Dr.
Riverside, CA 92603

September 7th, 2018

Albert Armijo
Interim Planning Manager
14177 Frederick Street
P.O. Box 88005
Moreno Valley, Ca. 92552

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CITY OF MORENO VALLEY
Planning Division

As a resident of the region and former resident of Moreno valley, I support the research done on the revisions for the final Environmental Impact Report on the WLC and i hope that the city progresses forward in establishing Economic growth and I'd like to give a special thank you to the city staff that spent the hours working on the project, as someone whos always on the road driving to work, I appreciate the effort done on lowering traffic

G139-1

Sincerely,
Josephine Villegas
43751 Butternut Drive
Temecula, Ca. 92592

Albert Armijo
Interim planning manager
14177 Frederick street
P.O Box 88005
Moreno Valley, Ca 92552

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CITY OF MORENO VALLEY
Planning Division

To whom it may concern,

As a resident of Moreno valley, I've driven far and away for work, so it makes me happy knowing the progress my city has been making. I support the research done for the world logistic center on the environmental impact report and I appreciate the work city staff did on lowering traffic by 15 percent and a special thank you to everyone who helped in improving the impact report.

G140-1

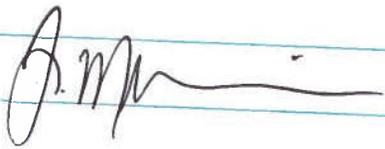
Best Regards,

Joshua Bonilla
26525 Bonita Heights Ave, Moreno Valley, CA 92555

08/27/18

Hello my name is Joshua Mariscal and I have been a resident of Moreno Valley for 10 years. I am writing this letter in support of the Final Environmental Impact Report for The World Logistics Center Project. I am fully aware of the deficiencies that were properly updated as Judge Waters requested. Throughout the project's legal process, I've observed that everything has been done in a professional and organized fashion which leads me to believe this project is legit and beneficial. As most of the updates were labeled "less than significant," I see absolutely no reason to further delay this project. Thank you so much for your attention.

G141-1



Joshua Mariscal
25251 Turquoise Lane
Moreno Valley CA 92557

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CITY OF MORENO VALLEY
Planning Division

08-29-2018

Albert Armijo
Interim Planning Manager
14177 Frederick St.
P.O. Box 88005
Moreno Valley CA 92552

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CITY OF MORENO VALLEY
Planning Division

Señor. Armijo

G142-1
Mi nombre es Juan Hernandez yo vivo en moreno valley por 17 años y todos estos años he trabajado fuera de la ciudad. Les pido que el proyecto WLC venga ya pues para que los jóvenes tengan oportunidad de trabajos en su ciudad y que no batallen como yo en el trafico. El Final Environmental Impact Report lleno los requisitos que pedía la Jues Waters.

Att. Juan Hernandez
24748 Myers Ave.
Moreno Valley CA 92553
Tel (310) 3034762



8-29-18

Albert Armigo
Interim Planning Manager
14177 Frederick Street.
P.O Box 88005
Moreno Valley CA 92552

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SEP - 5 2018
CITY OF MORENO VALLEY
Planning Division

Mr. Armigo,

My name is Juan Hernandez, I've lived in Moreno Valley for 17 years, and all these years I have worked outside the city. I ask that the WLC project come soon, so that the young people have opportunities for jobs in their city, and that they no longer have to battle like me in traffic. The final environmental impact report (EIR) filled the requirements that the Judge Waters requested.

Sincerely,

Juan Hernandez
24748 Myers Ave.
Moreno Valley, CA 92552

G142-1
cont.



Agosto 22, 2018

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Albert Armijo
INTERIM PLANNING Manager
City of Moreno Valley
14177 Frederick Street
P O Box 88055
Moreno Valley, CA 92552

Estimado Señor Armijo.

Estoy enterado que se hizo una revisión al Reporte del Impacto ambiental al Centro Logístico Mundial y que varios puntos fueron revisados a petición de la Juez Sharon Waters, y sé que estos 5 puntos revisados quedaron con un resultado menor que significativo al medio ambiente. Señor Armijo le pido que sigamos adelante con este gran proyecto.

G143-1

Juan Palomares
24576 Dunlavy Ct.
Moreno Valley Ca. 92557

Albert Armijo
Interim Planning Manager
City of Moreno Valley
14177 Fredecrick St.
PO box 88005
Moreno Valley ca 92552

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Dear Mr. Armijo, I am aware that a review of the environmental impact report was made to the world logistics center and that several points were reviewed at the request of Judge Sharon Waters, and I know that in these 5 revised points, the result was less than significant to the environment.

Mr. Armijo, I ask you to move forward with this great project.

Juan Palominos
24576 Dunlavy Ct.
Moreno Valley Ca, 92557

G143-1
cont.

08/24/2018

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley CA 92553

G144-1

Dear Alberto Armijo I am a resident of this city of Moreno Valley for many years and I support progress and the WLC project in our city is progress is the biggest thing ever proposed for the benefit of the community on the whole Region The WLC is great! impacts? everything cause impact, progress cause impacts. with the new revisions of the FEIR it shows the the project has very high standards, less than significant is great! don't you think?

Pleas I think we have waited to long all ready.

Sincerely:

Razo.

Juana D. Razo
24670 Atwood
Moreno Valley CA 92553

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Albert Armijo, Interim Planning
14177 Frederick st.
P.O. Box 88005
Moreno Valley, CA. 92552

Agosto - 23 2018

Sr. Albert

Espero que por medio de la presente se encuentre bien mi nombre es Julia E. Anguiano Hernandez. a través de los años que tengo viviendo aquí me he dado cuenta de la necesidad de los trabajos que se ocupan tener en esta ciudad. el proyecto Logístico Mundial traera mil de trabajos. estoy consciente de que ya se aprobo. los puntos que necesitaban cambios para mejorar el reporte del medio ambiente siendo esto finalizado le pido que ya prosiga y no detengan el proyecto WLC espero que escuche mi petición por el bien de la comunidad de Moreno Valley. CA.

G145-1

Muchas Gracias

951-478-2465

Atte. Julia E. Anguiano

24841 Fir Ave. Apt. 1 Moreno Valley, CA. 92553

Albert Armijo Interim Planning
14177 Frederick St.
P.O. box 88005
Moreno Valley Ca

August 23 2018

Mr. Albert

I hope that through this one you are well. My name is Julia E. Anguiano Hernandez, through the years that I have living here I have realized the need of the jobs that are needed in this city. The global logistics project will bring thousands of jobs. I am very aware that it has already been approved. The points that needed changes to improve the environmental report being finalized. I ask you to continue and do not stop the WLC project. I hope you hear my request for the good of the community of Moreno Valley CA

Thank you so much.

Att. Julia Anguiano

24841 Fir Ave. Apt. 1

Moreno Valley CA 92553

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

G145-1

September 6th, 2018

Albert Armijo
Interim Planning Manager
City of Moreno Valley
14177 Frederick Street

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Dear Mr. Armijo,

Me and my family have been strong supporters of World Logistics Center since 2013 when we first knew about it. That was five years and we still waiting for this project to become a reality and bring all economic benefit to our city, specially all jobs that are desperately needed in our community. When I first move to this city my daughters were little kids, now they all adults and it's very sad to see they struggle to find local jobs, even holding a University degree their only option is to commute. We are confident all impediments including all revised sections of Final Environmental Impact Report found less than significant impact can help resolving in favor of the construction of World Logistic Center.

G146-1

Thank you very much for your time,



Julissa Wuence
11140 Saddle Ridge Road
Moreno Valley, CA 92557

8-29-2018

Albert Armijo
 Interim Planning Manager
 14177 Frederick St,
 Moreno Valley, CA 92553

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
 Planning Division

Karen Flores
 21975 Winding Rd,
 Moreno Valley, CA 92557

Dear Mr. Armijo,

I have lived in this city for 19 years out of my 25 years of life. I have witnessed this city grow, but failure to prosper. My family and I have personally been impacted by the recurring difficulties of unemployment and lack of development. Because of this, our city has become a stigma in our daily lives. Then one day, we learned of this project and we are in complete support of this WLC project. Once again we see hope, not only in our eyes but in those of our neighbors as well. This project will bring prosperity and affluence to our still growing city. We will see an abundance of diversity, equality, and increased community. Our city will become a great example of growth. This project will mark a historical moment in our city's history. After reviewing the revised EIR, I am even more confident in this project's success. I am also delighted that this revised impact with less than significant with mitigation complies with the CEQA guidelines.

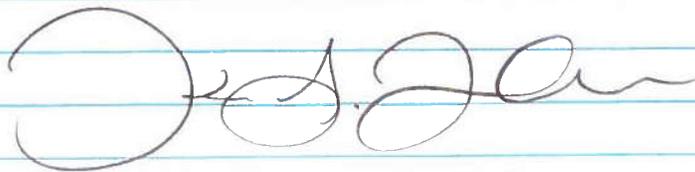
G147-1

dense →

I humbly ask you to please support the WLC project so that our city can begin to thrive. This project will bring many positive changes to Moreno Valley with the production of many new jobs. Our residents, neighbors, friends, and families will be forever impacted. Our city will become the epitome of change, diversity, and progress. And behind this success, will be your great name.

Thank you for your time.

Sincerely,

A handwritten signature in cursive script, appearing to read "D. J. Dan". The signature is written in dark ink on lined paper.

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

08/24/2018

Albert Armijo
Interim Planning Manager
14177 Frederick st,
Moreno Valley CA 92553

G149-1

Dear Albert, I am a resident of —
Moreno Valley and I know the importance of —
helping your kids with their homework from —
school, it is very difficult when you commute to go to work
the WLC Project is a project with very high standards
and this Final Environmental Impact Report (FEIR)
proves it. Remember all the trash that the anti-progress
groups said about SPECTERS and ironically for them
ended up to be one of the most green building in the world!
with a recognition of LEED Gold something to be
proud of.

Please let's move on with this FEIR.

Sincerely:
VERONICA SANCHEZ
KARINA ARE.

Karina Verdugo
24670 Atwood Ave
Moreno Valley CA 92553

From: Albert Armijo
Sent: Friday, September 7, 2018 4:38 PM
To: Julia Descoteaux; Vera Sanchez
Subject: FW: Comments on Revised Final EIR Sections for World Logistics Center
Attachments: WLCRevFEIR_KDaleComments_090718.pdf; KDale090718Comments_Att_Writ.pdf

From: Kathleen Dale [mailto:kdalenmn@aol.com]
Sent: Friday, September 7, 2018 3:56 PM
To: Albert Armijo <alberta@moval.org>
Subject: Comments on Revised Final EIR Sections for World Logistics Center

Mr. Armijo - the attached comments are provided in response to the City's Notice of Availability for the noted documents.
The courtesy of a brief reply to confirm receipt of the comments and attachment is requested.

G150-1

Thank you,
Kathleen Dale

Albert Armijo
Interim Planning Manager
Community Development
City of Moreno Valley
p: 951.413.3354 | e: alberta@moval.org W: www.moval.org
14177 Frederick St., Moreno Valley, CA 92553

Albert Armijo
14177 Fredricks St.
P. O. Box 88005
Moreno Valley, Calif. 92552
Dear Mr. Armijo,

I am aware of the revisions to the Highland Fairview plans. I would ask that the approvals be moved forward as quickly as possible. This project has been delayed long enough.
Thank you for your attention to my request.

G153-1

Keith Howerton



25350 Santiago Dr. #106
Moreno Valley, Calif. 92551

01/10/11

RECEIVED

Albert Armijo
Intern Planning Manager
14177 Frederick Street
P.O box 88005
Moreno Valley, CA 92552

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

As a Moreno Valley resident and everyday civilian, one always likes to see changes around in the city. Every day the world is changing and we learn to adapt to our surroundings and learn to appreciate the good things that comes across in our lives. Moreno Valley has seen plenty of changes, and as proud member of this city, it is always good seeing all small businesses thrive in an area like this. I glad to see that this city has gotten more business friendly and I hope it only continues to improve. I support all the research that has been done for the World Logistic Project and I can't wait to see what information they have to show.

G154-1

Best Regards,

Kennedy Sanchez



09/07/2018

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley, CA. 92552

To whom it may concern:

My name is Kevin Mesa. Resident of Moreno Valley I support the World Logistic Center because of the jobs opportunities that we so desperately need in our city. This project is the future of Moreno Valley, and It will put the city in the map with all its trade businesses which is the new era. Distribution Centers is wat's on.

G156-1

I am happy to communicate my opinion to those in charge of making decisions for this revision made to the World Logistic Center Environmental Impact Report. Please support it too. Let's make it happen,

Sincerely:



Kevin Mesa
13620 Darwin Dr.
Moreno Valley Ca. 92555

From: Dolores La Donna Jempson <jempsonfam@msn.com>
Sent: Sunday, September 2, 2018 4:35 PM
To: Julia Descoteaux
Subject: WLC Project

Please place me on the list to be sent correspondence regarding the WLC project.
email-jempsonfam@msn.com
address: 12674 Sunnymeadows Drive Moreno Valley CA 92553

D. LaDonna Jempson
2018-2020 Vice President
Soroptimist International of Moreno Valley
951 368-8653

G168-1

Sent from [Outlook](#)

09/05/18
Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley, CA 92553

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

G159-1

Dear Mr. Albert Armijo, I have been a resident of Moreno Valley for ten years and I support the WLC project and the new revision to the environmental impacts that the Josh waters order to revise.

I am glad that new jobs will open up to our teenagers that will be the new generations' future. I urge you to please support the FEIR so that the project may move on.

Sincerely,

Laura Manjarrez,

A mother of 5 intellectuals.

Laura Manjarrez
24221 Postal Ave apt #5
Moreno Valley CA 92553

From: Albert Armijo
Sent: Tuesday, August 21, 2018 10:12 AM
To: Julia Descoteaux
Subject: FW: WLC / email list

Albert Armijo
Interim Planning Manager
Community Development
City of Moreno Valley

p: 951.413.3354 | e: alberta@moval.org w: www.moval.org

14177 Frederick St., Moreno Valley, CA 92553

-----Original Message-----

From: Laura Robinson [mailto:laura.rbnsn@gmail.com]
Sent: Monday, August 20, 2018 6:27 PM
To: Albert Armijo <alberta@moval.org>
Cc: Liz Harmer <ec.harmer@gmail.com>
Subject: WLC / email list

Dear Mr.Armijo:

I hope you are well.

I would like to be placed on the email list to receive information on the WLC project, up to and including the judge's decision.

Your prompt response would be appreciated, given the short period in which to respond with comments.

My understanding is that comments can be received until 4:30 pm on Sept. 7, 2018.

Thanks for your consideration, and I look forward to hearing from you.

Laura Robinson
350 Riverside Core Member
350.org

Sent from my iPhone

G160-1

08-28-2018

ALBERT ARMISO
INTERIM PLANNING MANAGER
14177 FREDERICK ST.
MORENO VALLEY CA 92552

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

G161-1

MR. PLANNING MANAGER MY NAME IS
LAURA SIXTOS AND I LIVE IN MORENO VALLEY
FOR 14 YEARS AND I AM AWARE OF THE
FINAL FEIR WHERE THE DOUBTS THAT
JUDGE SHARON WATERS HAD IN CERTAIN
POINTS WHERE THE EFFECTS WILL BE
LESS THAN SIGNIFICANT AND WILL NOT
CAUSE AN IMPACT OF NEGATIVITY.
PLEASE ACCEPT THE FINAL FEIR.

Laura Sixtos

LAURA SIXTOS

25875 HORADO LANE
MORENO VALLEY CA 92551

From: Albert Armijo
Sent: Wednesday, August 29, 2018 7:33 AM
To: Julia Descoteaux; Vera Sanchez
Subject: FW:

FYI.

Albert Armijo
Interim Planning Manager
Community Development
City of Moreno Valley

p: 951.413.3354 | e: alberta@moval.org w: www.moval.org

14177 Frederick St., Moreno Valley, CA 92553

-----Original Message-----

From: Leanna Rose Gonzalez [mailto:leanna.gonzalez@hotmail.com]
Sent: Tuesday, August 28, 2018 4:54 PM
To: Albert Armijo <alberta@moval.org>
Subject:

To whom this may concern,
my name is Leanna Gonzalez.

This letter is being sent to voice my support for the Final Environmental Impact Report that has been fixed, addressed and revised for the World Logistics Center.

This developer has not only successfully built the Sketchers facility that holds LEED Gold award winning standards, but will also be upheld as well for the World Logistics Center also.

I am excited to watch our city grow and continue in a positive and brighter future.

Leanna Gonzalez
15244 Adobe way
Moreno Valley CA, 92555

Sent from my iPhone

G162-1

From: Albert Armijo
Sent: Wednesday, September 5, 2018 4:30 PM
To: Julia Descoteaux; Vera Sanchez
Subject: FW: FIER WLC

Albert Armijo
Interim Planning Manager
Community Development
City of Moreno Valley

p: 951.413.3354 | e: alberta@moval.org w: www.moval.org

14177 Frederick St., Moreno Valley, CA 92553

-----Original Message-----

From: Leanna Rose Gonzalez [mailto:leanna.gonzalez@hotmail.com]
Sent: Tuesday, August 28, 2018 5:05 PM
To: Albert Armijo <alberta@moval.org>
Subject: FIER WLC

To whom this may concern,
my name is Leanna Gonzalez.

This letter is being sent to voice my support for the Final Environmental Impact Report that has been fixed, addressed and revised for the World Logistics Center.

This developer has not only successfully built the Sketchers facility that holds LEED Gold award winning standards, but will also be upheld as well for the World Logistics Center also.

I am excited to watch our city grow and continue in a positive and brighter future.

Leanna Gonzalez
15244 Adobe way
Moreno Valley CA, 92555
Sent from my iPhone

G162-2

From: Albert Armijo
Sent: Tuesday, September 4, 2018 10:09 AM
To: Julia Descoteaux; Vera Sanchez
Subject: FW: Letter
Attachments: Leo Castaneda.docx

From: Leo Castaneda [mailto:leo@hireprotech.com]
Sent: Tuesday, September 4, 2018 9:47 AM
To: Albert Armijo <alberta@moval.org>
Subject: Letter

Hello,

Please see attached.

Thanks,

Leo Castañeda
Area Manager - Safety Director

Protech Staffing Services, Inc.
1737 Atlanta Ave, Suite H2B
Riverside, CA 92507

Main: 951-823-0023
Cell: 951-315-5950
Fax: 951-797-6831
Email: Leo@hireprotech.com

www.HireProtech.com

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Albert Armijo
Interim Planning Manager
Community Development
City of Moreno Valley

p: 951.413.3354 | e: alberta@moval.org W: www.moval.org
14177 Frederick St., Moreno Valley, CA 92553

G163-1

9/4/2018

Albert Armijo
Interim Planning Manager
14177 Frederick street.
P.O. Box 88005
Moreno valley, ca 92552

Mr. Armijo

As a business owner and home owner in moreno valley I appreciate the work being done on the revisions for the environmental impact report on the world logistic center

Sincerely,

Leo Castaneda
27905 Auburn Lane
Moreno Valley, CA 92555

G163-2

August 21, 2018

ALBERT ARMIDO

INTERIM PLANNING MANAGER

CITY OF MORENO VALLEY

14177 FREDERICK STREET

P. O. Box 88055

MORENO VALLEY, CA 92552

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

The revised EIR for the World Logistics Center shows less than significant impact which means that is now in compliance with all the CEQA stipulations, my desire is to see this great project moving forward immediately without any further delays.

G164-1

Thank you for your attention in this matter



LEON A. ENDERICA

12950 PERRIS BLVD. STE 205

Moreno Valley, CA 92553

Septiembre 6, 2018

Albert Armijo
Interim Planning Manager
City of Moreno Valley
14177 Frederick Street
Moreno Valley, CA 92552

RECEIVED
SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

Senor Armijo:

A travez de esta carta quiero expresar mi absoluto apoyo hacia el Centro Logistico Mundial.
Es un gran Proyecto que traera muchos beneficios a nuestra comunidad, uno de los
beneficios es que va a mejorar la calidad de vida de sus residentes proveyendo de
buenos trabajos locales y asi disminuir la cantidad de personas que tienen que salir
a trabajar fuera debido a la gran falta de empleos que existe en nuestra ciudad.
Entiendo que ya se han hecho las modificaciones necesarias y finales para que este gran
Proyecto empiece su construccion lo mas pronto posible y asi empecemos a gozar de
Todos los beneficios que el Centro Logistico Mundial traera.

G165-1

Muchas gracias por su atencion.


Leticia Mata

26100 Nublado Circle
Moreno Valley, CA 92551

September 6, 2018
Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley, Ca 92552

RECEIVED
SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

Mr. Armijo

Through this letter I want to express my absolute support for the World Logistics Center. It is a great project that will bring many benefits to our community, one of the benefits is that it will improve the quality of life of its residents by providing good local jobs and thus reduce the number of people who have to go out to work because of the great lack of jobs that exists in our city. I understand that the necessary and final modifications have already been made so that this great project begins its construction as soon as possible and so we begin to enjoy all the benefits that the World Logistics Center will bring.

G165-1
cont.

Thank you very much for your attention.

Leticia Mata

26100 Nublado Cir.
Moreno Valley CA 92551

Albert Armijo
Interim Planning Manager
14177 Frederick st
Moreno Valley CA 92552

RECEIVED

SEP - 5 2019

CITY OF MORENO VALLEY
Planning Division

G167-1

Soy residente de Moreno Valley por mas de 10 años y estoy enterada de la nueva revision que la jueza Waters pidio que se hiciera. y creo que los 5 puntos que se revisaron del centro logistico mundial dece que será minimo el impacto para el medio ambiente del area, por lo cual le pido por favor que se continue con el proyecto ya que hay mucha gente esperando los trabajos que este traera consigo.

Gracias por la atencion prestada a la presente.

Liliana Perez de Arce
13646 Elsworth st.
Moreno Valley CA 92553

Albert Armijo
Interim Planning Manager
14177 Frederick Street
P.O Box 88005
Moreno Valley CA 92552

RECEIVED
SEP - 5 2018
CITY OF MORENO VALLEY
Planning Division

G167-1
cont.

I am a resident of Moreno Valley for more than 10 years, and I am aware of the new revision that Judge Waters requested to be done, and I believe that the 5 points that were reviewed by the World Logistics Center says that the impact on the environment will be minimal in the area, for which, I ask you please to continue with the project since there are many people waiting for the jobs that this will bring.

Thank you for your attention paid to this.

Liliana Perez de Aceves
13646 Elsworth St.
Moreno Valley Ca, 92553

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Albert Armijo
Interim planning Manager
14177 Fredrick St
PO Box 8005
Moreno Valley, CA 92552

8.30.18

Atencion Armijo.

Me dirijo a usted con respeto sabiendo que su posición es muy importante para las decisiones que toman en nuestra ciudad.

Ahora le pido que por favor ayuden a que el proyecto logístico mundial se construya para que haya trabajos y podamos pagar para vivir y darles mejores oportunidades a nuestros hijos.

El Reporte del medio Ambiente fue mejorado y el Resultado fue menos que significativo.

Estoy muy contenta por los resultados

Gracias Lilly Quinones

24393 Myers
las1999 15 79

G168-1

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Albert Armijo
Interim Planning Manager
14177 Frederick St.
PO box 88005
Moreno Valley Ca 92552

8.30.2018

Armijo attention

I am addressing you with respect knowing that your position is very important for the decisions that you make in our city.

Now I ask you to please help the world logistic project be built so that there are jobs and we can pay to live and give better opportunities to our children. The environmental report was improved and the result was less than significant. I'm very happy with the results.

Thank you Lily Quinones

24393 Myers

951-999-7578

G168-1
cont.



septiembre 7, 2018

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Albert Armijo
Interim Planning Manager
14177 Frederick St.
P.O. Box 88005
Moreno Valley Cal. 92553

Sr. Armijo,

Sr. espero este teniendo un buen dia. Mi nombre es Lorenzo Robles Tello- y apoyo el WLC Proyecto Logístico Mundial pues va a traer trabajos de construccion y de alta tecnologia a nuestra ciudad.

G171-1

Todos nos preocupamos por el medio ambiente pero este proyecto va a cherra energia y agua, tambien van a proteger a los pocos animalitos que hay en esas tierras donde el proyecto se va a construir. El FEIR nos mostro que no va afectar y este reporte salio bien.

Le pidio que sea uno de los que ayuden a que este proyecto venga pronto.

Lorenzo Robles Tello *Lorenzo*
13078 Sunlit Ct
Moreno Valley, CA 92553
510 3790297

Alberto Armijo
Interm Planning Manager
14177 Frederick St
P.O. Box 88005
Moreno Valley CA 92552

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CITY OF MORENO VALLEY
Planning Division

G171-1
cont.



Mr. Armijo, I hope you are having a good day. my name is Lorenzo Robles Tello and I support the WLC (world logistic project) because it will bring construction and high technology jobs to our city. We all worry about the environment but this project will save energy and water, they will also protect the few animals that are in those lands where the project is going to be built. The FEIR showed us that it will not affect and this report went well. I ask you to be one of those who help this project come soon.

Lorenzo Robles Tello
13078 Sunlit Ct.
Moreno Valley CA 92553

9-06-2018

Albert Armijo
Interim planning Manager
14177 Frederick st
po Box 88005
Moreno Valley CA. 92553

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CITY OF MORENO VALLEY
Planning Division

Sr. Armijo

con respeto le escribo esta pequeña carta para decir que si por favor pueden con tinuar con el proyecto logístico Mundial para su construccio igual que mi esposa y toda mi familia emos hablado mucho de la gran necesidad que hay en moreno valley de las falta de trabajos estan afuera de la ciudad yo viajo mucho para trabajar tuvo que no hay problemas o con la energia con los animales el agua en fin no hay gran lpacto en el medio ambiente
Gracias por su antecion

G172-1

21759 Draceca Ave. Moreno Valley CA. 92553
Luis Baldenegro
Tel.(951) 269-8793

Albert Armijo
Interim Planning Manager
14177 Frederick St.
PO BOX 88005
Moreno Valley CA 92552

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CITY OF MORENO VALLEY
Planning Division

Mr. Armijo

With respect, I am writing this little letter to say that if you can continue with the World Logistic project and its construction. My wife and all my family, we have talked a lot about the great need in Moreno Valley because of the lack of jobs. They are out of town, I travel a lot to work. I know that there are no problems with the energy, with the animals, the water, and that there is no great impact to the environment.

↑
G172-1
cont.

Thank you for your attention.

Luis Baldenegro
21759 Dracaea Ave.
Moreno Valley CA 92553

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

August 29 2018

ALBERT ARMIJO
14177 FREDERICK ST
P.O. Box 88005
MORENO VALLEY CA. 92552

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SEP - 5 2018

CITY OF MORENO VALLEY

G173-1

DEAR MR. PLANNING MANAGER

My NAME IS LUIS BUENROSTRO AND I LIVE IN MORENO VALLEY FOR 27 YEARS I'm A SUPPORTER OF THE WLC PROJECT SINCE THE BEGINNING WITH THIS PROJECT THE LACK OF JOBS WILL END, BECAUSE WITH THE WLC WILL BRING THOUSANDS OF JOBS.

I'm HAPPY BECAUSE THE FEIR IS BEEN UPDATED AND ANY IMPACT THAT MAY CAUSE THE PROJECT ARE LESS THAN SIGNIFICANT.

MR. MANAGER PLEASE ACCEPT THE FEIR

SINCERELY

Luis M. Buenrostro

LUIS BUENROSTRO
14685 HAMBLY COURT
MORENO VALLEY CA. 92553

Septiembre 7, 2018

Albert Armijo
Interim Planning Manager
City of Moreno Valley
14177 Frederick Street
Moreno Valley, CA 92552

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CITY OF MORENO VALLEY
Planning Division

Estimado Senor Armijo:

Me dirijo a usted muy atentamente para solicitarle a traves de este medio que se de inicio a la realizacion del Proyecto Centro Logistico Mundial lo mas pronto posible. Nuestra ciudad de Moreno Valley y las ciudades circunvecinas crecerian y se beneficiarian grandemente en todo aspecto si le damos a este gran Proyecto la prioridad que se merece.

Estoy muy contenta que se hizo una revision al Reporte Ambiental con un resultado menos que significativo para nuestro ambiente.

Por favor no esperemos mas para dar comienzo a este majestuoso proyecto y empecemos a gozar de todos los beneficios sin mas demoras.

Muchas gracias por su atencion,



Luis Humberto Saldaña

12980 Perris Blvd. apt # 220
Moreno Valley, CA 92553

G174-1

September 7, 2018

Albert Armijo

Interim Planning Manager

City of Moreno Valley

14177 Frederick Street.

Moreno Valley CA 92552

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

I am writing to you very carefully to request through this means that the implementation of the World Logistics Center project begins as soon as possible. Our city of Moreno Valley and the surrounding cities would grow and would greatly benefit in every aspect if we give this great project the priority it deserves. I am very happy that a review of the environmental report was made with a result less than significant for our environment. Please do not wait any longer to start this great project and start enjoying all the benefits without further delay. Thank you very much for your attention.

G174-1
cont.

Luis Humberto Saldana

12980 Perris Blvd. Apt # 220

Moreno Valley CA 92553

09/05/2018

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley, CA 92552

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CITY OF MORENO VALLEY
Planning Division

Mr. Planning Manager Albert Armijo my name is Luz Naranjo I live in Riverside Calif. But I have family living in Moreno Valley, I have been a resident for many, many years, My husband always been in the construction industry, This Mega Project will put Moreno Valley in the Map I have no doubt about that, I hope that with this new revisions done to the World Logistic Center Environmental Impact Report the lawsuits end. that I don't quite understand how a project of such a high standard can be suit. I know that to build you need to pass all kind of requisites for CEQA. And I like that, our air quality and environmental impacts are important, that's why I agree with the revisions made to the World Logistic Center Environmental Impact Report, that sure was a wise decision from the judge Waters. The findings of the revisions were very favorable for the project.

Our Region need jobs a great variety of jobs such as the ones that this Mega Project will bring, changing forever the faith and life style of our surrounding areas.

Please I urge you to support the revisions of the WLC - FEIR this project has been approved since 2015 don't you think is time to move on? Please support it.

G175-1

Sincerely:



Luz Maria Naranjo

8543 Penny Dr.
Riverside, CA 92503

Albert Armijo Interim Planning Manager
August 16, 2018.

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

I Lydia Quintero-Vaula
have been a resident of Moreno Valley
for approximately 20 years.

G176-1

I am aware of FEIR and I am
very happy with the new update, and
hopefully this will be approved.
Then we can go forward with this
wonderful project. WLC.

Lydia Quintero-Vaula
10298 Shore Crest Ter.
Moreno Valley, CA
92557

Albert Armijo
Interim planning Manager
14177 Frederick st
Moreno Valley , CA 92552

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CITY OF MORENO VALLEY
Planning Division

My name is Magy Velazquez and I excited and happy because the final enviroximental Impact report was less than significant with mitigation and the mimes now the world Logistics center is going to be much much better because the traffic is going to be reduce By 15% and I really believe this proyect is going to help so many familys with the jobs They are going to bring to this city of Moreno Valley, thank you for this oppportunity to Express my comment.

G178-1

Magy Velazquez
24636 Dunlavy Court
Moreno Valley CA 92557

Magy Velazquez

Albero Armijo

Interim Planning Manager

14177 Frederick St.

P.O. Box 88005

Moreno Valley CA 92552

Comment Letter G179

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

To whom it may concern,

G179-1

My name is Manuel Arredondo and I have been a resident of Moreno Valley for ten years. My time in our beautiful city has been filled with many great memories due to the people that make up Moreno Valley. This city has allowed me to grow and it has been a wonderful experience watching the city grow as well. I have witnessed new housing developments along with the growth of the warehouse industry in our city. This growth has brought many jobs to our citizens all while trying to keep our city clean. That is why I support the revisions to the Environmental Impact Report done by the World Logistic Center. It is my hope that the new traffic created by the warehouse industry can live in harmony with our natural environment that make up Moreno Valley.

Sincerely,

Manuel Arredondo



16700 Wilbur Way
Moreno Valley
CA, 92555
United States

Sept - 6 - 2018

Sr Albert Armijo
 Interim Planning Manager
 14177 Frederick St.
 P.O. Box 88005
 Moreno Valley, CA 92553

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
 Planning Division

Sr Armijo mi nombre es Manuel Garcia residente de Moreno Valley por 30 años; soy Electricista Comercial y pertenezco a la UNION IBEW por lo que generalmente tengo que desplazarme a trabajar a Los Angeles y manejar diariamente 2 o 3 horas hacia el trabajo. Es por lo cual me dirijo a usted atentamente para pedirle se apruebe y agilice la realización del Proyecto World Logistic Center pues se que traera cientos o miles de nuevos trabajos a nuestra ciudad y muy probablemente ya no tenga mas que manejar cada dia hacia Los Angeles lo cual implicaría una mejor calidad de vida para mi y mi familia Maxime cuando el Reporte Final del Medio Ambiente ha sido aprobatorio y no estara afectando gravemente el medio ambiente de nuestra ciudad y la region

Espero ver pronto la realización de este gran proyecto y los beneficios que traera a nuestra ciudad

Atentamente
 Manuel Garcia
 24289 Dimitra Dr.
 Moreno Valley CA 92552

Manuel Garcia

*Albert Armijo
Interim Planning Manager
14177 Frederick St.
P.O. Box 88005
Moreno Valley Ca 92552*

RECEIVED
SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

Mr. Armijo, my name is Manuel Garcia, resident of Moreno Valley for 30 years: I am a Commercial Electrician and I belong to the IBEW union, so I usually have to travel to work in Los Angeles and drive 2 or 3 hours daily to work. That is why I am writing to you attentively to ask you to approve and expedite the completion of the World Logistics Center Project because I know it will bring hundreds or thousands of new jobs to our city and most likely will no longer have to drive to Los Angeles every day. Which would imply a better quality of life for me and my family.

Maximum when the final report of the environment has been approved and will not be seriously affecting the environment of our city and the region.

I hope to see soon the realization of this great project and the benefits it will bring to our city.

*Sincerely,
Manuel Garcia
24289 Dimitra Dr.
Moreno Valley Ca 92553*

G180-1
cont.

8/23/18

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley Ca. 92552

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

G181-1

Dear Mr. Planning Manager my name is Manuel Rodriguez and I live in Moreno Valley for 23 years and I totally support the WLC project, therefore I ask your cooperation and support the final result of the FEIR of the WLC.

With your support, our city can continue advancing towards a good future for our children.

Sincerely
Manuel Rodriguez

Manuel Rodriguez
24258 Webster Avenue
Moreno Valley Ca. 92553

Aug-23-2018

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley CA 92552

Dear Mr. Armijo, My name is Manuela Palino and I'm making this letter to ask you to Support the WLC project. I'm awer of the revision of the F.E.I.R where the demonstated were will not affect the Community, and environment and that will not affect the being built on the WLC of the conservation of the environment of the most attentive. So I'm ask you to accept the final of the decision and to Support and help. And I'm of the many people who lives in Moreno Valley CA So thank you for your time and your attention.

Sincerely: Manuela Palino 8/23/2018

24258 Webster Ave
Moreno Valley ca 92553.

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

G182-1

9-06/18

Comment Letter G183

Albert Armijo
Interim Planning Manager
14177 Frederick St
P.O. Box 88005
Moreno Valley Ca 92553

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Sr. Armijo

G183-1
Con respecto lo escribo esta pequeña
Carta. Para decir que si por favor
pueden continuar con el Proyecto Logístico
Mundial para su construcción igual que
mi esposa y toda mi familia hemos
hablado mucho de la gran necesidad
que hay en Moreno Valley de las
Falta de trabajos están afuera de la
ciudad yo veo mucho para trabajar
de los resultados que FEIR que
tuvo que no hay problemas con
la energía con los animales el agua
en fin no hay gran impacto en el
medio ambiente
Gracias por su atención

24687 Webster Ave. Moreno Valley
CA 92553

Marco Areas (909) 837-9792
(909) (630) 6191

Albert Armijo
Interim Planning Manager
14177 Frederick St.
P.o. Box 88005
Moreno Valley CA 92552

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

G183-1
cont.

With Respect I write this little letter to you. To tell you that you can continue with the World Logistic project for its construction just as for me and my wife and all my family we have talked a lot about the great need in Moreno Valley for the lack of jobs. Everyone is out of town, I travel a lot to work. I heard of the results of the FEIR and it had no problems with the energy, with the animals the water, in short there is no great impact on the environment.

Thank you for your attention.

Marco Areas
24687 Webster Ave
Moreno Valley Ca 92553

September 7-18

Albert Romo
Interim Planning Manager
1477 Redwood St.
Moreno Valley, Ca. 92552

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

G184-1

Señor Albert Romo, me dejó a usted y a toda persona que estará revisando el reporte final de el Medio Ambiente de el Proyecto Centro Logístico Mundial, que este reporte sea el final. Sea aprobado y podamos empezar a construir, como usted sabe la ciudad de Moreno Valley no tiene trabajos suficientes para los que vivimos aquí, por lo cual es muy necesario que este proyecto siga adelante por todos los buenos trabajos que vamos a tener.

de antemano, muchas gracias por su cooperación y ayudarnos a ser realidad este Proyecto del Centro Logístico Mundial

Marco A Rojo
29490 MYRES AV # A
Moreno Valley Ca 92553

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Albert Armijo
Interm Planning Manager
14177 Frederick St. P.O. Box 88005
Moreno Valley Ca 92552

G184-1
cont.



Senior Albert Armijo I am writing to you and to everyone who will be reviewing the final report of the environment of the world logistics center project, that this report may the end of the delay, to be approved and we can begin to continue, as you know the city of Moreno Valley has not enough work for those of us who live here, for which it is very necessary that this project go ahead for all the good work that we are going to have, in advance thank you very much for your cooperation and helping us to make the World Logistics Center a reality.

Marco A Rojo
24490 Myers Ave #A
Moreno Valley CA 92553

9/6/2018

Albert Armijo
Interim planning manager
14177 Frederick st
p. o Box 88005
Moreno Valley CA. 92552

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Sr. Armijo

espero que se encuentre bien. El motivo por el cual le escribo estas lineas es por que quiero pedirle que no permitan que de tengan el proyecto ~~de~~ Logistico Mundial

con mas demandas pues al hacer eso nuestra ciudad esta perdiendo muchos beneficios

Las preocupaciones que tenian los grupos del medio ambiente ha sido resuelto con el FEIR que no causara daño al medio ambiente. Ahora pasa para que se construya el proyecto

Maria Isabel Baldenegro *Mauz*
21759 Dracaea Ave.
Moreno Valley CA. 92553
cel. (951) 269-6127

G186-1

6/9/18

Albert Armijo

14177 Frederick St.

P.o Box 88005

Moreno Valley CA 92552

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Mr. Armijo,

I hope you are well. The reason why I write these words is because I want to ask you not to allow them to stop the World Logistics Center project with more demands because in doing so, our city is losing many benefits. The concerns that environmental groups had have been resolved with the FEIR that will not cause harm to the environment. Please build the project.

G186-1
cont.

Maria Isabel Baldenegro

21759 Dracaea Ave

Moreno Valley CA 92553

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Albert Armijo

Interim planning manager

14177 Frederick street.

P.o box 88005

Moreno Valley, Ca 92552

As a long time Residence of Moreno Valley it makes me at ease knowing I'm leaving my city in good hands. I appreciate the research done on the Final Environmental Impact report for the World logistic center. As a longtime supporter of the project, I appreciate the changes that were necessary to finalize this report. As someone who's always driving to San Diego I appreciate the fact that the reports have found ways on lowering the traffic.

G187-1

Sincerely,

Maria Barrigan

*Maria S Barrigan
25322 Ramblewood Ct
Moreno Valley, Ca 92553*

8-30-18

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley, Ca 92553

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Maria Carrillo
12675 Willowbrook Ln
Moreno Valley ca 92555

G188-1

Sr. Albert Armijo, Como residente de esta Ciudad le informo que mi familia y yo hemos apollado el prolecto de WLC y ahora con esta nueva revición del reporte de impacto ambiental que ha Sido Tan favorable para este proyecto, espero que eJessa Su autoridad para darle Seguimiento al mismo.

Sinceramente

Maria Carrillo

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley Ca 92553

RECEIVED
SEP - 5 2018
CITY OF MORENO VALLEY
Planning Division

Maria Carrillo
12675 Willowbrook Ln.
Moreno Valley Ca 92555

G188-1
↑
cont.

Mr. Albert Armijo, as a resident of this city I inform you that my family and I have supported the WLC project and now with this new revision of the environmental impact report that has been so favorable for this project, I hope that you exert your authority to give it follow up to it

Sincerely,
Maria Carrillo

Septiembre 3, 2018

Albert Armijo
Interim Planning Manager
City of Moreno Valley
14177 Frederick Street
Moreno Valley, CA 92552

RECEIVED
SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

Señor Armijo:

De antemano quiero dar las gracias por el esfuerzo que están tratando de mejorar todos los puntos que han visto necesarios para que el gran Proyecto Centro Logístico Mundial sea verdaderamente lo mejor en nuestra ciudad. y podamos contar muy pronto con empleos de calidad y beneficio económico para nuestra comunidad.

G189-1

Muy atentamente.

Maria Corral
Mario Corral
12950 PERRIS BLVD. Apt 208
Moreno Valley, CA 92553

September 3, 2018

Albert Armijo
Interim Planning Manager
City of Moreno Valley
14177 Frederick St.
P.O. Box 8805
Moreno Valley Ca 92552

Mr. Armijo:

In advance, I want to thank you for the effort you are trying to improve all the points you have seen necessary for the great project. World Logistics Center is truly the best in our city and we can count on very soon quality jobs and economic benefit for our community.

G189-1
cont.

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Very truly yours,
Maria Corral
12950 Perris Blvd. Apt 208
Moreno Valley Ca 92553

RECEIVED

Comment Letter G190

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

8/29/18

Alberto Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley CA. 92553

Sr. Alberto Armijo mi nombre es Maria Cruz, residente de Moreno Valley por 16 años, e estado apoyando el proyecto de WLC por q' se q' traera trabajos y prosperidad a nuestra Ciudad como madre me importa mucho el medio ambiente q' bueno q' la Juez Sharon Waters ordeno el 14 de Junio en la Corte Superior de Riverside q' se revisaran estos 5 impactos ambientales a conciencia estoy feliz, por el resultado le ruego atte. q' usted tambien lo apruebe y podamos quebar pize pronto.

G190-1

Atte.

Maria Cruz



13015 Sunlit et.
Moreno Valley CA.
92553

Alberto Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley CA, 92553

RECEIVED
SEP - 5 2018
CITY OF MORENO VALLEY
Planning Division

Mr. Alberto Armijo My name is Maria Cruz, Resident of Moreno Valley for 16 years, I have been supporting the WLC project because I know that it will bring jobs and prosperity to our city. As a mother I care a lot about the environment, it's good that Judge Sharon Waters ordered on June 14 in the superior court of Riverside that these 5 environmental impacts be reviewed and I am very happy about the result. I beg your attention so that you also approve it and we can break ground soon.

G190-1
cont.

ATT. Maria Cruz
13015 Sunlit Ct.
Moreno Valley CA 92553

08-31-2018

Albert Armijo
Interim Planning Manager
14177 Frederick St
P.O. Box 88005
Moreno Valley CA 92553

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Señor : Albert

Mi nombre es Maria de los Angeles Ponce heleido que el proyecto Logistico Mundial va a traer muchos beneficios a Moreno Valley uno de ellos es que se va a ampliar el freeway 60 y invirtiendo mucho dinero a qui en moreno Valle por lo cual va hacer un Ciudad Prospera y sin afectar mucho el medio ambiente porque El Final Envirammmental Impact Report dileno los requisitos.

G191-1

Att: Maria de los Angeles Ponce
24748 Myers Ave.
Moreno Valley CA 92553
Tel. (951) 228-6905
/

08-31-2018

Albert Armijo
Interim Planning Manager
14177 Frederick St.
P.O Box 88005
Moreno Valley CA, 92552

RECEIVED
SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

My name is Maria de los Angeles Ponce, I have read that the World Logistics Center project is going to bring many benefits to Moreno Valley, one of them is that they will be expanding the 60 freeway, and investing a lot of money here in Moreno Valley. The city will thrive, and it will not affect the environment much because the final environmental impact report fulfills the requirements.

G191-1

Maria De los Angeles Ponce
24748 Myers Ave
Moreno Valley. CA 92553

Septiembre 7-2018
 Interim Planning manager
 14177 Frederick st
 Moreno valley, ca 92552

ALBERT ARMUJO

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
 Planning Division

G192-1

Soy residente por mas de 26 años quiero mucho mi ciudad de Moreno valley y quiero lo mejor para mi familia y para mi comunidad. Por eso mi familia y yo apoyamos desde el principio este gran proyecto Centro Logistico mundial porque en un futuro cercano va a traer un impacto muy positivo porque todas las familias que vivimos aqui nos vamos a beneficiar de una manera o otra, con trabajos, mas seguridad policiaca mejores calles, mas dineros en las escuelas, y lo mas importante que este proyecto no va a traer ningun impacto negativo fue el resultado de este reporte Final de el medio ambiente.

Muchas gracias por permitirnos dar nuestra opinion

María del Socorro Lopez
 25371 CARMAN AV MORENO VALLEY
 92551

Albert Armijo
Interm Planning Manager
14177 Frederick St. P.O. Box 88005
Moreno Valley Ca 92552

RECEIVED
SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

I am a resident for over 26 years and I love my city of Moreno Valley very much and I want the best for my family and my community. That's why my family and I support this great world logistic center project from the beginning because in the near future it will have a very positive impact because all the families that we live here will benefit us in one way or another, with jobs, more balance police, better streets, more money in the schools, and the most important thing that this project is not going to bring any negative impact was the result of this final report of the environment. Thank you very much for allowing us to give our opinion.

Maria del Loerra Lopez
25371 Cayman Ave
Moreno Valley CA 92551

G192-1
cont.



RECEIVED
August 28 2018
SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

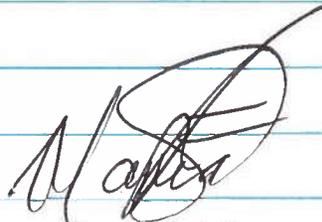
Albert Armijo
Interim Planning Manager
14177 Frederick ST. P.O. Box 8005
Moreno Valley 92552

G193-1

Mr. Albert Armijo Planning Manager
My name is Maria Diaz and I support the
World Logistic Center. I'm happy of the
points that was requesting for the WLC
their impact will be less impact
Please accept the FEIR.

For a better future in Our City

Sincerely



25855 Karisa Circle
Moreno Valley Ca. 92551

Agosto 28 - 2018

Albert Armijo
 Interim Planning Manager
 City of Moreno Valley
 14177 Frederick Street
 P.O. Box 28005
 Moreno Valley CA 92552

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
 Planning Division

Estimado Señor Armijo
 Tengo entendido que se revisó el reporte ambiental del proyecto Centro Logístico Mundial y se que el reporte es favorable y no tiene un impacto significativo para nuestro medio ambiente, y estoy de acuerdo que se continúe con este proyecto lo mas pronto posible.

G194-1

Necesitamos empleos en nuestra Ciudad y yo creo que con este proyecto traerá empleos para nuestros hijos, nietos y futuras generaciones. Por su atención muchas gracias

Maria Regued

Maria Regued Eschedo

13325 Acacook St Apt #38
 Moreno Valley CA 92553

Albert Armijo
Interim Planning Manager
City of Moreno Valley
14177 Frederick St
PO Box 88005
Moreno Valley Ca 92553

Dear Mr. Armijo

I understand that the environmental report of the World Logistics Center project was reviewed and that the report is favorable and does not have a significant impact on our environment, and I agree to continue this project as soon as possible. We need jobs in our city and I believe that with this project it will bring jobs for our children and grandchildren and future generations. For your attention, thank you very much.

G194-1
cont.



Maria Raquel Escobedo
13325 Heacock St #38
Moreno Valley Ca 92553

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SEP - 5 2018
CITY OF MORENO VALLEY
Planning Division

Aug 21-2018

Albert Armijo
Interim Planning Manager
City of Moreno Valley
14177 Frederick street
P.O. Box 88055
Moreno Valley, ca 92552

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CITY OF MORENO VALLEY
Planning Division

G195-1

my name is Maui Galaza.
and I'm resident of Moreno Valley for
20 years and I'm aware of the final
Environmental Impact Report and with this
update Report the project is going to be
much better, we need to go forward,
Please don't delay this project. the world Logistics Center
needs to go on.

Maui Galaza
23622 Tanager Ln. Moreno Valley 92552.

8-30-2018

Albert Armijo
Interim Planning Manager
14177 Frederick St.
P.O. Box 88005
Moreno Valley CA. 92553

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SEP - 7 2018

CITY OF MORENO-VALLEY
Planning Division

Sr. Armijo

Estoy muy contenta por que oí de q' mejoraron el Environmental impact report, y q' el proyecto logístico mundial viene, y q' no dañara a nuestra Ciudad sino q' provera grandes beneficios para moreno valley y sus alrededores.

Le pido de la manera mas atenta q' agilicen el proceso para su construcción

G196-1

Atte:

Maria Guerrero
13015 sunlit ct.
Moreno Valley
CA. 92553

Maria Guerrero

Albert Armijo

8/31/2018

Interim Planning Manager

14177 Frederick St.

PO Box 88005

Moreno Valley Ca 92552

Mr. Armijo I am very happy because I heard that the Environmental Impact Report was improved, and that the World Logistic project is coming, and that it will not harm our city, but it will provide great benefits for Moreno Valley and its surroundings. I ask you in the most attentive way to speed up the process for its construction.

G196-1
cont.

Atte. María Guerrero

13015 Sunlit Ct.

Moreno Valley CA 92553

RECEIVED
SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

August 24 2018

ALBERT ARMIJO
INTERIM PLANNING MANAGER
14177 FREDERICK ST.
MORENO VALLEY CA 92552

G197-1
DEAR PLANNING MANAGER ALBERT ARMIJO, I HAVE BEEN LIVING IN MORENO VALLEY FOR 15 YEARS. I AM A MOTHER OF 5 CHILDREN AND MY BEST WISH FOR MY CHILDREN IS THAT THEY HAVE A BETTER FUTURE. THAT IS WHY FROM THE FIRST TIME I HEAR ABOUT THE WORLD LOGISTIC CENTER PROJECT I SUPPORTER IT NOT ONLY BECAUSE OF THE FACT THAT THE I E REGION WOULD BENEFIT BUT OUR CITY WILL HAVE JOB OPPORTUNITIES. I KNOW THAT THE FEIR IS ALREADY IN YOUR HANDS and I AM AWARE THAT EVERY POINT THAT WAS ASKED TO BE INVESTIGATED AGAIN AND THE RESULT WAS THAT EACH OF THEM WILL CAUSED A LOW IMPACT, PLEASE I ASK YOU TO ACCEPT THIS FEIR SO THAT FINALLY CAN BE BUILD THIS GREAT PROJECT.

THANKYOU VERY MUCH

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Sincerely Maria Gutierrez

MARIA GUTIERREZ

24270 WEBSTER AVE.

MORENO VALLEY CA 92553

From: Albert Armijo
Sent: Wednesday, September 5, 2018 3:17 PM
To: Julia Descoteaux; Vera Sanchez
Subject: FW: FINAL ENVIRONMENTAL REPORT APPROVAL
Attachments: 20180905131141591.pdf

Albert Armijo
Interim Planning Manager
Community Development
City of Moreno Valley

p: 951.413.3354 | e: alberta@moval.org W: www.moval.org

14177 Frederick St., Moreno Valley, CA 92553

From: Maria Isabel [mailto:mariaisabelsellhomes@yahoo.com]
Sent: Wednesday, September 5, 2018 2:38 PM
To: Albert Armijo <alberta@moval.org>
Subject: FINAL ENVIRONMENTAL REPORT APPROVAL

Hi Mr.Armijo

Please find attached support letter for you file

G198-1

----- Forwarded Message -----

From: "bwrealtystmp2@gmail.com" <bwrealtystmp2@gmail.com>
To: MARIA ISABEL RAMIREZ <mariaisabelsellhomes@yahoo.com>
Sent: Wednesday, September 5, 2018, 2:33:09 PM PDT
Subject:

This E-mail was sent from "RNPC8E57D" (Aficio MP 6000).

Scan Date: 09.05.2018 13:11:41 (+0000)

Queries to: receptionist@hsexecutivesre.com

Moreno Valley CA September 5, 2018

ALBERT Armijo

14177 Frederick St
P.O. BOX 88005
Moreno Valley CA 92552

Hi my name is MARIA ISABEL RAMIREZ resident of Moreno Valley for 29 years and I am writing this letter in support of the Final Environmental impact report for the World Logistics Center Project. I am fully aware of the deficiencies that were properly updated as Judge Waters requested. Throughout the project's legal process. I observed that everything has been done in a professional and organized manner which leads me to believe this project is legit and beneficial. As most of the updates were labeled " less than significant ", I see absolutely no reason to further delay this project. Waiting to hear from you soon.

G198-2

Sincerely,

MARIA ISABEL RAMIREZ
11535 Guajome Rd
Moreno Vallet Ca 92551-1901

RECEIVED**SEP - 5 2018**CITY OF MORENO VALLEY
Planning Division

Agosto 23 - 2018
Sr. Albert Armijo
Interim planning manager.
City of Moreno Valley
14177 Frederick street
P.O. Box 88055
Moreno Valley, Ca, 92552

G199-1

Estimado Señor Armijo
Estoy de Acuerdo con la nueva revisión del reporte del Medio Ambiente, es un buen proyecto para la Ciudad y para la Comunidad, yo como residente de Moreno Valley por 16 años ya quisiera que empiecen a trabajar en el Centro Logístico Mundial, sé que ya revisaron los 5 puntos a petición de la Jues Waters y también estoy de acuerdo con los resultados obtenidos, No tendrá un impacto significativo para el medio ambiente, nos urge los Empleos en Moreno Valley

Gracias por su apoyo para que este Proyecto, se lleve a cabo sin más Demora.

maria R. Jacobo
Maria R Jacobo
14909 Meridian Pl Moreno Valley Ca, 92555

August 23-2018

Mr. Albert Armigo

Interim Planning Manager

City of Moreno Valley

14177 Frederick Street.

P.O Box 88005

Moreno Valley Ca, 92552.

RECEIVED
SEP - 5 2018
CITY OF MORENO VALLEY
Planning Division

Dear Mr. Armigo,

I agree with the new review of the environmental report, it is a good project for the city and for the community, I as a resident of Moreno Valley for 16 years would like that they start working on the World Logistics Center, I have already reviewed the 5 points at the request of Judge Waters, and I also agree with the results obtained. It will not have a significant impact for the environment, we need jobs in Moreno Valley.

Thank you for your support so that this project can be carried out without further delay.

Maria R. Jacobo

14909 Meridian Pl. Moreno Valley Ca 92555

G199-1
cont.



Septiembre 6, 2018

Alberto Armijo
Interim Planning Manager
City of Moreno Valley
14177 Frederick ST.
Moreno Valley, CA 92552

RECEIVED
SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

Estimado Señor Armijo :

Soy residente de la ciudad de Moreno Valley por 6 años, me gustaría que hubiera más empleos en nuestra ciudad, no hay muchos lugares para buscar trabajo en Moreno Valley y el Proyecto Centro Logístico Mundial nos va a proveer de muchos empleos y por eso apoyo este gran proyecto.

Entiendo las últimas revisiones son para mejorar este proyecto y espero que la construcción siga adelante sin más demoras.

Gracias por darme la oportunidad de expresar mi voz.

G200-1

M. Lara

María Lara
25681 Alessandro Blvd # 37 1/2
Moreno Valley, CA 92553

ALBERT ARMIJO
INTERIM PLANNING MANAGER
14177 FREDERICK ST.
P.O. BOX 88005
MORENO VALLEY CA 92552

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SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

I AM A RESIDENT OF THE CITY OF MORENO VALLEY FOR 6 YEARS, I WOULD LIKE TO HAVE MORE JOBS IN OUR CITY, THERE ARE NOT MANY JOBS TO FIND JOBS IN MORENO VALLEY AND THE PROJECT WORLD LOGISTICS CENTER WILL PROVIDE US WITH MANY JOBS AND THAT IS WHY I SUPPORT THIS BIG PROJECT. I UNDERSTAND THE LAST REVISIONS ARE TO IMPROVE THIS PROJECT AND I HOPE THAT THE CONSTRUCTION WILL CONTINUE WITHOUT FURTHER DELAYS.

THANK YOU FOR GIVING ME THE OPPORTUNITY TO EXPRESS MY VOICE,

MARIA LARA

2568I ALESSANDRO BLVD. #37 1/2

MORENO VALLEY CA 92553

G200-1
cont.

9-5-18

Albert Armijo
Interim Planning Manager
The City of Moreno Valley
14177 Frederick Street.
P.O. Box 88005
Moreno Valley, CA 92553.

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Señor Armijo,

Me dirijo a usted a través de esta carta para informarle que apoyo totalmente el proyecto Centro Logístico Mundial (WLC) y las revisiones que se hicieron sobre el FEIR. Los animo a seguir avanzando con este proyecto, ya que es muy necesario en nuestra comunidad, y con estos resultados, podemos ver que el impacto en el medio ambiente será menos que significativo.

No lo demoremos más. Gracias de antemano.

Sinceramente,

Maria A Lopez
Maria A Lopez

16305 Vía Último

Moreno Valley, CA 92551

G201-1

9-5-18

Albert Armijo
Interim planning Manager
The City of Moreno Valley
14177 Frederick St.
P.O. Box 88005
Moreno Valley, CA 92553.

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Mr. Armijo,

I am writing to you through this letter to inform you that I fully support the World Logistics Center (WLC) project and the revisions that were made to the FEIR. I encourage you to continue advancing with this project, since it is very necessary in our community, and with these results, we can see that the impact on the environment will be less than significant. We do not delay it anymore. Thanks in advance.

Sincerely,

Maria Lopez

16305 Via Ultimo

Moreno Valley, CA 92551

↑
G201-1
cont.

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

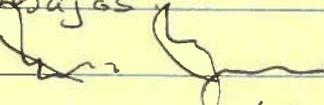
Agosto 27, 2018

Albert Armijo
 Interim Planning Manager
 City of Moreno Valley
 14177 Frederick Street
 P.O. Box 88005
 Moreno Valley, CA 92552

Estimado Señor Armijo.

Soy residente de la ciudad de Moreno Valley por 15 años y apoyo todo lo que beneficia nuestra comunidad y por consiguiente apruebo y apoyo la nueva revisión que se hizo al proyecto Centro Logístico Mundial, después de haberse revisado los cinco puntos requeridos por la Ineza Waters vemos que no habrá un impacto significativo para nuestro ambiente.

Necesitamos los trabajos en nuestra ciudad, las personas salen fuera de la ciudad a trabajar, cuando tenemos este gran proyecto que es beneficioso para nuestra comunidad usen los trabajos.

Atentamente  Martin Hernandez
 23818 Hartman Moreno Valley Cal. 92557

G202-1

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Albert Armijo
Interim Planning Manager
City of Moreno Valley
14177 Frederick St.
P.O. box 88005
Moreno Valley CA 92552

I am a resident of the city of Moreno Valley for 15 years and I support everything that benefits our community and therefore I approve and support the new revision that was made to the project world logistic center, after having reviewed the only points required by Judge Waters, We see that there will not be a significant impact for our environment. We need jobs in our city, people go out of the city to work when we have this great project that benefits our community, the work is urgent.

G202-1
cont.

Attentively,

Maria Mereyman

23318 Hartlan Moreno Valley Ca 92557

Septiembre 6, 2018

Albert Cermeño
Interior Planning Manager
City of Moreno Valley
14177 Fredrick Street
Moreno Valley, CA 92552

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Señor Cermeño

Mi nombre es Maria Mercedes
Vivo en Moreno Valley por 8 años
Tengo 3 hijos y personas en que
puedan tener un mejor futuro no
solo mi familia sino por futuras
generaciones apoyo al proyecto

G203-1

Entre lo que
y se procuren trabajos de calidad
y gracias por la revisión que se
hizo al proyecto ya que con las
modificaciones mejores resultados.
También agradece por revisar los
puntos levantados.

Atentamente

Maria Mercedes
13681 Blue Spruce Ct
Moreno V. CA (900) 92553

Albert Armijo
Interim Planning Manager
14177 Frederick St.
P.o. Box 88005
Moreno Valley CA 92552

G203-1
cont.

↑
My name is Maria Nieves I live in Moreno Valley for 8 years, I have 3 children and thinking that they can have a better future not only my family but for future generations. I support to the World Logistic Center Project. And quality works are provided and thanks for the revision that was made to the project, since with the modifications better results. I also thank you for reviewing the environmental points.

Sincerely, Maria Nieves

13681 Blue Spruce Ct.
Moreno Valley CA

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Aug 21-2018

Albert Armijo
Interim Planning Manager
City of Moreno Valley
14177 Frederick Street
P.O. Box 88055
Moreno Valley, CA 92552

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

G204-1

Mi nombre es Maria Saens, y tengo vivienda en Moreno Valley 19 años, estoy entusiasmada de la nueva revision de el INvIRONmental Impact Report y creo que con este nuevo estudio todo va a estar mucho mejor con el proyecto. por favor sigan adelante para que pronto tengamos todos esos trabajos aqui en nuestra ciudad.

Maria Saens

23588 Swan St.
Moreno Valley CA 92557

Maria Saens.

Aug. 21.2018

Albert Armijo
Interim Planning Manager
City of Moreno Valley
14177 Frederick Street
P.O. Box 88055
Moreno Valley CA, 92552

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SEP - 5 2018
CITY OF MORENO VALLEY
Planning Division

G204-1
cont.

My name is Maria Saens, and I have lived in Moreno Valley for 19 years. I am aware of the new revision of the Environmental Impact Report and I think that with this new study everything will be much better with the project.

Please keep going so we will soon have all those jobs here in our city.

Maria Saens
23588 Sam St.
Moreno Valley CA 92557

Septiembre 7, 2018

Albert Armijo
Interim Planning Manager
City of Moreno Valley
14177 Frederick Street
Moreno Valley, CA 92552

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SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

Estimado Senor Armijo:

Quisiera expresar mi apoyo al Centro Logistico Mundial, este gran proyecto sera de muchos beneficios para Moreno Valley, debemos de pensar en nuestros jovenes y en nuestras futuras generaciones y este proyecto les va a proveer a nuestros Jovenes de trabajos locales de alta tecnologia para que asi no tengan que manejar a otras ciudades para poder encontrar un trabajo.

Entiendo que se han hecho las ultimas modificaciones requeridas al Reporte Ambiental Y tambien puedo entender que estas modificaciones han sido necesarias para mejorar y actualizar el proyecto y se que todos como comunidad nos vamos a sentir muy orgullosos cuando veamos el resultado final de este majestuoso proyecto.

Gracias por darme la oportunidad de poder expresar mi opinion a travez de esta carta.

Atentamente.



Maria A. Saldaña

12980 Perris Blvd. apt # 220

Moreno Valley, CA 92553

G205-1

Albert Armijo
Interim Planning Manager
14177 Frederick St.
P.O. Box 88005
Moreno Valley Ca 92552

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SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

Dear Mr. Armijo

I would like to express my support to the world logistic center, this great project will be of many benefits for Moreno Valley, we must think about our youth and our future generations and this project will provide our young people with high technology local jobs so that Do not have to drive to other cities to find a job.

I understand that the last required modifications to the environmental report have been made and I can also understand that these modifications have been necessary to improve and update the project and that we as a community will feel very proud when we see the final result of this majestic project.

Thank you for giving me the opportunity to express my opinion through this letter.

Maria Saldana
12980 Perris Blvd #220
Moreno Valley Ca 92553

G205-1
cont.

Septiembre, 2018.

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley, Ca. 92553

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Felicidades a quienes trabajan para que el proyecto "World Logistics Center" se lleve a cabo, considero que el proyecto será un gran impacto económico para la ciudad de Moreno Valley, es un proyecto que sin duda traerá una gran demanda laboral para toda la comunidad que reside en la ciudad. Es común que la población de Moreno Valley trabaja en otras ciudades, y eso les genera un gran desgaste físico y económico, con este proyecto se beneficiaran un gran número de familias, ya que se generará un alto número de empleos.

Sin lugar a dudas apoyo el proyecto, esperando resultados positivos para el bienestar de la comunidad.

G206-1

Atentamente:



Maria G. Torres
Hesperia CA.

Albert Armijo
Interim Planning Manager
14177 Frederick St. P.O. Box 88005
Moreno Valley Ca 92552

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Congratulations to those who work for the project "World Logistics Center", I believe that the project will be a great economic impact for the city of Moreno Valley. It is a project that undoubtedly has a great labor demand for the entire community that resides in the city. It is common that many Moreno Valley residents work in other cities and that generates a great physical and economic wear to their lives. With this project a large number of families will benefit since a high number of jobs will be generated.

Without a doubt, I support the project, expecting positive results for the well-being of the community.

Sincerely,
Maria G. Torres
Hesperia CA

G206-1
cont.

Agosto 28-2018

Albert Armijo
Interim planning Manager
City of Moreno Valley
4177 Frederick street
P.O. Box 88055
Moreno Valley, CA 92552

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Señor Armijo:

G207-1
soy una joven de 24 años y vivo en moreno valley y se que este proyecto va a traer muchas beneficios a nuestra ciudad y puedo visualizar un gran futuro para los jovenes de nuestra comunida si este gran proyecto se lleva a cabo muy pronto. Se que se han revisado cinco puntos del reporte de impacto ambiental y tengo entendido que los resultados son favorables para el medio ambiente.

Gracias por su atencion.

Mariana Escobedo

Mariana Gissel Sanchez Escobedo
13325 Heacock st Apt 38
Moreno Valley, CA 92553

August 28, 2018

Albert Armijo

Interim Planning Manager

City of Moreno Valley

14177 Frederick St.

PO Box 88055

Moreno Valley CA 92552

Mr. Armijo:

I am a 24 year old girl and I live in Moreno Valley and I know that this project will bring many benefits to our city and I can visualize a great future for the youth of our community if this great project is carried out very soon. I know that five points of the environmental impact report have been reviewed and I understand that the results are favorable for the environment.

Thank you for your attention.

Marian Gissel Sanchez Escobedo

13325 Heacock At. #38

Moreno Valley CA 92553

RECEIVED
SEP - 5 2018
CITY OF MORENO VALLEY
Planning Division

G207-1
cont.



Agosto 22, 2018

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Albert Armijo, Interim Planning
14177 Frederick St.
P. O. Box 88005
Moreno Valley, CA 92552

Sr Armijo,

Por algunos años he apoyado el Proyecto Logístico Mundial por la razón que es una gran oportunidad para Moreno Valley. Que la gente pueda vivir más dignamente y con más oportunidades para mis hijos, nietos y las siguientes generaciones. Me gusta la idea de que viene Progreso a nuestra ciudad y que todos se benefician con más trabajos.

Le pido que este proyecto siga hasta su construcción.

Gracias por todo, soy residente de Moreno Valley por más de 12 años.

Matteo Ochoa

24167 Eucalyptus OV 113
Moreno Valley CA 92553
951 842-8023

August 22, 2018

Albert Armijo, Interim Planning manager

14177 Frederick St.

P.O. Box 88005

Moreno Valley Ca 92552

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Mr. Armijo

For some years I supported the World Logistic Project, for the reason that it is a great opportunity for Moreno Valley. That people can live more dignified and with more opportunities for my children, grandchildren and the following generations. I like the idea that progress is coming to our city and that everyone benefits from more jobs.

I ask that this project continue until its construction. Thanks for everything, I am a resident for over 12 years.

Mario Ochoa

24167 Eucalyptus Ave. 113

Moreno Valley Ca 92553

G208-1
cont.



RECEIVED

Comment Letter G209

SEP 10 2018

CITY OF MORENO VALLEY
Planning Division

September 4, 2018.

Albert Armijo
Interim Planning Manager
The City of Moreno Valley
14177 Frederick Street.
P.O. Box 88005
Moreno Valley, CA 92553.

Dear Mr. Armijo,

The purpose of this letter is to express my support for the World Logistics Center Project, and the new revisions that were made on the FEIR (Final Environmental Impact Report.). I understand that Judge Sharon Waters brought up some concerns with the EIR that have now modified and improved. I urge you to make the right decision, and accept these revisions, as the city has anxiously been waiting for this project since its approval. We hope that with this result, the WLC project can begin its construction. Thank you for your time.

G209-1

Sincerely,

Marjorie Lloyd



14458 Leeward Way

Moreno Valley, CA 92555

8/24/2018

Albert Armijo
Interim Planning Manager
P.O. Box 88005
Moreno Valley, CA 92552

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

G210-1

My name is Martha Muñoz, resident of Moreno Valley. I am aware of the final environmental impact report and I strongly agree with this new update. Please approve.

Thank you very much for your time.

Martha Muñoz
14890 Ferris Blvd #11
Moreno Valley CA 92553

Septiembre 3, 2018

Albert Armijo
Interim Planning Manager
City of Moreno Valley
1417 Frederick Street
P O Box 88005
Moreno Valley, CA 92552

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Señor Armijo:

Quiero expresar mi mas profundo apoyo hacia el gran proyecto Centro Logístico mundial que va a beneficiar no solamente a nuestra región sino al estado en general. Estamos viendo hacia el futuro de nuestros jóvenes y de toda la comunidad en general.

Entiendo que ya despues que estos puntos ambientales han sido revisados y con un resultado satisfactorio, ahora a ustedes les corresponde caminar hacia adelante siempre pensando en el bienestar de nuestra comunidad.

Martha Rodriguez

MARtha Rodriguez
12950 Perris Blvd. Apt 207
Moreno Valley, CA 92553

G211-1

September 3, 2018
Albert Armijo
Interim Planning Manager
City of Moreno Valley
14177 Frederick St.
P.O. Box 8805
Moreno Valley Ca 92552

RECEIVED
SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

Mr. Armijo:

I want to express my deepest support for the great project World Logistics Center that will benefit not only our region but the general state. We are looking to the future of our youth and the whole community in general. I understand that even after these environmental points have been reviewed and with a satisfactory result, now it is up to you to walk forward always thinking about the wellbeing of our community.

G211-1
cont.

Martha Rodriguez
12950 Perris Blvd. Apt 207
Moreno Valley Ca 92553

Albert Armijo
Interim planning manager
1417 Frederick St
Moreno Valley ca 92552

Mr. Albert Armijo the reason for
this letter is to let you know I
Reviewed the FEIR and all the 5 points
are very clear and satisfactory.
We need to keep going with this
project.

G212-1

Thank you for your attention

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

MARIA A. TORRES
22606 Temco St.
Moreno Valley, ca, 92553

PARA: Don Alberto Armijo

08/24/18

Comment Letter G213

Interim Planning Manager

RECEIVED

14177 Frederick St

SEP - 5 2018

Moreno Valley Ca 92553

CITY OF MORENO VALLEY
Planning Division

Sro. Alberto Armijo Mi Nombre es
Martha Villanueva

tengo tiempo viviendo en la bella Ciudad
Moreno Valley Ca. me interesa, el
Proyecto de World logistic Ctr
Veo que el proyecto tendra impacto
Positivo Para nuestra Ciudad. especialmen
mente. en la Area del trabajo. y economia

Yo veo que no habra ningun mal para
La naturaleza. ni medio ambiente y
tambien Podemos observar que no habra
Impacto Negativos, Para el Area Forestal
Ni agricultura por Favor no lo detenga
mas. quaremo el Proyecto
pronto por favor →

Entendemos que el reporte final

del medio ambiente (FEIR)

Faboreció al Proyecto así que
no hay más por que detenerlo

lo agradecemos mucho por su
atención

Atte Martha Villanueva

24700 Webster Ave.

Moreno Valley Ca

92553

8/24/18

For Mr. Alberto Armigo
Interim Planning Manager
14177 Frederick Street,
P.O Box 88005
Moreno Valley CA 92552.

RECEIVED
SEP - 5 2018
CITY OF MORENO VALLEY
Planning Division

Mr. Alberto Armigo, My name is Martha Villanueva

I have time living in the beautiful city of Moreno Valley CA. I'm interested in the World Logistics Center Project. I see that the project will have a positive impact for our city, especially in the area of work and economy.

I see that there will be no harm to nature or the environment, and we can also observe that there will be no negative impact for the forestry or agricultural area. Please do not stop it anymore, we want the project as soon as possible. Please understand that the final environmental report (FEIR) favored the project so there is no more to stop it. We thank you very much for your attention.

Sincerely, Martha Villanueva

24700 Webster Ave.

Moreno Valley CA 92553

G213-1
cont.



Albert Armijo, Interim Planning
 14177 Frederick ST
 P.O. Box 88005
 Moreno Valley, CA 92552

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
 Planning Division

Dear Mr Armijo,
 My name is Martina I have been
 a resident in MV for 17 years.
 The reason for my letter is I
 wanted to state my support for
 the word logistics Center.

Highland Fairview has addressed
 all the concerned
 presented by organizations
 and property updated the
 project to even better standard
 than before I support it and
 want it to be here in my
 city. I hope you too

Thank you for you time.

Martina Algado Lanes
 14580 Cagney CT
 Moreno Valley CA 92553.

(951) 9078245 Martina Al Lanes.

From: Albert Armijo
Sent: Thursday, September 6, 2018 7:42 AM
To: Julia Descoteaux; Vera Sanchez
Subject: FW: Re. World Logistics Project

Albert Armijo
Interim Planning Manager
Community Development
City of Moreno Valley
p: 951.413.3354 | e: alberta@moval.org W: www.moval.org
14177 Frederick St., Moreno Valley, CA 92553

From: Marvin [mailto:eastonsopa@msn.com]
Sent: Wednesday, September 5, 2018 7:05 PM
To: Albert Armijo <alberta@moval.org>
Cc: Marvin <eastonsopa@msn.com>
Subject: Re. World Logistics Project

Mr. Armijo,

My wife and I are 29 year residents of Moreno Valley, and currently live near the proposed area of this project, actually overlooking the Sketchers building. We are writing you to inform you that we are in full support of the World Logistics project.

Also we do not agree with the complaints of those that are against it, (the few but loud) or their reasoning. In my opinion, the additional traffic they worry about will be there whether it is built or not. Warehouses are being built and will be built in our neighboring cities. Hence, our city is not reaping the tax revenue benefits. As far as air pollution goes, I have operated diesel equipment for 39 years, and the tier 4 emission systems that will be fully required by the time this project is built, have virtually eliminated almost all pollutants to the point of less than most cars leaving our city to go to work every day.

Our city needs this this project for the jobs it creates, and the additional tax revenue that the city desperately needs.

Sincerely,
Mr. & Mrs. Marvin Niles

Get [Outlook for Android](#)

G215-1

8-28-2018

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Albert Armijo
Interim Planning Manager
14177 Frederick St
Moreno Valley CA 92553

Estimado sr Alberto Armijo por est medio le informamo que estamos de acuerdo y apoyamos del todo el proyecto de world logistic center, yo me vine a moreno valley es mas economico las casas ya hora con este proyecto va hace una potenciacion para esta ciudad.

G216-1

Gracias por su atencion
Maryori Ovalles
MARYORI OVALLES
12699 Andretti St
Moreno Valley. CA 92553

8-28-2018
Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley CA 92553

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Dear Mr. Alberto Armijo, we hereby inform you that we fully agree and support the World Logistics Center project. I came to Moreno Valley because the houses are cheaper, and now with this project will make a power for this city.

G216-1
cont.

Thank you for your attention
Mayori Ovalles
1269999 Andretti St.
Moreno Valley CA 92553

September 4, 2018.

Albert Armijo
Interim Planning Manager
The City of Moreno Valley
14177 Frederick Street.
P.O. Box 88005
Moreno Valley, CA 92553.

Dear Mr. Armijo,

The purpose of this letter is to express my support for the World Logistics Center Project, and the new revisions that were made on the FEIR (Final Environmental Impact Report.). I understand that Judge Sharon Waters brought up some concerns with the EIR that have now modified and improved. I urge you to make the right decision, and accept these revisions, as the city has anxiously been waiting for this project since its approval. We hope that with this result, the WLC project can begin its construction. Thank you for your time.

G217-1

Sincerely,


Mathis Moore

14458 Leeward Way
Moreno Valley, CA 92555

27 - 8 - 18

- Albert Amijo
 Interim Planning Manager
 14177 Frederick St.
 P.O. Box 88005
 Moreno Valley, CA 92557

RECEIVED**SEP - 5 2018**CITY OF MORENO VALLEY
 Planning Division

- Yo me llamo Moura Garcia y mi residencia es los Apartamentos "24169 Eucalyptos Ave #130 Moreno Valley ca 92553

- He participado de las actividades y las luchas para que "World Logistic Center" Proyecto muy lindo que pienso y creo que es 1 gran futuro para esta comunidad; pues lo he leído detenidamente y sí es 1 gran futuro para nuestros hijos; - De igual manera pienso que "El Environmental Impact Report" también ha cumplido con todos los requisitos de la ley que rige el "medio Ambiente". Se que la Fauna y la Flora llegarán a ser muy hermosos y útiles para nuestra salud y no afectaría el Proyecto más bien nos habren puertas hacia un futuro mejor. - Hemos luchado "ya bastante" por lo cual les ruego que ya no lo detengan. - Por lo que les ruego que nos aprueben
 Por la (d) atención que este le merezca
 Gracias!

Moura Garcia

G218-1

8/27/2018

Albert Armijo

Interim Planning Manager

14177 Frederick St.

PO BOX 88005

Moreno Valley CA 92553

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SEP - 5 2018
CITY OF MORENO VALLEY
Planning & Community Development

My name is Maura Garcia and my residence is the apartments "24169 Eucalyptus Ave. # 130 Moreno Valley Ca 92553"

I have participated in the activities and struggles for "World Logistics Center" Very nice project that I think and believe is a great future for this community; well I read it well and if it is a great future for our children; In the same way I think that "The environmental Impact Report" has also complied with all the requirements of the law that governs the "environment" that the fauna and flora will be very beautiful and useful for our health and will not affect the project. It will open doors for a better future. We have fought "enough" so I beg you not to stop it. For which I ask you to approve this.

For the attention it deserves, thank you. Maura Garcia

G218-1
cont.

9-5-18

Albert Armijo
Interim Planning Manager
The City of Moreno Valley
14177 Frederick Street.
P.O. Box 88005
Moreno Valley, CA 92553.

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SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

Señor Armijo,

Me dirijo a usted a través de esta carta para informarle que apoyo totalmente el proyecto Centro Logístico Mundial (WLC) y las revisiones que se hicieron sobre el FEIR. Los animo a seguir avanzando con este proyecto, ya que es muy necesario en nuestra comunidad, y con estos resultados, podemos ver que el impacto en el medio ambiente será menos que significativo.

No lo demoremos más. Gracias de antemano.

Sinceramente,

Mauricio Lopez
Mauricio Lopez

16305 Vía Último

Moreno Valley, CA 92551

G219-1

9-5-18

Albert Armijo
Interim planning Manager
The City of Moreno Valley
14177 Frederick St.
P.O. Box 88005
Moreno Valley, CA 92553.

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Mr. Armijo,

I am writing to you through this letter to inform you that I fully support the World Logistics Center (WLC) project and the revisions that were made to the FEIR. I encourage you to continue advancing with this project, since it is very necessary in our community, and with these results, we can see that the impact on the environment will be less than significant. We do not delay it anymore. Thanks in advance.

Sincerely,

Mauricio Lopez

16305 Via Ultimo
Moreno Valley, CA 92551



G219-1
cont.

Aug. 24, 2018

Comment Letter G220

To Mr. Albert Armijo
@ Interim Planning Mgr
14177 Frederick St
Moreno Valley Ca 92551

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Mr. Armijo My Name is Miguel Gutierrez
I lived in Moreno Valley, for approx. 10 years
We have supported the Construction/
World logistic Center, I have been
Interested in the project since its
Announcement, especially for the Economic/
Job. growth that will bring to our City

And in accordance with the final
Project Impact findings, the project
impacts; will not be negative to our
agricultural, and forestry resources,
and according to the final report.

There will be no impact on the following
sections # 4.2.5.1 # 4.2.5.2 # 4.2.5.3
4.2.6.1.

Thanks you. Sincerely (I please see back)

please to whom it may concern.

Do not hold this project
back any longer, we are fed up.
It's taking to many years.

The population is growing and
kids are coming out of High school.
and we will need the jobs
soon. please consider

Sincerely
Miguel
Miguel Cortes

24700 Webster Ave
Moscow Valley CA 92553
909.753-8784

0905 2018-

RECEIVED

SEP - 7 2018

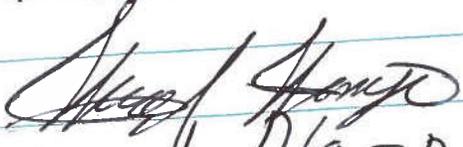
CITY OF MORENO VALLEY
Planning Division

Albert Planning Manager
14177 Frederick St.
Moreno Valley, ca 92552.

Estimado Albert. amigo
por este medio le comunico que soy oper
rador de Maquinaria pesada y
pertenesco a la Union Local 12-
se lo que es manejar largas
distancias para ir a trabajar
y yo apoyo el proyecto de
Centro logistico Mundial - WLC
y su mejora revision de impacto
ambiental.

le suplico apoye estas revisiones
FEIRA la ciudad de Moreno Valley
necesita los Trabajos, que este
Proyecto Traira

Atentamente:


Miguel NARANJO Ayala
8543 Penny Dr

Albert Planning Manager
14177 Frederick St.
Moreno Valley Ca 92552

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Dear Albert Armijo I hereby inform you that I am operator of heavy machinery and belong to the local union 12. I know what it is to handle long distances to go to work and I support the World Logistics Center-WLC project and its new impact review environmental.

I beg you to support these revisions to the FEIR the city of Moreno Valley needs jobs that this project brings.

Sincerely,

Miguel Naranjo

8543 Penny Dr.
Riverside CA 92503

G221-1
cont.



8-31-18

Albert Armijo
 Interm Planning manager
 14177 Frederick St
 P.O. Box 88005
 Moreno Valley C.A. 92552

RECEIVED
 SEP - 7 2018
 CITY OF MORENO VALLEY
 Planning Division

Señor Armijo,

Yo Milton Martinez vivo , en la ciudad por mas de 7 años tengo 5 hijos que necesitan trabajar apoyo aqui en Moreno Valley vengan trabajos para los jovenes o para nosotros de padres pues ay una gran necesidad de trabajo muchos como yo salen a trabajar a otras ciudades bueno en fin veo que el reporte final del ~~en~~ impacto de medio ambiente fue meprado pra que se construya el proyecto logistico mundial. Yo estoy a favor que protejan el medio ambiente veo que este proyecto WLC no afecta ni a plantas ni animales ni a la energia ni mucho menos al agua. Me gustaria ver que usted permita que el proyecto se construya gracias a ver leído mi carta.

atte. Milton Martinez
 Milton Martinez

24356 Webster ave Apt #2
 Moreno Valley C.A. 92553

951)251-3670

G222-1

Albert Armijo
Interim Planning Manager
14177 Frederick St.
PO Box 88005
Moreno Valley Ca 92552

8/31/2018

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SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

Mr. Armijo

I Milton Martinez live in the city for more than 7 years, I have 5 children who need to work, support here in Moreno Valley come jobs for young people or for us parents as well as a great need for work. Many like me go to work in other cities. Well finally I see that the final report of the impact of the environment was improved for the World Logistic Project to be built. I am in favor of protecting the environment I see that the WLC does not affect plants or animals or energy, much less water. I would like to see you allow the project to be built. Thanks for reading my letter.

Atte. Milton Martinez
24356 Webster Ave # 2
Moreno Valley Ca 92553

G222-1
cont.

8/29/18

Comment Letter G223

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

ALBERT ARMUJO
INTERIM PLANNING MANAGER
1477 FREDERICK ST
MORENO VALLEY CA 92553

G223-1

SR ALBERTO, GRACIAS POR DARNOS LA OPORTUNIDAD DE PODER APOYAR LOS PROYECTOS QUE AY DE PARTE DE 'WORLD LOGISTIC CENTER' ENOS ESTADO SIGUIENDO LOS PROYECTOS DESDE UN PRINCIPIO, Y ME DOY CUENTA, QUE ES UNA GRAN OPORTUNIDAD PARA LA COMUNIDAD DE MORENO VALLEY PARA SU PROSPERIDAD.

ESPERANDO QUE ESTE PROYECTO SE LLEVE ACABO, MUY PRONTO. PARA LA CIUDAD DE MORENO. GRACIAS POR SU ATENCIÓN. BENDICIONES.

MOISES LEANOS
24535 MYERS AVE
MORENO VALLEY CA 92553

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley Ca 92553

G223-1
cont.



Mr. Albert, Thank you for giving us the opportunity to be able to support the projects that and from World Logistics Center, we have been following the projects from the beginning and I realize that it is a great opportunity for the Moreno Valley community for its prosperity. I hope that this project will take place very soon for the city of Moreno Valley. Thank you for your attention. Blessings.

Moises Leanos
24535 Myers Ave.
Moreno Valley Ca 92553

08-29-2018

Albert Armijo
Interim Planning Manager
14177 Frederick St.
P.O. Box 88005
Moreno Valley CA 92552

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Mr. Armijo

La razon por lo que escribo esta carta es para pedirle que no detengan por favor el proyecto Logistico Mundial pues en pasado muchos años que lo aprobaron y ahora que FEIR (Final Envirommental Impact Report) hasido mejorado. Queremo los beneficios que la ciudad necesita pues tenemos mucha necesidad.

G224-1

Att. Monica Esparza
24748 Myers Ave.
Moreno Valley CA 92553
Tel. (951) 601-3502

Monica Esparza

Albert Armijo
Interim Planning Manager
14177 Frederick Street.
P.O box 88005
Moreno Valley CA 92552

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SEP - 5 2018
CITY OF MORENO VALLEY
Planning Division

The reason why I am writing this letter is to ask you not to stop the World Logistics Center project, because it has been many years since the city approved it, and now that the FEIR (Final Environmental Impact Report) has been improved, we want the benefits that the city needs, because there is a great need.

G224-1
cont.

Sincerely,
Monica Esparza
24748 Myers Ave.
Moreno Valley CA 92553
(Phone: 951-601-3502)

09/07/2018

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley, CA. 92552

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SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

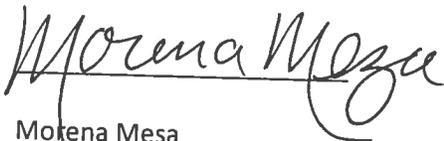
To whom it may concern:

My name is Morena Mesa proud resident of Moreno Valley and I am a supporter of the World Logistic Center and I am glad to find out that the new revision to the WLC- EIR were Less than Significant with mitigation this makes me happy because I can feel the vibration of the ground all ready. The breaking ground is going to be music to my ears! Believe we need the jobs. What is coming to Moreno Valley is so great that most of the people miss it, but not our family we are all waiting for it.

G225-1

Thank you so much for the opportunity to express myself through this letter, please I urge all of the people involved in making decisions to support this new environmental finding so the City can move forward.

With much gratitude:



Morena Mesa
13620 Darwin Dr.
Moreno Valley Ca. 92555

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Myles Caldwell

1375 Cane Bay Lane, Perris, CA 92571
Phone: 714-274-3871

▶ **Albert Armijo**

14177 Frederick Street, P.O. Box 88005, Moreno
Valley, CA 92552

Dear Albert,

I'm writing to express my gratitude towards the hard work that was done for the World Logistic Center environmental impact report. I thank everyone involved, and for the research that was done on the land encompassing the project, it's a necessity that the cultural resources around the land won't be disturbed.

G226-1

Please, keep up the great work for our growing city.

Myles Caldwell
Resident of the city
Keep Your Seats Filled
8/23/2018

RECEIVED

SEP - 5 2018

8/23/18

CITY OF MORENO VALLEY
Planning Division

To Albert Armijo

My name is Nahum and I was a resident of Moreno Valley for 15 years and I'm familiar with the World Logistics Center and I'm so happy that it has been approved. I also read that the FEIR was revised and made improvements on some areas that needed attention. I'm happy that it's better than the first time. I'm looking forward for this project to begin.

G227-1

Nahum Serrano

August 29, 2018

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Attention: Mr. Albert Armijo, Interim Planning Manager

Subject: Comment letter in Support of the World Logistics Center

Dear Mr. Armijo,

The purpose of this letter is to express my support of the World Logistics Center. As a resident and home owner in Moreno Valley I strongly believe that this project will do exactly what is has been slated out to do. I understand all the concerns that have been brought up such as energy, biological resources, noise, farmland and cumulative impacts. As you can clearly see in the most recent revision of the EIR, these areas of concern have been reevaluated to ensure that this project will be of huge benefit to our city.

I see many new warehouses being built within 2 miles of my home and I've yet to receive a letter or notice or hear about them in the news asking for my permission or approval. I am not against these businesses, but I am a little concerned that the WLC project has received so much scrutiny while other projects have not. I understand this project is much more on a grander scale however, every single new construction, big or small that is erected in our city or any city for that matter, impacts the air, noise levels, biological resources etc., but I understand that these effects are necessary and come as a result of our growing city.

I especially support Highland Fairview because I can see that they have done their due diligence in making sure they address and mitigate the concerns listed above. This project is good, and our city needs it.

Sincerely,



Nelly Menjivar

G228-1

08/27/18

Albert Armijo
 Interim Planning Manager
 14177 Frederick St.
 Moreno Valley, CA. 92553

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
 Planning Division

Honorable Sr. Albert Armijo, mi nombre es Nidia Jiménez he residido en Moreno Valley desde el año 2003, y se me hace interesante el proyecto "World Logistic Center" por el desarrollo que impactaría en Moreno Valley por todo lo que conllevaría en todo los sentidos trabajos, economía etc.

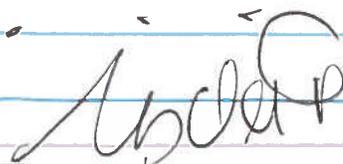
G229-1

Recibimos la noticia de final reporte del medio ambiente y vemos que esta muy bien los resultados pues fueron menos significativos lo cual quiere decir que el proyecto viene muy bien.

Y espero que le den luz verde al proyecto para que se construya

Sin mas por el momento quedo a sus ordenes.

Nidia Jiménez



Albert Armijo
Interim Planning Manager
14177 Frederick St.
PO Box 88005
Moreno Valley Ca 92552

8/27/2018

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Honorable Mr. Albert Armijo, My name is Nigdia Jimenez I have been living in Moreno Valley since 2003, and I have interesting the World Logistics Center project. For the development that would impact Moreno Valley for everything that moves in all senses, jobs, economy, etc.

We received news of the final environmental report and we see that the results are very good because they were less significant, which means that the project is very good.

And I hope they give the green light to the project so that it can be built.

Without further for the moment, I am at your service.

Nigdia Jimenez
15040 Heacock St.
Moreno Valley CA 92551

G229-1
cont.

RECEIVED

SEP - 5 2018 Agosto 29, 2018

CITY OF MORENO VALLEY
Planning Division

Albert Armijo
Interin Planning Manager
City of Moreno Valley
14177 Frederick Street
PO Box 88005
Moreno Valley, CA 92552

Señor Armijo:

Siempre he estado en apoyo al Centro Logístico mundial y también estoy en apoyo de esta nueva y final revisión que se hizo al reporte del Impacto Ambiental.

Se que algunos de los puntos revisados han sido la energía, acumulado, Agricultura, ruido y biológico, estos puntos después de haber sido revisados sus resultados nos dan a conocer un reporte con un Impacto Ambiental menos que significativo con su mitigación.

Yo como residente de Moreno Valley por 12 años veo la necesidad de que va a seguir adelante esta comunidad con este proyecto

Norma Preciado
Norma Preciado
13882 Caspian Way
Moreno Valley ca 92553

G230-1

Albert Armijo
Interim Planning Manager
City of Moreno Valley
14177 Frederick St.
PO Box 88005
Moreno Valley CA 92552

RECEIVED
SEP - 5 2018
CITY OF MORENO VALLEY
Planning Division

Mr. Armijo:

I have always been in support of the World Logistics Center and I am also in support of this new and final revision that was made to the environmental impact report. I know that some of the points reviewed have been energy, accumulated, agriculture, and biological. These points after having been reviewed, their results inform us of a report with an environmental impact less than significant with its mitigation. As a resident of Moreno Valley for 12 years, I see the need for this community to continue with this project.

↑
G230-1
cont.

Norma Preciado
13882 Caspian Way
Moreno Valley CA 92553

Sept
August 6 2018

Albert Armijo
Interim Planning Manager
14177 Frederick St.
P.O. Box 88005
Moreno Valley Ca. 92552

RECEIVED

SEP - 7 2018

**CITY OF MORENO VALLEY
Planning Division**

My name is Norma Roman and I have been a resident of Moreno Valley since 2003.

I Love the community in this city and the convenience there is as far shopping and dining out.

G231-1

My husband and I support the World Logistic Center because it's for the future generations which will hopefully include our grandchildren and great-grandchildren.

This project will brings lots of jobs and revenue for our community. We are aware of the revisions that were made on the FEIR, and I encourage you to accept the revision so we can move forward with the WLC and reap it's benefits.

Thank you for you attention

Sincerely

Norma Roman



23820 Ironwood Ave.
#190 Moreno Valley Ca.

8-29-18

Comment Letter G232

Albert Armijo
Intern Planning Manager
14177 Frederick St
Moreno Valley Ca 92552

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

G232-1

mi nombre es OBDELIA Cisneros
y yo Resido en Moreno Valley
Por 15 años y e apollado el Proyecto
Sentro Logistico Mundial Parque
yo Creo que Va traer mucho
Beneficia a esta Ciudad de Moreno
Valley y es Bueno Para my Familia
Para que Puedan Obtener trabajos
aqui mismo y no neseciten viajar
Fuera de la Ciudad Para trabajar
apollo La nueva Revision que La
Juesa Waters pidio, los 5 puntos
eston muy Claros y bien hechos
Gracia Por su Atencion

Obdelia Cisneros
16230 Via Ultimo
Moreno Valley Ca
92551

8-29-18

Albert Armijo

Interim Planning Manager

14177 Frederick Street.

P.O Box 88005

Moreno Valley Ca 92552

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

G232-1
cont,



My name is Obdulia Cisneros, and I have lived in Moreno Valley for 15 years, and supported the World Logistics Center project because I believe it will bring a lot of benefits to the city of Moreno Valley, and it is good for my family, so they can get a job right here, and do not need to travel outside the city to work. I support the new revision that Judge Waters requested, the 5 points are very clear, and well done.

Thanks for your attention.

Obdulia Cisneros

16230 Vía Último

Moreno Valley CA 92551

8-30-2018

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley, CA 92553

RECEIVED
SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

Olga Arruziz
12110 Odessa Cr.
Moreno Valley Ca. 92557

Sr. Alberto Armijo:

G34-1

Soy residente de Moreno Valley desde 2010 cuando supe del proyecto Logistic Center W.R.C me dio gusto saber que una gama de trabajos harian prosperar la ciudad y que un gran porcentaje de nuestra gente que sale a trabajos fuera de la ciudad se beneficiaria con este gran proyecto. Que bueno, que la 'Quez Waters ordeno' la revision de estos impactos ambientales x que un gran proyecto como este con los estandares tan altos en ecologia los resultados salieron favorables, apoye por favor la revision de este proyecto. W.R.C

Atentamente
Olga Arruziz

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley CA 92552

8-30-2018

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Olga Arvizu
12110 Odessa Cir.
Moreno Valley CA. 92557

Mr. Albert Armijo

I have been a resident of Moreno Valley since 2010 when I learned about the World Logistics Center project W.L.C. I was pleased to know that a range of jobs would make the city prosper and that a large percentage of our people who go out to work outside the city would benefit from this great project.

It's good that Judge Waters ordered the revision of these environmental impacts because a large project like this one with the standards so high in ecology the results came out favorable, please support the revision of this project.

Sincerely,

Olga Arvizu

G234-1
cont.

8-21-18

Albert Armijo, Interim Planning,
14177 Frederick St.
Moreno Valley, CA 92552

Sr. Albert,

Le agradezco mucho su amabilidad en poner atención a esta carta. Mi nombre es Olga Reza tengo viviendo en Moreno Valley 18 años. Estoy cien por ciento apoyando el proyecto World Logistic Center. Entiendo que este proyecto sería muy beneficioso a nuestra ciudad y a las familias. Con las revisiones, y cambios que hicieron sabemos que el proyecto será mucho mejor.

Le pido que ya que está completado los requisitos del proyecto que no lo paren que siga adelante para que vengan los beneficios a nuestra ciudad.

Gracias por todo,

Olga Reza
Olga Reza

24841 Fir Ave Apt #7
Moreno Valley, CA 92553
951 269-6894

RECEIVED**SEP - 5 2018**CITY OF MORENO VALLEY
Planning Division

8-21-18

Albert Armijo Interim Planning Manager

14177 Frederick St.

Moreno Valley, CA 92552

Mr. Albert, I thank you very much for your kindness in paying attention to this letter. My name is Olga Reza, I have been living in Moreno Valley for 18 years. I'm supporting the World Logistics Center project one hundred percent. I understand that this project would be very beneficial to our city and to the families. With the revisions, and changes that were made, we know that the project will be much better.

I ask that since the requirements of the project are completed, that they will not stop it, so that the benefits come to our city.

Thanks for everything,

Olga Reza

24841 Fir Ave # 7

Moreno Valley CA 92553

951-269-6894

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**CITY OF MORENO VALLEY
Planning Division**

G235-1
cont.



Albert Armijo
Interim planning Manager
14177 Frederick St.
Moreno valley CA 92552

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Mr. Plannig Manager

My name is Olivia Gonzalez and I've lived in Moreno valley for 12 years in my understanding the FEIR is already update wher the effects and will be less than significant and will not cause any impact of negativity in the points that Judge waters asked to be reviewed as Energy, Noise, Comulative, Agricultural and Biological will not affect the community please accept the final revicion of the FEIR so we can give our children a better future
Sincereti

G236-1

Olivia Gonzalez

25350 Santiago Dr. #97
Moreno valley CA 92551

From: Albert Armijo
Sent: Thursday, September 6, 2018 9:36 AM
To: Julia Descoteaux; Vera Sanchez
Subject: FW: World Logistics Center Environmental Update

From: Maxine Phillips [mailto:maxphillips94@verizon.net]
Sent: Thursday, September 6, 2018 9:23 AM
To: Albert Armijo <alberta@moval.org>
Subject: World Logistics Center Environmental Update

September 6, 2018

Albert Armijo
Interim Planning Manager
14177 Frederick Sreet
P. O. Box 88005
Moreno Valley, CA 92552

Dear Albert Armijo

We support the World Logistics Center. We are aware that the Environmental Report needed updates. Now that the updates have been successfully accomplished, we are anxious for the World Logistics Center to be completed.

The World Logistics Center will provide employment for a large number of citizens in our community.

One important advantage of this new opportunity for local employment will be a significant decrease in the number of long commutes to work.

Fewer commutes will have a positive impact on the environment. Additionally, workers will have more time at home with their families. Overall, local quality of life will be improved.

We strongly encourage the continuation of this project.

Sincerely

Owen Christian
Maxine Phillips

9940 Via Montara
Moreno Valley, CA 92557
Telephone: 951-601-9531
maxphillips94@verizon.net

Albert Armijo
Interim Planning Manager
Community Development
City of Moreno Valley

p: 951.413.3354 | e: alberta@moval.org w: www.moval.org

14177 Frederick St., Moreno Valley, CA 92553

G238-1

Interim Planning Manager
14177 Federick street
Po Box 88005

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CITY OF MORENO VALLEY
Planning Division

Hi my name is Pablo Hermosillo Jr., I am a resident of Moreno Valley for about 20 years ~~and~~ and as a supporter of WLC I appreciate Reaserch of Environmental Impact Report. I Also appreciate that they mannage to lower traffic by 15%.

G239-1



12855 Crossmont place
Moreno Valley, CA

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CITY OF MORENO VALLEY
Planning Division

Albert Armijo

Interim planning manager\

141677 Frederick street

P.O. box 88005

Moreno Valley, Ca 92552

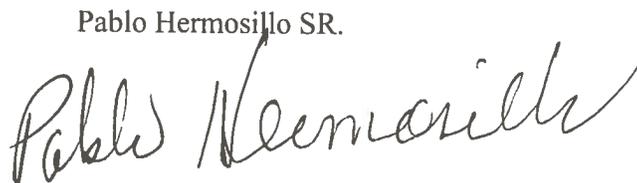
Dear Albert,

As a resident of Moreno valley for over 20 years, I've seen the city change in drastic measures. I've seen the Moreno Valley Mall be built where the old racetrack was at, Ive seen new industries like Sketchers and Aldi be built in our great city so as a supporter for jobs and progress, I appreciate the work that was done on the Final Environmental Impact Report for the WLC project. It's great to know that research was done in any issues such as traffic or in residential areas.

G240-1

Sincerely,

Pablo Hermosillo SR.



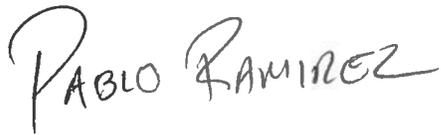
12455 Crossmont Place
Moreno valley, CA

Albert Armijo
Interim planning Manager
14177 Frederick st
Moreno Valley , CA 92552

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CITY OF MORENO VALLEY
Planning Division

Señor planning manager Alberto Armijo, le escribo para desirle que mi familia y yo le agradecemos mucho que nos permitan comentar sobre esta nueva revicion que se hizo sobre el proyecto Centro Logistico Mundial y nos da mucha alegria saber que con toda esta nueva tecnologia el proyecto va a estar mucho mejor que antes , porque este nuevo estudio de el medio ambiente resulto menos que significativo para nuestra ciudad y ciudades vecinas.

Gracias por su cooperacion .



Pablo Ramirez
2742 Spicewood Ln
Riverside CA 92504

G241-1



Albert Armijo

Interim Planning Manager

14177 Frederick St.

Moreno Valley CA 92552

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CITY OF MORENO VALLEY
Planning Division

Mr. planning manager Albert Armijo, I am writing to tell you that my family and I thank you very much for allowing us to comment on this new revision that was made about the World Logistics Center project and we are very glad to know that with all this new technology, the project is going to be much better than before because this new study of the environment turned out to be less than significant for our city and neighboring cities.

Thanks for your cooperation,

Pablo Ramirez

2742 Spicewood Ln

Riverside CA, 92504

G241-1
cont.

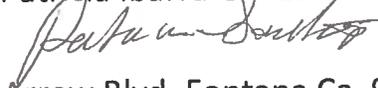
08-03-2018 Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley, California, 92553

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CITY OF MORENO VALLEY
Planning Division

Mr Lbert Armijo As a planning Manager you have a great responsibility, based on your decisions and actions the city of Moreno Valley will become and stay sustainable for a brighter future. I'm convinced that your role will have a positive impact for our residents project like the World Logistic Center project is that we need to become a model city. Thank you.

G242-1

Patricia Ibarra Gonzalez



14228 Arrow Blvd. Fontana Ca, 92335

9-6-18

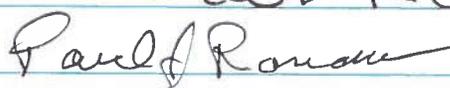
Albert Armijo
 Interim Planning Manager
 14177 Frederick St.
 P.O. Box 88005
 Moreno Valley CA 92552.

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CITY OF MORENO VALLEY
 Planning Division

Dear Mr. Armijo,
 My name is Paul, and I have been a resident of Moreno Valley since 2003. We love the community in this city, and the convenience there is as far as shopping and dining out. My Wife and I support the WLC because it's for the future generations which will hopefully include our grandchildren and great-grand children. This Project will bring lots of jobs, and revenue for our community. We are aware of the revisions that were made on the FEIR, and I encourage you to accept the revisions so we can move forward with the WLC and reap its benefits. Thank you for your attention.

Sincerely,
 Paul Roman


23820 Ironwood
 #190 Moreno valley Ave
 Ca. 92557.

G243-1

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CITY OF MORENO VALLEY
Planning Division

AUGUST - 29 - 2018

ALBERT ARMISO
INTERIM PLANNING MANAGER
CITY OF MORENO VALLEY
P O BOX 88005
MORENO VALLEY, CA 92552

DEAR MR. ARMISO

AS A RESIDENT OF MORENO VALLEY FOR 10 YEARS, I AM THRILLED THAT THE FIVE POINTS OF THE EIR HAVE BEEN REVISED AND THE RESULT SHOWS LESS THAN SIGNIFICANT IMPACT IN ALL THE FIVE POINTS.

WE CAN REST ASSURED THAT WITH ALL THESE MODIFICATIONS THE WORLD LOGISTICS CENTER PROJECT WILL BE STRONGER AND GREATER THAN BEFORE.

G244-1

THANK YOU
Pearlie Mae Sims
Pearlie Mae Sims
13138 Brentwood Ln
Moreno Valley CA 92553

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CITY OF MORENO VALLEY
Planning Division

Agosto 23, 2018

Albrest Armijo
Interim Planning Manager
City of Moreno Valley
14177 FREDERICK ST.
P O BOX 38055
Moreno Valley, CA 92552

Señor Armijo:

Yo apoyo el proyecto Centro Logístico Mundial,
Entiendo que se hizo una nueva modificación
al reporte del Impacto del medio ambiente que fue
requerido por la Suez Waters y entiendo que el reporte
ha sido satisfactorio, sin producir un efecto
negativo al medio ambiente, por consiguiente
espero que todo sea resuelto a favor
del World Logistics Center para continuar hacia
adelante con este gran proyecto.

G245-1

Atentamente

Petra Avina

Petra AVINA
15327 Adobe Way
Moreno Valley, CA 92555

August 23, 2018

Albert Armigo
Interim Planning Manager
City of Moreno Valley
14177 Frederick St.
P.O Box 88005
Moreno Valley CA 92552

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CITY OF MORENO VALLEY
Planning Division

Mr Armigo:

I support the World Logistics Center project, I understand that a new modification to the environmental impact report was made, that was required by Judge Waters, and I understand that the report has been satisfactory, without producing a negative effect on the environment, by consensus. I hope that everything will be in result of the World Logistics Center's favor to continue forward with this great project.

↑
G245-1
cont.

Sincerely,
Petra Avina
15327 Adobe Way
Moreno Valley CA 92555

Albert Arwijo Interin Planning manager
 Interin Planning manager
 Moreno valley CA 92559

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
 Planning Division

la Ciudad de moreno valley
 esta llena de jente POCITIVA que
 quiere lo mejor para Nuestra
 Ciudad y queremos que progrese
 y estamos Esforsandonos
 continuamente para que asi sea
 por eso Apollamos el
 proyecto Centro Lo guistico mundial
 y estar enterada de el resultado
 Final de EIR
 y espero que podamos seguir
 adelante con el proyecto por que
 fue muy POCITIVO el resultado

G246-1

atentamente
 Petra Olazabal
 Petra Olazabal

10890 Breezy meadow Dr
 moreno Valley CA 92557

Albert Armijo
Interim Planning Manager
14177 Frederick Street.
P.O 88005
Moreno Valley CA 92552.

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CITY OF MORENO VALLEY
Planning Division

G246-1
cont.



The city of Moreno Valley is full of positive people who want the best for our community, and we want it to progress. We are continually striving to make it so. That is why we are supporting the World Logistics Center project. I am aware of the final result of the EIR, and I hope we can continue with the project because the result was very positive.

Sincerely,

Petra Olazabal

10890 Breezy Meadow Dr.

Moreno Valley Ca 92557

From: Albert Armijo
Sent: Wednesday, August 8, 2018 7:43 AM
To: Julia Descoteaux
Subject: FW: Revised EIR for World Logistics Center Proposed Warehousing Project

Albert Armijo
Interim Planning Manager
Community Development
City of Moreno Valley

p: 951.413.3354 | e: alberta@moval.org W: www.moval.org
14177 Frederick St., Moreno Valley, CA 92553

From: Mary Coil [mailto:qualityservice@ymail.com]
Sent: Tuesday, August 7, 2018 1:56 PM
To: Albert Armijo <alberta@moval.org>
Subject: Revised EIR for World Logistics Center Proposed Warehousing Project

Our family lives in the Moonlight Rim development and remains in favor of this project. We do not wish to see more houses built on this property which would project more traffic than the warehousing. Also, do not wish to see more developments like the congested Walmart project on this property. Warehousing appears to be the most appropriate use for this property. The developer has already shown great foresight with the Skechers Warehouse project. It is very well done.

G247-1

Phillip and Mary Coil
Denny Hagar
11108 Night Shadow Drive
Rancho Belago, CA 92555

Al and Diane Vasquez
11134 Aldren Court
Rancho Belago, CA 92555

Albert Armijo
Interim Planning Manager
14177 Frederick St.
PO BOX 88005
Moreno Valley CA 92552

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CITY OF MORENO VALLEY
Planning Division

G248-1
↓

Mr. Albert, with appreciation I address to you, letting you know of the productive benefits this will bring to our region including: Economic development to our community with the project of the World Logistics Center. We hope that very soon. This is the beginning of a new development and improvement in the region, without more for the moment I send you cordial greetings.

Ponciano Garcia
18288 Valley Blvd.
Bloomington CA 92316

7-25-18

ALBERT ARMijo
INTERIM PLANNING MANAGER
14177 FREDERICK ST
MORENO VALLEY CA 92553

Comment Letter G248

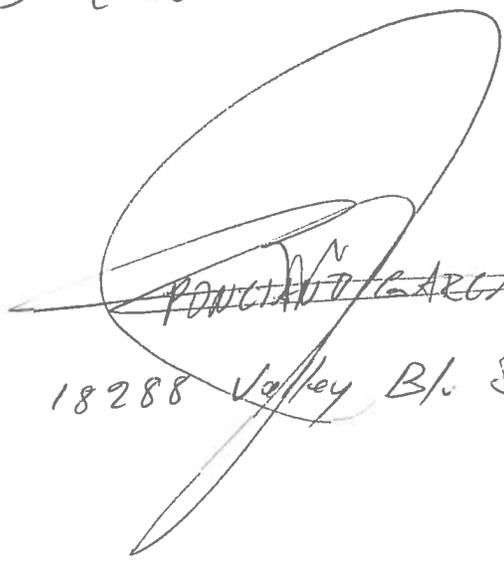
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CITY OF MORENO VALLEY
Planning Division

G248-1

SEÑOR ALBERTO CON APRESIO ME DIRIJO A
USTED. HABIENDOLE SAUER DE LO BENEFICIOSO
Y PRODUCTIVO QUE SERA TRAER A ESTA REGION
UN DESARUO ECONOMICO A NUESTRA COMUNIDAD
CON EL PROYECTO DE WORLD LOGISTIC CENTER
ESPERAMOS QUE MUY PRONTO ESTE SEA EL INICIO
DE UNA NUEVA DE DESARUO Y MEJORAMIENTO
EN LA REGION, SIN MAS POR EL MOMENTO
LE ENUIO SALUDOS CORDIALES


~~PONCIANO GARCIA~~

18288 Valley Bl. Bloomington CA
92316

08-21-18

Albert Armijo
 Interim Planning Manager
 14177 Frederick St.
 Moreno Valley Calif. 92553

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CITY OF MORENO VALLEY
 Planning Division

G249-1

Mr. Albert Armijo my name is Porfirio Siondia Guerrero I live in Moreno Valley and I am a strong supporter of the WLC project, the best project yet to come to our entire region. On the last court hearing at the Riverside Superior Court on June 14th Judge Waters ruled for some specific changes to some of the impacts that this Mega project will go through and reading the FEIR I found that the conditions were favorable for the WLC project. wow! less than significant with mitigations it is great!

So please move this FEIR forward is a great asset, is jobs for all the Entand - Empire Region!

Sincerely:

Porfirio Siondia Guerrero
 Porfirio Siondia Guerrero
 13305 Cavandish Ln.
 Moreno Valley Calif. 92553

September 5th 2018

Albert Armijo
Interim Planning Manager
1477 Frederick St.
Moreno Valley, CA 92553

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CITY OF MORENO VALLEY
Planning Division

Mr. Amijo,

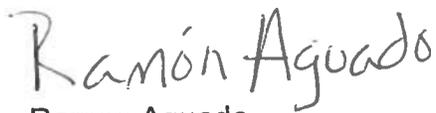
I address this letter to support the "World Logistic Center" project given its importance to detonate the economy of Moreno Valley. I have been following closely it proposals on employment and development opportunities it would offer if approved.

In particular, I think it represents a source of opportunities to help the city to combat its main challenges, including drug traffic and abuse.

I fully support this project as a U.S. Citizen and Moreno Valley resident. My family and I will be highly impacted if the project succeeds. Indeed, it is highly interesting how the project was designed based on new technological trends and international trade.

The "World Logistic Center" could contribute to maintain California as one of the most important economies in the World.

Sincerely,


Ramon Aguado

24405 Gabriel St.,
Moreno Valley, CA 92551

G250-1

08-23-18

Albert Armijo
Interim Planning Manager
14177 Frederick St
Moreno Valley CA 92553

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CITY OF MORENO VALLEY
Planning Division

G251-1

Mr. Albert Armijo my name is Ramon Gallegos resident of Moreno Valley CA. I am totally in support of the WLC project. The ruling of Judge Waters on June 14-18 at the Superior Court of Riverside CA. was to revise 5 specific points of impact in the EIR. I am very happy about the results, I am glad to read that this revised impacts were found Less than significant with mitigations making the FEIR fall in to the guidelines of CEQA.

Please support the FEIR so our city can move ahead, move on. Our city and our community deserve it.

Sincerely:

Ramon Gallegos

Ramon Gallegos

23331 Lena St

Moreno Valley, CA 92553

Aug. 28-2018

Albert Armijo
 Interim Planning Manager
 14177 Frederick St
 Moreno Valley, CA 92552

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CITY OF MORENO VALLEY
 Planning Division

Mi nombre es Ramon Mendez y estoy muy contento por la nueva Decision que se hizo sobre el proyecto WLC ya que con este nuevo estudio se a estar mucho mejor.

Los 5 puntos que revisaron son muy importantes y ahora quedaron mucho mejor. Lo esperamos que podamos seguir adelante con el proyecto.

Muchas Gracias por su atencion

Ramon Mendez
 53588 Sevan St.
 Moreno Valley, CA 92557

G252-1

Aug. 28-2018

Albert Armijo

Interim Planning Manager

14177 Frederick Street.

P.O Box 88005

Moreno Valley, CA 92552

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

My name is Ramon Mendez and I am very happy about the new revision that was made about the WLC project. Because with this new study, it will be much better. The 5 points they updated are very important and now they are much better. We hope we can move forward with the project.

Thank you very much for your attention.

G252-1
cont.

Ramon Mendez

23588 Swan St.

Moreno Valley CA 92557

Albert Armijo

Interim Planning Manager

14177 Frederick St.

P.O. Box 88005, Moreno Valley, CA, 92552

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Sept 4, 2018

Dear Mr. Albert Armijo,

My name is Ramon Rios, I live in the city of Perris, but for many years I lived in Moreno Valley. The city of Moreno Valley holds a great place in my heart all the way from childhood to a young adult. I lived in district 4. Unfortunately city of Moreno Valley has always lacked of work opportunities until today. Although I live in Perris, I still have family and friends that live in Moreno Valley and they have told me a lot about the World Logistics Center project of the 20,000 job opportunities, that will be in this great project and all the benefits of the Inland Empire including Perris as a neighboring city. My family told me about the project and I am happy that the FEIR has already been updated in the Points that the Judge Waters asked to fix. My understanding the revision on the impacts of Energy, Noise, Cumulative, Agricultural and Biological will not affect the community. The project will be the Best not only in

G253-1

the region but in all the country,
Please accept the final revision of
the FEIR so we can our children
a better future.

G253-1
cont.

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Sincerely,
Ramon Rios
1691 Benedict ct
Perris, CA, 92571

Albert Armijo
Interim Planning Manager
14177 Frederick St.
P.O. BOX 88005
Moreno Valley Ca. 92552

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CITY OF MORENO VALLEY
Planning Division

September 4, 2018

Respetable Sr. Albert Armijo mi nombre es Ramón Ríos SR. por medio de esta carta le hago saber mi apoyo total al proyecto World Logistic Center, vivo en la Ciudad de Perris California pero por 14 años viví en la ciudad de Moreno Valley junto a mi esposa y 4 hijos, 2 de ellos aún estaban atendiendo la escuela media. Por muchísimos años yo fui parte del 90% de las personas que de Lunes a Viernes manejaba el freeway 60 junto a mi esposa para ir a trabajar y poder llevar el sustento a mi familia. Hoy en día mi esposa y yo ya estamos retirados pero este mismo patrón lo están haciendo mis hijos ahora que ya son adultos por la falta de trabajos en la ciudad y aunque Yo ya no vivo en Moreno Valley aún tengo a mi hija junto a su familia que viven ahí, así como amigos y familia por eso cuando mi hija me hablo de este proyecto del World Logistic Center me emociono mucho porque mis nietos y muchas familias más se podrán beneficiar este gran proyecto por eso es que le pido de la manera más atenta que acepte esta revisión final del FEIR y el proyecto finalmente pueda ser construido. Muchas gracias por su atención

G254-1

Sinceramente



1691 Benedict Ct.

Perris Ca. 92571

Albert Armijo
Interim Planning Manager
14177 Frederick St.
P.O. Box 88005
Moreno Valley Ca 92552

RECEIVED
SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

Respectful Mr. Albert Armijo my name is Ramon Rios Sr. Through this letter I let you know my total support to the World Logistics Center project, I live in the city of Perris California but for 14 years I lived in the city of Moreno Valley along with my wife and 4 children, 2 of them were still attending middle school. For many years I was part of the 90% of the people who from Monday to Friday used to drive the freeway 60 with my wife to go to work and be able to take the sustenance to my family. Today my wife and I are already retired but this same employer is doing my children now that they are adults, due to the lack of jobs in the city and although I no longer live in Moreno Valley I still have my daughter with her family that live there, as well as friends and family. So when my daughter told me about this World Logistics Center project, I am very excited because my grandchildren and many more families could benefit from this great project. That is why I ask you in the most attentive way to accept this final revision of the FEIR and the project can finally be built. Thank you very much for your attention.

G254-1
cont.

Sincerely,

Ramon Rios Sr.

1691 Benedict Ct.
Perris Ca 92571

Albert Armijo
Interim Planning Manager
14177 Frederick St
P.O. Box 88005

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Septiembre 4, 2018
Manager Armijo,

Para mi es muy importante poder expresar mis pensamientos a lo que se refiere al Proyecto Logistico Mundial. Hay mucha necesidad de trabajos en nuestra ciudad, muchos salen a otras ciudades a trabajar y los beneficios de los impuestos se quedan en esas ciudades. Queremos que nuestra ciudad prospere. Supimos la noticia de que el Reporte del Impacto Ambiental fue mejorado, muy Buena noticia por cierto. Ahora ya no hay ninguna razon por lo que puedan parar para que el Proyecto siga Adelante. Esperamos su apoyo de usted Tambien y se lo agradezco no solo yo sino los muchos que queremos prosperidad en nuestra ciudad.

G255-1

Gracias,

Raquel Suarez de Carrillo

Raquel Carrillo
24849 Cape Cod St.
Moreno Valley, CA 92553

Albert Armijo
Interim Planning Manager
14177 Frederick St.
P.O. Box

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SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

September 4, 2018
Manager Armijo

For me it is very important to be able to express my thoughts to what refers to the World Logistic Project. There is a great need for jobs in our city, many go to other cities to work and the benefits of taxes remain in those cities. We want our city to prosper. We heard the news that the environmental impact report was improved, very good news indeed. Now there is no reason why they can stop for the project to move forward. We hope your support from you too and I thank you not only for me but also for the many who want prosperity in our city.

G255-1
cont.

Thank you,
Raquel Suarez
24849 Cape Cod
Moreno Valley CA 92553

Albert Armijo
Interim Planning Manager
14177 Frederick St.
P.O. Box 88005
Moreno Valley CA 92552

Sr. Armijo,

Por medio de la presente carta Yo, Refugio Navarro he apoyado el WLC. Me hize Viejo trabajando fuera de Moreno Valley mucho. Muchaos queremos ver a Moreno Valley progresar. Veo que el FEIR ha sido resuelto con un resultado positivo menos que significante, espero ahora ver que ya lo construyan.

G256-1

Gracias.

Refugio Navarro

24724 Webster Ave.
Moreno Valley, California 92553

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division



9-5-18

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley CA 92552

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Mr. Armijo

Through this letter I, Refugio Navarro, supported the WLC. I became Old Working out of Moreno Valley a lot. Many of us want to see Moreno Valley progress. I see that the FEIR has been solved with a positive result, less than significant, now I hope to see that they are already building it.

G256-1
cont.

Thank you,

Refugio Navarro

24724 Webster Ave.
Moreno Valley Ca 92553

City of Moreno Valley
Interim Planning Manager
P.O. Box 88005
14177 FREDERICK ST.
MORENO VALLEY, CA. 92552-0805

Aug. 29, 2018

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Dearest Albert Amigo

We have often thought that our World Justice Project would be well on its way. However, the judge, Sharon Weber, ruled that it should be in compliance. What subsequently it now is ~~under~~ under the scrutiny and has identified to comply to FEIR.

G257-1

- ✓ Energy Impacts
- ✓ Biological Impacts
- ✓ Noise Impacts
- ✓ Agricultural Impact
- ✓ Cumulative Impacts

The development of the World Justice Center has complied with all of these requirements. I am for this project to go forward.

Amicus Juror,

Mrs. Sylvia Lynn Froehmuller
27255 Cottonwood Ave
Moreno Valley, CA. 92555
(951) 265-7100

Albert Armijo
Interim planning manager
14177 Frederick street.
P.O. box 88005
Moreno valley, ca 92552

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SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

My name is Rhonda Turkowski and Moreno Valley has been my home for the last 21 years. Way back then most of the city was dirt fields. Over the years I have seen the progress in the city and the changes that have occurred most for the betterment of our community and I really appreciate the research done on the final environmental Impact report on the world logistics center.

G258-1

-Rhonda Turkowski 28130 hemlock ave Moreno Valley ca 92555

8-28-18

RECEIVED**SEP - 5 2018**CITY OF MORENO VALLEY
Planning Division

Albert Armijo

Interim planning manager
14177 Frederick St
P. O. Box 88005

Moreno Valley Ca. 92552

Mi nombre es Reina ayala.

estoy enterada del reporte final
que se hizo del medio ambiente.

Sobre el proyecto C-2-M.

queda muy bueno. ordeno que se revisara

que ahora. esta mucho mejor. que antes
el estudio que se hizo, esperamos que ahora
no abra mas problemas. para. que se
vamos adelante con el proyecto

Reina ayala.

12759 Gorham St
Moreno Valley Ca. 92553

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

8-28-18

Albert Armijo

Interim Planning Manager

14177 Frederick Street.

P.O Box 88005

Moreno Valley Ca, 92552

G259-1
cont.

My name is Reina Ayala, I am aware of the final report that was made of the environment about the WLC project that the judge ordered that it be reviewed. Now that it is much better than before, the study that was done, I hope that there will not be any more problems so that we can move forward with the project.

Reina Ayala

12759 Gorham St.

Moreno Valley CA 92553

August 23, 2018

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SEP - 5 2018
CITY OF MORENO VALLEY
Planning Division

Albert Armijo
Interim Planning Manager
City of Moreno Valley
14177 FREDERICK STREET
P.O. Box 88055
Moreno Valley, CA 92552

Dear MR. ARMISO :

IN Reviewing the FIVE points Requested by Judge Waters to be revised, I definately agree that there is no significant impact on any of the five points, therefore I feel that this project is so much needed and it should be OK to move forward.

G260-1

Sincerely,
Robert Beard
Robert Beard
16604 War Cloud Dr
Moreno Valley, Ca. 92551

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

08/27/18

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley, CA. 92553

Mr. Planning Manager Albert Armijo, my name is Robert Doss a proud resident of Moreno Valley, I strongly support the WLC Project since the beginning and I have follow it until now, why? This is the biggest project ever proposed to our city, the very project that will make the city a self-sufficient one. Moreno Valley is a bedroom city and you know that, more that 90% of the city population commute out of the city to go to work. The way I understand the final revisions that the judge Sharon Waters order to be revised, those five environmental impacts were revised thoroughly, and the findings are of high standards, much better than they were before the ruling of the judge.

G261-1

Please support the FEIR I urge you to move on with it, much time has been wasted all ready with all this un-necessary lawsuit.

Sincerely:



Robert Doss

13305 Cavandish Lane
Moreno Valley, Calif. 92553

Albert Armijo Interim Planning Manager
August 16, 2018

RECEIVED

SEP - 5 2018

G263-1

Robert L. Varela reviewed the FEIR. In becoming more knowledgeable of the project I strongly feel it would be an asset to our community here in Moreno Valley. I am eager to hear in the near future of the approval, that will benefit us all. we want the WLC project to break ground.

Robert L. Varela

10299 Shore Crest Ter.
Moreno Valley, CA 92557

To Albert Armijo
Interm Planning Manager
14177 Frederick St. PO Box 88005
Moreno Valley, CA, 92552
1870 Avenida de Cdma, Moreno Valley
5

RECEIVED

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Como residente de la Ciudad de Moreno Valley por 10 años, es un placer comentar acerca de los progresos que se han alcanzado en el "Environmental Impact Report"

Creo que el Desarrollo de este proyecto beneficiara a la Ciudad de Moreno Valley y afectara de manera positiva la economia de muchas familias.

Yo personalmente, debo manejar 80 millas todos los dias para llegar a mi lugar de Trabajo en la Ciudad de Compton.

Creo Firmemente que el Desarrollo de este proyecto ayudara a crear nuevas y mayores oportunidades a personas como yo, quienes ya no tendran que realizar largos viajes para buscar el sustento de sus familias.

Att Roberto Cabrera


To Albert Armijo
Interim Planning Manager
14177 Frederick St.
PO Box 88005
Moreno Valley CA, 92552

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

As a resident of the city of Moreno Valley for 10 years, it is a pleasure to comment on the progress that has been made in the Environmental Impact Report.

I believe that the development of this project will benefit the city of Moreno Valley and positively affect the economy of many families.

I personally, must drive 80 miles every day to get to my place of work in the city of Compton. I firmly believe that the development of this project will help create new and greater opportunities for people like me who will no longer have to travel to find support for their families.

ATT. Roberto Cabrera

G264-1
cont.

August 31,2018

Albert Armijo
Interim Planning Manager
144177 Frederick St
P.O Box 8005
Moreno Valley Ca 92552

RECEIVED
SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

Dear Albert Armijo,

Hello, My name is Rodolfo Hernandez and I am a resident of Moreno Valley, Ca. And this letter is regarding about the project *World Logistics Center*. Throughout my time of living here for 17 years and even graduating here at Valley View High School.I have never heard of such marvelous project. That would be great step for this city. Because there needs to be change about jobs and economically here. And that's what I believe that *The World Logistic Center* is capable of and much more that yet to come with it. So that's why they should approve this project and hope that it has the chance to show people that its that great step for Moreno Valley.

G265-1

Thank you for your time.

Sincerely,



Rodolfo Hernandez
24748 Myers Ave
Moreno Valley, Ca
(951)451-5564

Albert Armiso
 Interim Planning Manager
 14177 Frederick St
 P.O. Box 88005
 MORENO VALLEY CA 92552

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
 Planning Division

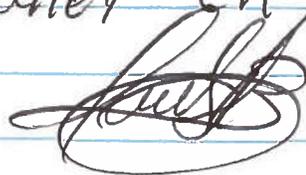
08-30-18

SEÑOR Albert Armiso

No Rogelio Bautista estoy a favor
 del proyecto logístico mundial
 estos trabajos son para las siguientes
 generaciones. nuestra ciudad va a estar
 mucho mejor el EIR cumple
 con los requisitos que le demandaron
 no va a perjudicar a las plantas y animales
 el agua del medio ambiente del
 lugar donde va a estar el proyecto
 sirbase a todos nos a que lo contruyan

G266-1

Rogelio Bautista 707 799 04 19
 13048 Pepper Bush Dr
 Moreno Valley CA 92553



Albert Armijo
Interim Planning Manager
14177 Frederick St.
PO Box 88005
Moreno Valley Ca 92552

8/30/2018

Yo Rogelio Bautista I am in favor of the World Logistic Project. These works are for the following generations. Our city is going to be much better. EL EIR complied with the requirements that they sent him. It will not harm the plants and animals, the water of the environment. The project will help us build it.

G266-1
cont.

Rogelio Bautista
13048 Pepperbush Dr.
Moreno Valley Ca 92553

RECEIVED

SEP - 7 2018

**CITY OF MORENO VALLEY
Planning Division**

09/07/2018

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley, CA. 92552

RECEIVED
SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

To whom it may concern:

My name is Ronald A. Mesa. Resident of Moreno Valley for many years. I support the World Logistic Center because of the jobs opportunities that we so desperately need in our city. We need this Mega Project. Happy to read that the findings in the revised Environmental Impact Report for this Beautiful Project came up to be Less than Significant with Mitigations is that I urge you to please support it too.

G268-1

Thankful for the opportunity to express my thoughts I urge all the decision makers to come together and support this FEIR of the World Logistic Center. We need to start breaking ground.

Sincerely:



Ronald A. Mesa
13620 Darwin Dr.
Moreno Valley Ca. 92555

09/07/2018

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley, CA. 92552

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

To whom it may concern:

My name is Ronald Mesa Jr. Resident of Moreno Valley and I am a supporter of the World Logistic Center and I am happy to find out that the new revision to the **were Less than Significant with mitigation** this give us hope again because I can dream with the variety of jobs that this Mega Project will bring to our city. I am the new generation that will reap the fruits that this project is going to offer us. Can you imagine! Just the idea of NOT COMMUTING to go to work that, makes me so happy.

Not forgetting to mention that it is going to be a business park with the Highest Standards, attracting Fortune Five Hundred Company's. This Mr. Armijo will give our city a new life style and more value to our almost forgotten city.

Thankful for the opportunity to express myself. Please support the Final Environmental Impact Report of the World Logistic Center. Let's make it happen, we have waited too long all ready.

G269-1

Sincerely:



Ronald Mesa Jr.
13620 Darwin Dr.
Moreno Valley Ca. 92555

08-22-18

Albert Armijo
 Interim Planning Manager
 14177 Frederick St.
 Moreno Valley CA 92553

RECEIVED**SEP - 5 2018**CITY OF MORENO VALLEY
 Planning Division

G270-1

Most respectful, Albert Armijo, my name is Ronald Sims. I live in Moreno Valley and I support the WLC project and I have followed it up since the beginning till the last court hiring on June 14th when Judge Waters ruled that the WLC-EIR be revised in several impacts thoroughly. I am very excited about the findings of the revisions - Less than significant with mitigations this Judge ordinance make the FEIR stronger, much better and within CEQA guidelines.

I urge you to move forward with this FEIR
 We need the jobs.

Sincerely:

Ronald Sims
 13290 Camanish Dr
 Moreno Valley 92553

RECEIVED

08/28/2018

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

ALBERT Armijo
INTERIM PLANNING MANAGER
14177 FREDERICK ST.
MORENO VALLEY 92552

G271-1

MR. ALBERT ARMIJO MY NAME IS ROSA GARCIA AND I
HAVE THE KNOWLEDGE IS ALREADY DONE AND EVERYTHIN
THAT THE JUDGE WATERS HAD REQUEST ON THE
EFFECTS OF THE FEIR ALL THOSE IMPACTS WILL BE
LESS THAN SIGNIFICANT. I'VE BEEN LIVING IN
MORENO VALLEY FOR 27 years and for the LONG OF
ALL THIS YEARS I'VE BEEN A WITNESS OF THAT LACK
OF JOBS SO PLEASE ACCEPT THIS REPORT
SO WE COULD KEEP OUR CITY FORWARD.

SINCERELY
Rosa H. Garcia

ROSA GARCIA
13823 COSPIAN WAY
MORENO VALLEY CA. 92553

08/24/2018

RECEIVED**SEP - 5 2018**CITY OF MORENO VALLEY
Planning Division

Albert Armijo
Interim Planning Manager
14177 Frederick St
Moreno Valley CA 92553

G272-1

Mr. Albert Armijo I write to you to inform you that I a resident of Moreno Valley and that I am in total support of the WLC project. This to my believe is a great project and a blessing to our community for the variety of jobs that this mega business park will bring.

The findings on the 5 specific environmental impacts that the Judge ruled on June 14 were revised and found less than significant and with these the FEIR is within the CEQA regulations.

Please support this FEIR so the project can break ground soon.

Rosa G. de Martínez
Rosa Celia Avilez-Martínez
24169 Eucalyptus Ave apt 115
Moreno Valley CA - 92553

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Sep 5-2018
ALBERT ARMIJO
INTERIM PLANNING MANAGER
14177 FREDERICK ST
MORENO VALLEY CA, 92552

Dr. Albert Armijo, La ciudad de moreno valley esta' necesitada de muchos trabajos, de compañías que ofrescan buenos trabajos, es por eso que mi familia y yo estamos apoyando este gran proyecto que es El Centro logístico mundial, tenemos 3 años que este proyecto fue aprobado y aun no a empezado a construirse, es por eso que le pido que usted aprueve este reporte final que se hizo de el impacto ambiental.

muchas gracias por su cooperación

Para Maria Cuentero

10299 Shore Crest Terrace
Moreno Valley, Cal. 92557

G273-1

Sept 5 - 2018

Albert Armijo

Interim Planning Manager

14177 Frederick St.

Moreno Valley CA 92552

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Mr. Albert Armijo, the city of Moreno Valley needs jobs from companies that offer good jobs, that's why my family and I are supporting this great project that is the World Logistics Center. It has been 3 years that this project was approved but has not yet begin its build out, that is why I ask you to approve this final report that was made of the environmental impact.

G273-1
cont.

Thank you very much for your cooperation

Rosa Maria Quintero

10299 Shore Crest Terrace

Moreno Valley CA 92557

Albert Armijo
 Intern Planning Manager
 14122 Frederick st
 Moreno Valley, ca 92552

RECEIVED

SEP - 7 2013

CITY OF MORENO VALLEY
 Planning Division

G274-1

Mi familia y yo tenemos viviendo en Moreno Valley por mas de 28 años, Creo que esta ciudad va a prosperar mucho con este proyecto Centro logestico mundial, traera miles de trabajos y sabemos que esta ultima revision que se realizo sobre el medio ambiente fue muy positivo y sera coonstruido con una muy alta tecnologia siempre buscando lo mejor para la comunidad de moreno valley. Gracias por tomar el tiempo de leer mi comentario, a usted señor albert armijo y a todos aquellos que lo estaran revisando

Rosalba A Rojo
 24490 MYRES AV # A
 Moreno valley CA 92553

Rosalba A Rojo

Albert Armijo
Interim Planning Manager
14177 Frederick St,
Moreno Valley CA 92552

RECEIVED
SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

G274-1
cont.

My family and I have been living in Moreno Valley for over 28 years. I think this city is going to make a lot of progress with this World logistics center project, it will bring thousands of jobs and we know that this last revision that was made on the environment was very positive and the project will be built with very high technology. Always looking for the best for the Moreno Valley community, thank you for taking the time to read my comment, Mr. Albert Armijo, and all those who will be reviewing it.

Rosalba A. Rojo.
24490 Myers Ave #A
Moreno Valley CA 92553

From: Albert Armijo
Sent: Friday, September 7, 2018 3:30 PM
To: Julia Descoteaux; Vera Sanchez
Subject: FW: WLC Impact Report

Albert Armijo
Interim Planning Manager
Community Development
City of Moreno Valley

p: 951.413.3354 | e: alberta@moval.org W: www.moval.org
14177 Frederick St., Moreno Valley, CA 92553

From: Rosie Mariscal [mailto:rosiemariscal71@yahoo.com]
Sent: Friday, September 7, 2018 12:26 PM
To: Albert Armijo <alberta@moval.org>
Subject: WLC Impact Report

Good Afternoon Mr. Albert Armijo my name is Rosie Mariscal. I am definitely in support of this great project the World Logistics Center and I have personally reviewed the key points that were updated in the Final Environmental Impact Report and I sincerely believe that it is time to move forward and bring this project to life. I am a mother of 3 and its been difficult working outside of Moreno Valley ever since I moved here from Kern County 10 years ago. I would really like to see this happen not just for my children but for everyone. Please do not let this project delay any longer, our community needs this more than anything. Thank you very much for your time, have a blessed day.

G275-1

Rosie Mariscal
25251 Turquoise Lane
Moreno Valley CA, 92557

agosto 30 / 18

Albert Armijo.
 Internin planning manager
 14177 frederick st.
 Moreno Valley CA. 92552

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
 Planning Division

G276-1

Sr. Albert Armijo, El proposito de esta carta es para decirle que: Estoy enterada de el resultado final del Reporte del medio ambiente y espero que podamos seguir adelante con el proyecto, Centro logístico mundial por que fue muy positivo el resultado que se obtuvo de los 5 puntos que la Jueza Waters pidió que se revisaran los cuales no van a traer ningun impacto negativo a nuestra Ciudad de Moreno Valley.

Att. Roxana C. Melara.
 16523 Sir barton wy
 Moreno Valley CA
 92551

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley Ca 92552

RECEIVED
SEP - 7 2018 August 30, 2018
CITY OF MORENO VALLEY
Planning Division

Mr. Albert Armijo, The purpose of this letter is to tell you that I am aware of the final result of the environmental report and I hope that we can continue with the project, World Logistics Center, because the result obtained was very positive. 5 points that Judge Waters asked to be reviewed which will not bring any negative impact to our city of Moreno Valley.

Att. Roxana C. Melara
16523 Sir Barton way
Moreno Valley Ca 92551

G276-1
cont.



From: Albert Armijo
Sent: Tuesday, September 4, 2018 7:13 AM
To: Julia Descoteaux; Vera Sanchez; Chris Ormsby
Subject: FW: Support Letter

Albert Armijo
Interim Planning Manager
Community Development
City of Moreno Valley

p: 951.413.3354 | e: alberta@moval.org W: www.moval.org
14177 Frederick St., Moreno Valley, CA 92553

From: Stephany Avila [mailto:stephany-avila@hotmail.com]
Sent: Friday, August 31, 2018 4:21 PM
To: Albert Armijo <alberta@moval.org>
Subject: FW: Support Letter

Sent from [Mail](#) for Windows 10

From: Stephany Avila
Sent: Friday, August 31, 2018 2:23:30 PM
To: kevincab.hf@gmail.com
Subject: Support Letter

Albert Armijo
Interim Planning Manager
14177 Frederick St. P.O. Box 88005, Moreno Valley, CA, 92552

As a resident of Moreno Valley and as someone who had to travel for work I appreciate the research done on the final environment impact report for the World Logistics Center.

Ruben Avila
Ruben Avila
25615 San Lupe Ave. Moreno Valley, CA, 92551

G277-1

08/24/2018

RECEIVED

SEP - 5 2018

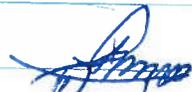
CITY OF MORENO VALLEY
Planning Division

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley Calif. 92553

Dear planning manager
my name is Ruben Muñoz resident of
Moreno Valley. I support The World -
Logistic Center (WLC) because it means
prosperity, revenue and jobs for all
Inland Empire. This is big! I am
very please to inform you that I support
the new (FEIR) thanks to Judge Waters
the WLC FEIR is much, much better.
Less than significant, wow!

Please I urge you to support it too!

Sincerely,



Ruben Muñoz
24169 Eucalyptus Ave apt No 109
Moreno Valley Calif 92553

RECEIVED 8/28/18

SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

Alberto Armijo
Interim Planning Manager
14177 Fredrick St P.O. Box 88005
Moreno Valley CA 92552

Dear, Planning Manager,

My Name is Rubi Hernandez I have been living in Moreno Valley for 17 yrs. And I have recently moved back and started a family. The reason why I moved out of Moreno Valley was for the lack of jobs. Moving back I heard about the Logistics project and I feel like its a great opportunity for the city. I believe this project outweighs the cons. This project will bring lots of benefits. Thank you for your time and I hope you approve this project! By the way I don't understand why this project is under so much scrutiny given it has such high standards.

Sincerely


Rubi Hernandez

24748 Myers Ave. Moreno Valley CA 92553

Septiembre 7, 2018

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Abert Armijo
Interim planning Manager
14177 Frederick St
P.O. Box 88005
Moreno Valley CA 92552.

To whom it may concern,

La ciudad de Moreno Valley tiene mucho potencial para ser una de las mejores en California. El Proyecto Logístico Mundial traerá beneficios económicos que ayudarán a hacer este cambio.

Me entere que los resultados que se esperaban del medio Ambiente. FEIR fueron favorables para que se puedan construir. Le damos gracias a la juez Waters por su insistencia a que se revisara el Proyecto Impacto que el proyecto traerá a la ciudad. Y que ahora vemos sus resultados positivos lo cual nos trae mucha confianza. Gracias! por ser parte de este proceso para que llegara a construirse el WLC.

Sandra Reyes - Santa Reyes cell 951 220 1046
24601 Fay AV Moreno Valley CA. 92551

Albert Armijo
Interm Planning Manager
14177 Frederick St
Moreno Valley CA 92552

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

The city of Moreno Valley has much potential to be one of the best cities in California. The World logistic project will bring economic benefits that will help make this change. I found out that the results that were expected from the FEIR environment were favorable so that they could be built. We thank Judge Waters for her insistence that the impact that the project would bring to the city be reviewed and that we are now seeing its positive results, which brings us a lot of confidence. Thank you for being part of this process so that the WLC can be built.

G280-1
cont.

Sandra Reyes
24601 faye Ave
Moreno Valley Ca 92551

RECEIVED

SEP - 7 2018

August 15th, 2018

Albert Armijo
Planning Manager
City of Moreno Valley

CITY OF MORENO VALLEY
Planning Division

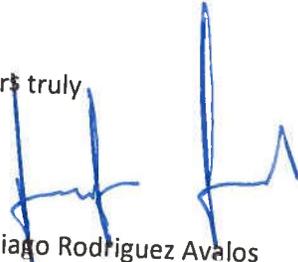
In regards to the project titled "World Logistics Center" and the recently published Final Environmental Report, I would like to express my support to the swift and expedited development of this very important venture that will beneficially change our city and the Inland Empire region, consolidating it as a logistics powerhouse.

With development and growth comes jobs, economic development, municipal revenue and naturally environmental impact, however it should be on a manageable level and, the above mention report states is within regulations.

Many of our residents travel long distances and/or for long time to get to and back from work, which diminish the quality of life of their whole family. Having the opportunity to have thousands of jobs in Moreno Valley with the World Logistics Center build out and future operations, will surely greatly benefit many families in ours and neighboring cities.

Mr. Armijo, please accept this letter as my support for its development.

Yours truly



Santiago Rodriguez Avalos
13323 Ninebark street
Moreno Valley, CA 92553

G281-1

From: Albert Armijo
Sent: Wednesday, September 5, 2018 4:32 PM
To: Julia Descoteaux; Vera Sanchez
Subject: FW: Letter

From: Sarah Nina [mailto:sarahnina13@gmail.com]
Sent: Friday, August 31, 2018 3:41 PM
To: Albert Armijo <alberta@moval.org>
Subject: Fwd: Letter

Albert Armijo
Interim Planning Manager
Community Development
City of Moreno Valley

p: 951.413.3354 | e: alberta@moval.org w: www.moval.org
14177 Frederick St., Moreno Valley, CA 92553

----- Forwarded message -----

From: Sarah Nina <sarahnina13@gmail.com>
Date: Sat, Sep 1, 2018 at 4:49 AM
Subject: Letter
To: kevincab.hf@gmail.com <kevincab.hf@gmail.com>

Albert Armijo
Interim planning manager
14177 Frederick street.
P.o. box 88005
Moreno Valley, CA 92552

27030 Storrie Lake Dr
Moreno Valley, CA 92555

As a resident of Moreno Valley and someone who lives near the WLC. I'm happy the city did its research on the final environmental impact report.

Sincerely,

SarahNiña G. Perez

G282-1

Albert Amigo
Interim Planning Manager
14177 Frederick ST
P.O. Box 88005
Moreno Valley Ca 92552

RECEIVED
SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

Septiembre 4 2018

Señor Amigo

Con esta carta le quiero expresar mi sentir
acerca del proyecto Logístico mundial y espero
que acepte mi vos escrita,

El WLC Traera fondos para beneficiar nuestra ciudad
Lo cual usted ya lo sabe. El FEIR a cumplido
Adecuadamente con los requerimientos del medio Ambiente
A si que esperamos que prosiga adelante,
Gracias por la oportunidad que me da expresarme

G283-1

Sergio B Gonzalez
Sergio B Gonzalez
24348 Comfort CT.

Moreno Valley 92553

9-31-18

Albert Armijo
Interim planning Manager
14177 Frederick St.
P.O. Box 88005
Moreno Valley CA 92553

September 4, 2018

Mr. Armijo

With this letter I want to express my feeling about the World Logistic project, and I hope you accept my written voice.

The WLC will bring funds to benefit our city which you already know. The FEIR has adequately complied with the requirements of the environment so we hope it will continue to advance.

Thank you the opportunity that gives me to express myself.

Sergio Gonzalez
24348 Comfort Ct.
Moreno Valley 92553

CITY OF MORENO VALLEY
Planning Division

RECEIVED

SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

G283-1
cont.

Sept 6, 2018

Albert Armijo
 Interim Planning Managers
 City of Moreno
 14177 Frederick Street
 P.O. Box 88005
 Moreno Valley CA 92552

RECEIVED
 SEP - 7 2018
 CITY OF MORENO VALLEY
 Planning Division

Dear Mr Armijo

My Name is Sheila Espinoza-Sanford I have lived Moreno Valley for 32 years I have watchd Moreno Valley grow over the last 32 years. I am so excited the World Logistics Center Project will be coming to Moreno Valley soon. AS a Moreno valley resident I feel this will bring jobs to moreno valley helping family be together because they are not traveling a hour or more to work and back home. I understand revision has been done on project with no significant impact with Mitigation. I am looking forward for the project to continue

G285-1

Thank You. 22790 Ardenwood Cir
 Sheila A. Espinoza-Sanford Moreno Valley, CA 92552

8/22/2018

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley Ca. 92553

RECEIVED

SEP - 5 2018

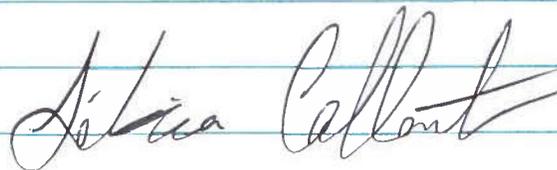
CITY OF MORENO VALLEY
Planning Division

G286-1

Dear Mr. Albert Armijo, my name is Silvia Callente I live in Moreno Valley and I strongly support the WLC project. With this project many families will be benefited with jobs but also all the region.

Please support the final FEIR of the World Logistic Center Project and be part of many families that are for more jobs, more progress in our city and we can leave a better future to our children.

Sincerely:



Silvia Callente
14170 Galvin Court
Moreno Valley Ca. 92553

08/27/18

Albert Armijo
interim Planning manager
14177 Frederick st
Moreno Valley CA 92552

RECEIVED**SEP - 5 2018**CITY OF MORENO VALLEY
Planning Division

G287-1

Dear mr Planning manager I have been living in Moreno Valley city for 30 years. and I strongly support the project World Logistic center and as a person who is in favor of progress and more jobs in our city, I ask you to please accept the final revision of the FEIR in which the points that Judge waters asked that the reviews was that the impacts to the Project would cause it will be less than significant, please - Support the final revision of the FEIR so that it will soon be built

Sincerely

Silvia Delgado



23450 Herbera st
Moreno Valley CA 92553

08-24-18

Alberto Armijo
 Interim Planning Manager
 14177 Frederick St.
 Moreno Valley CA 92553

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CITY OF MORENO VALLEY
 Planning Division

G288-1 Dear planning manager my name is Socorro Gamez . a resident of Moreno Valley I support the WLC Final Environmental Impact Report (FEIR). I think that the findings of the revisions on the 5 environmental impacts leave more than clear that all the CEQA requirements are met. I never understood the lawsuits if the standards of this project are this high, to me the lawsuits are very questionable.

What the judge Water ruled on is now done.
 Please let's move on we need the jobs.

Your attention to this matter is very appreciated.

Socorro Gamez
 Socorro Gamez
 24670 Atwood Ave.
 Moreno Valley CA 92553

08/28/2018

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CITY OF MORENO VALLEY
Planning Division

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley Calif. 92557

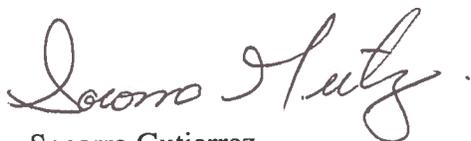
Dear Planning Manager my name is Socorro Gutierrez a resident of Moreno Valley for many, many years. I have seen the growth of the city very slowly and when The WLC Project was proposed to our city my family and I were very happy because we knew what this mega project will bring to our city, finally prosperity was knocking the door, the gloomy and ghostly sensation that our city goes through every day leaving the city to go to work, commuting for hours and hours on the freeway. This project is the hope of many that finally will be seeing the light at the end of the tunnel. JOBS, JOBS in our city! You do realize that this is a bedroom city without a job foundation, right? This will forever change with this business park that the WLC is bringing.

G289-1

The new and final revisions to the Environmental Impact Report on this project is done, I sincerely hope that judge Sharon Waters will be satisfied with it, to my understanding the findings were Less that Significant in the impacts revised but the noise that was found less than significant in some sections and no impacts on other sections and significant unavoidable in others. This are great news!

Please Mr. Albert exercise your power and let this FEIR be appreciated and for it to move forward so The WLC Project can break ground. We have waited enough, not understanding at all this non-sense lawsuits of anti-progress bitter people.

Sincerely:



Socorro Gutierrez
23230 Shiday Ct.
Moreno Valley, CA. 92553

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CITY OF MORENO VALLEY
Planning Division

Albert Armijo
Interm Planning Manager
14177 Frederick St. P.O. Box 88005
Moreno Valley, CA, 92552

AS a Resident of Moreno Valley
and as someone who has to travel
for work I appreciate the Research
done on the final environmental
impact Report done on the
World Logistics Center.

G290-1

~~Stephany Avila~~
Stephany Avila
25615 San Lupe Ave.
Moreno Valley, CA, 92551

Susan Lansang
2018
15551 Hammett Ct
Moreno Valley CA 92555

September 6,

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Albert Armijo
Interim Planning Manager
14177 Frederick St
Moreno Valley CA 92552

I am writing to you to let you know that my family and I agreed and are aware of the revisions that were made for the FEIR. The impact to the environment will be less than significant. We urge you to please continue to move forward with the project! My family and I have lived here in Moreno Valley for more than 15 years. When stores and businesses opened up in our city, there's a good feeling and pride about it. Then when we pass by other cities whose been building and building their cities, we could see how much less our city is doing. We know that Highland Fairview have many good plans for our city but we do not understand why the city is not supporting it. A lot of our friends has been waiting for the projects to be put in place. Why is that? It is prostrating! In Riverside at the border, they have been building like crazy! Temecula is a lot younger city than ours, but why are they more progressive than ours? From my stand point of view, I believe their officials are wiser, experienced, have wisdom and courageous. They have innovation and creative plans. There are many and countless trucks passing by our freeways but most of them do not bring business to our city. We understand where those people who are against progress are coming from but you can not stop progress. We want progress in our city! Mr. Armijo, we are counting on you to be an instrument for the improvement to our city. We are looking forward for this project to materialized!

G291-1

Sincerely,


Susan Lansang

Albert Armijo
Interim Planning Manager
14177 Frederick St.
P.O. Box 88005
Moreno Valley CA 92552

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SEP - 7 2018
CITY OF MORENO VALLEY
Planning Division

Sr. Armijo,

Saludandolo con respeto esperando se encuentre bien. Yo soy Susana Navarro he vivido en esta ciudad por muchos años y mis hijos crecieron y se tuvieron que ir de Moreno Valley por falta de trabajos. Estoy muy contenta que el World Logistic Center ya viene lo hand detendo mucho. Veo que los requisitos que pusieron del medio ambiete han sido completados por el FEIR y eso es muy Bueno creo que todos las companies que vienen a nuestra ciudad deben calificar con el medio ambiente.

G292-1

Gracias por su atencion.

Susana Navarro

24724 Webster Ave.
Moreno Valley, California 92553



9-5-18

Albert Armijo
Interim planning Manager
14177 Frederick St.
P.O. Box 88005
Moreno Valley CA 92553

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SEP - 7 2018

**CITY OF MORENO VALLEY
Planning Division**

Mr. Armijo

Greetings with respect waiting for you to be well. I am Susana Navarro I have lived in this city for many years and my children grew up and had to leave Moreno Valley due to lack of jobs. Etoy very happy that the World Logistics Center is coming has stopped him a lot. I see that the requirements of the environment have been completed by the FEIR and that is very good I think that all the companies that come to our city should qualify with the environment.

G292-1
cont.

Thank you for your attention,

Susana Navarro

24724 Webster Ave.
Moreno Valley CA 92553

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CITY OF MORENO VALLEY
Planning Division

Albert Armijo
Interim Planning Manager
14177 Frederick St.
P.O. Box 88005
Moreno Valley, Ca. 92552

Agosto 27, 2018

Sr. Armijo:

Agradeciendo la atención que está tomando a la presente: Pido a usted de la manera mas atenta se sirva en ejercer su autoridad para que el proyecto World Logistes Center siga adelante pues el reporte final del medio ambiente ha sido mejorado. El FEIR llena los requisitos que la Suez Waters pidio que se valoraran.

G293-1

Gracias por su valorado tiempo leyendo esta petición

Teodora Garcia
25783 Margaret Av.
Moreno Valley, Ca. 92551
(714) 235 8781

Albert Armijo
Interim Planning Manager
14177 Frederick St.
PO box 88005
Moreno Valley Ca 92552

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CITY OF MORENO VALLEY
Planning Division

August 27, 2018

G293-1
cont.



Mr. Armijo Thank you for the attention you are taking to the present: I ask you, in the most attentive way, to use your authority for the World Logistics Center project, go ahead as the final report on the environment has been improved. FEIR complies with the requirements that Judge Waters asked to be validated.

Thank you for your valuable time in reading the petition.

Teodora Garcia
25783 Margaret Ave.
Moreno Valley Ca, 92551
(714)235-8781

Albert Armijo
Interim planning manager
14177 Frederick street.
P.O. box 88005
Moreno valley, ca 92552

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CITY OF MORENO VALLEY
Planning Division

As a resident of Moreno Valley, I appreciate the time and effort went in conducting the research on the final environmental impact report for the world logistic center. I know this project will alleviate Moreno valley to greater heights.

G294-1

Sincerely,
Thomas Turkowski III
28130 Hemlock Ave
Moreno Valley, CA 92555

8-26-2018

Albert Armigo
 Interim Planning Manager
 14177 Frederick St.
 Moreno Valley CA. 92553

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CITY OF MORENO VALLEY
 Planning Division

G296-1

Señor Albert, le doy las gracias y lo felicito por el gran trabajo que están realizando al traer progreso y bienestar a nuestra gran comunidad y a la región con proyectos como el de World Logistics Center, también nosotros como comunidad aplaudimos y daremos lo necesario para apoyar y darle la bienvenida a esfuerzos como éste que beneficiaran a la comunidad.

Vicente Mora
 Vicente Mora Barrera

528. W. "D" St.
 Ontario, Ca, 91762

8-26-2018

Albert Armijo
Interim Planning Manager
14177 Frederick St.
Moreno Valley CA 92553

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CITY OF MORENO VALLEY
Planning Division

G296-1
cont.



Mr. Albert, I thank you and I congratulate you for the great work you are doing in bringing progress and well-being to our community and the region with projects such as the World Logistics Center, and we as a community applaud and evaluate what is necessary to support and give welcome efforts like this that will benefit the community.

Vicente Mora Barrera
528 W. D 'St
Ontario, CA 91762

From: Albert Armijo
Sent: Tuesday, September 4, 2018 7:13 AM
To: Julia Descoteaux; Vera Sanchez; Chris Ormsby
Subject: FW: Letter

From: Sarah Nina [mailto:sarahnina13@gmail.com]
Sent: Friday, August 31, 2018 3:41 PM
To: Albert Armijo <alberta@moval.org>
Subject: Fwd: Letter

Albert Armijo
Interim Planning Manager
Community Development
City of Moreno Valley

p: 951.413.3354 | e: alberta@moval.org W: www.moval.org
14177 Frederick St., Moreno Valley, CA 92553

----- Forwarded message -----

From: Sarah Nina <sarahnina13@gmail.com>
Date: Sat, Sep 1, 2018 at 5:00 AM
Subject: Letter
To: kevincab.hf@gmail.com <kevincab.hf@gmail.com>

Albert Armijo
Interim planning manager
14177 Frederick street.
P.o. box 88005
Moreno Valley, CA 92552

27030 Storrie Lake Dr
Moreno Valley, CA 92555

As a resident of Moreno Valley and as someone who works at the local hospital I appreciate the work that the city has done on the final environmental impact report for the World Logistic Center.

Sincerely,
Violeta G. Perez

G298-1

9-7-2018

Albert Armijo

Interim Planning Manager

14177 Fredericki

P.O. Box 88005

Moreno Valley, Ca. 92552

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Atensio Sr. Armijo.

Minombre es Virginia Cuatlayotl tengo
28 años Moreno Valley. Veo pidiendo
que abran las oportunidades que
traen el proyecto Logistico
Mundial. Veo que se resolvió la
petición de la última corte.
El Final Reporte del Medio
Ambiente fue muy favorable
para el VLC. y para nuestra
ciudad. Gracias por su tiempo por
leer esta carta

Virginia Cuatlayotl

21765 Dracaea Ave.

Moreno Valley Ca. 92553

Virginia Cuatlayotl

G298-1

9/7/2018

Albert Armijo
Interim Planning Manager
14177 Frederick St.
P.O. Box 88005
Moreno Valley Ca 92552

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SEP - 7 2018

CITY OF MORENO VALLEY
Planning Division

Attention Mr. Armijo,

My name is Virginia Cuatlayotl, I am 28 years old in Moreno Valley. I am asking you to open the opportunities that come with the World Logistics project. I see that the request of the last court was resolved. The end Report of the environment was very favorable for the WLC. And for our city. Thank you for your time in Reading this read this letter.

G298-1
cont.

Virginia Cuatlayotl
21765 Dracaea Ave
Moreno Valley Ca 92553

From: Albert Armijo
Sent: Friday, September 7, 2018 3:24 PM
To: Vera Sanchez; Julia Descoteaux
Subject: FW: World logistics center

From: Walter Rocha [mailto:walterrocha779@gmail.com]
Sent: Thursday, September 6, 2018 4:18 PM
To: Albert Armijo <alberta@moval.org>
Subject: World logistics center

Dear Mr Armijo I think building the world logistics center is a great idea for the citizens of Moreno Valley. It is a great economical venture for the city. It will help with all the citizens who are all commuting in not needing to pack the 60 Fwy in order to go outside the city for work. This project will create more revenue for the city and more job opportunities. I lived in Moreno Valley for 3 years and know of congestion in the city. Please approve the revisions made on this project so the city gets the revenue it needs. Sincerely Walter Rodriguez

G299-1

Albert Armijo
Interim Planning Manager
Community Development
City of Moreno Valley
p: 951.413.3354 | e: alberta@moval.org w: www.moval.org
14177 Frederick St., Moreno Valley, CA 92553

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SEP - 5 2018

CITY OF MORENO VALLEY
Planning Division

08/24/18

Albert Armijo
Interm Planning Manager
14177 Frederick st.
Moreno Valley ca. 92558

Dear Mr. Armijo, my name is YULIANA and the reason of this letter is to ask your support of the FEIR. I understand the concept of the revision of the FEIR where it is demonstrated that it will not affect, environment or wildlife when it is being built the WLC but on the contrary they will be taking strict measures for the conservation of the environment. In the most attentive way. I ask you to accept the final decision and support it as I and so many people who live here in moreno valley thanks for your attention

Sincerely,


YULIANA G BOLAÑA
24201 WEBSTER AVE
MORENO VALLEY CAL 92553

G300-1

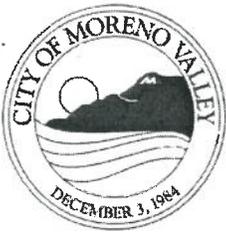
To Whom it may concern:

Comment Letter 1-G301

My name is Bonnie Thresher, I've lived on Williams Avenue for 30 years. It's great news that the city is growing. However I am concerned that the existing parts of the city are not adequately maintained. Areas of Redlands Blvd and Alessandro east of Moreno Beach are rough - merely patched rather than resurfaced. I have rarely seen police patrol. Some streets are lined with sandbags because of inadequate drainage when (if) it rains. There is no city sewer, no sidewalks, no curbs, no street lights in the older areas. There are good tapping people living in this area but lots of the area is neglected. If the city can't maintain what it has already, what happens when World Logistics builds + brings more people, traffic + noise?

Bonnie Thresher
28870 Williams Ave
Moreno Valley, Ca

1-G301-1



JUL 3 0 2018

CITY OF MORENO VALLEY
Planning Division

NOTICE OF AVAILABILITY

Revised Sections of the Final Environmental Impact Report (SCH #2012021045)

NOTICE IS HEREBY GIVEN that, pursuant to requirements of the California Environmental Quality Act (CEQA) and in response to a Riverside County Superior Court ruling, the City of Moreno Valley has prepared Revised Sections of the Final Environmental Impact Report (FEIR) with a State Clearinghouse number, 2012021045, to evaluate the potential environmental impacts associated with construction and operation of the World Logistics Center project, and its associated infrastructure.

Project Description: This Notice of Availability (NOA) has been prepared to notify agencies and interested parties that the City of Moreno Valley as the Lead Agency has prepared Revised Sections of the FEIR to provide the public and trustee agencies with information about the potential effects on the local and regional environment associated with the construction and operation of the proposed World Logistics Center project, and its associated infrastructure on approximately 2,600 acres of land in the eastern portion of the City. All of the land use entitlements for the World Logistics Center are in place – the General Plan and Zoning designations, the Specific Plan, a request for annexation of unincorporated land and a development agreement. The potential environmental impacts evaluated in the Revised Sections of the FEIR are based upon these adopted entitlements allowing 40.6 million square feet of buildings specifically designed to support large scale logistic operations in a quality business environment.

Location: The project site includes the area generally east of Redlands Boulevard, south of the SR-60 Freeway, west of Gilman Springs Road, and north of the San Jacinto Wildlife Area.

Potential Environmental Impacts: Analyses presented in the Revised Sections of the FEIR indicates that the proposed project will have certain significant unavoidable adverse impacts to Aesthetics, Air Quality/Health Risks, Land Use, Noise, and Transportation/Traffic, as described in detail within the document. All other environmental effects evaluated in the EIR are considered to be less than significant, or can be feasibly reduced with mitigation measures to less than significant levels.

Public Review and Comment Deadline: The City of Moreno Valley is soliciting comments from the public about the Revised Sections of the FEIR. Pursuant to Section 21091 of the Public Resources Code, the City has established a review period that runs 45 days, beginning July 25, 2018 through the close of City business on September 7, 2018. The City is also providing, for informational purposes, documents that show the changes from the FEIR. **If you wish to make written comments on the Revised Sections of the Final Environmental Impact Report, or the changes from the FEIR, comments must be received at the City of Moreno Valley Community Development Department by no later than the conclusion of the 45-day review period, 4:30 pm on September 7, 2018.** Written comments on the Revised Sections of the FEIR or the changes from the FEIR should be addressed to:

Albert Armijo, Interim Planning Manager
14177 Frederick Street
Post Office Box 88005
Moreno Valley, California 92552
Phone: (951) 413-3206
Email: albarta@moval.org

(over)

Document Availability: The Revised Sections of the FEIR, and the document showing the changes from the FEIR, and all documents incorporated and/or referenced therein, can be reviewed during normal business hours (7:30 a.m. to 5:30 p.m., Monday through Thursday and Friday's, 7:30 a.m. to 4:30 p.m.) at the City of Moreno Valley Planning Division counter, located at 14177 Frederick Street, Moreno Valley, CA 92553. The documents may also be reviewed at the Moreno Valley Library, located at 25480 Alessandro Boulevard, Moreno Valley, California. For your convenience, the document will also be provided on-line at the City's web page, www.moval.org.