

Attn: Mark Gross and John Terrell
From: Ned and Dawn Newkirk
Subject: Official Comments for the DEIR for The World Logistics Center
Date: April 8, 2013

As we live in the affected area of the World Logistics Center and were pulled into this area as a non conforming entity in May of 2012, we wish to express our opposition to this center for a variety of reasons:

We oppose this project as we were pulled into this area without our consent. On Page 25 of the DEIR in the Executive Summary it is stated that the "WLC is located in the eastern end of the city, so its development would not physically divide an established community. However, development could adversely affect seven existing rural residences onsite, and the land plan cannot accommodate residences within logistics warehousing areas." The DEIR further states that no feasible mitigation is available even though the level of significance is significant and unavoidable. This is totally unacceptable as we feel mitigation is possible. If the city is going to diminish or destroy the quality of life for the residents in the seven homes of the World Logistics Center as far as property values, health, pollution/diesel particulates, noise, and lighting and glare are concerned, why isn't the city offering to help these residents relocate to comparable residences or offer financial compensation for all the adverse affects residents within the WLC will have to endure? (see attachment, pages 1-6).

As the city made the seven residences in May 2012, a part of the WLC, these residences have been in a state of limbo as far as zoning is concerned. How do we sell our property when it may become industrially zoned? Therefore, if we can't sell our property, how can we buy another house to which we can relocate as we have no money or equity from our existing home that can't be sold?

We are opposed to the World Logistics Center as to the harmful effects it could have on the residents of the seven residences within the area of the WLC as well as the warehouse workers and other workers within that area. In the section, Land Use and planning, on page 34, the DEIR states: "It is possible that, as development of the project site occurs according to the WLCSP, large warehouse buildings may eventually be located in close proximity to existing residences. It would be ineffective and inefficient to try to incorporate these residences into the WLCSP land plan of large logistics warehouses to accommodate these residences. In addition, logistics

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CITY OF MORENO VALLEY
Planning Division

operations would cause air pollutant, noise, lighting, and health risk impacts on residents living in these units if they were adjacent to operating warehouses. This is a significant land use impact.”

Why is the city not protecting the seven residences from air pollution, noise, and other health risks by providing buffers between the warehouses and the residences?

The DEIR states that there is no effective way to protect the seven residences from adverse health effects. If the city can't protect its citizens occupying those seven residences from adverse health effects within the WLC area, then why is the city going forward with the project?

We are opposed to the WLC because it does not provide protection and safety to residences within the WLC in regards to dangerous air quality or other health risks. In section 4.10 in land use, page 34 in mitigation measures, the DEIR states: “Installation of solid block walls around the warehouse building or the existing residence would help reduce noise and lighting impacts, but they would not help reduce air pollutants or health risk impacts. Therefore, there is no effective mitigation available to protect or separate these existing residences from future warehousing buildings and operations.” Since it is the responsibility of government to protect all of its citizens, who will pay for medical expenses, or compensate for pain, injury, and/or death from harmful effects created by the WLC to the residences within the WLC area? Just to say that because the residences are there and that they could be severely and unavoidably impacted is not acceptable. The City needs to find ways to protect all residents within and adjacent to the WLC area.

We oppose the WLC for forcing the seven existing residences to have to “eventually convert to ‘light logistics’ uses” (Executive Summary, table 1.a, P.29.). Why must our zoning and the general plan be changed to “light logistics” when that is not our desire to pursue that venture?

Although there are fifteen plus references to the seven residences within the WLC footprint in the DEIR, it appears as if they are “trapped” there with no intention of the city to help mitigate their obstacles and plight.

We oppose the WLC because of the lack of a necessary infrastructure system needed to support the huge warehouse district. The DEIR addresses part of this concern in Traffic and Circulation/
4.15.7.2 The City of Moreno Valley Development Impact Fee Program

The City of Moreno Valley’s Development Impact Fee (DIF) program is used to fund road and intersection improvements needed to accommodate new residential, commercial, and industrial development for funding roadways and intersections. The program collects fees from three categories of residential development (single-family, multifamily, and mobile homes) and five categories of commercial

development (general commercial, regional commercial, general industrial, high-cube warehouse, and office) based on their respective trip generating characteristics. In many cases, developers dedicate right-of-way and/or construct improvements that are part of the TUMF or DIF programs in lieu of paying the fees.

However, what other components would be needed to provide an adequate infrastructure for the WLC. If so, would citizens or would the developer have to fund these needed components.

We oppose the WLC for the impact it will have on the region. Mira Loma has one of the poorest air quality in the world and many of their children have developed respiratory diseases. Why would the City of Moreno Valley want to bring in thousands of diesel trucks for goods transport when diesel particulates spewing into the air can cause a myriad of health problems such as cancer, cardiovascular, and respiratory diseases? What research has the City of Moreno Valley conducted to assess how air quality will be affected when pollution from both Mira Loma and Moreno Valley come together in the basin between the two cities? (see attachments pages 7-32).

We oppose the WLC because of the inaccuracy in the Skecher's numbers of jobs that were projected (2500) and only six hundred jobs materialized. Although there have been statistics released on the number of jobs the WLC will create, how will the city guarantee the 20,000 plus jobs they have predicted the WLC will produce? Additionally, warehouse automation is rapidly advancing. How can the city predict such a large number of jobs that the WLC will create when robots are continually replacing vast numbers of warehouse workers? (see attachments pages 33-36).

Thank you for your time and attention to our concerns and questions.

Respectfully submitted,

Ned Newkirk
Dawn Newkirk

Ned and Dawn Newkirk

29080 Dracaena Ave.
MV, Ca. 92555

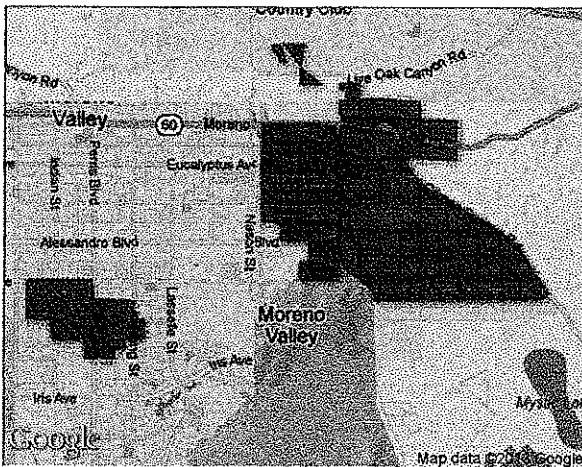
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MORENO VALLEY: Residents want out of mega-warehouse plan



Click on parcels in the interactive map to learn their ownership.

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BY LORA HINES STAFF WRITER May 22, 2012; 09:21 PM Comments (

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The Moreno Valley City Council on Tuesday, May, 22, listened to residents' comments about the possibility of including about 20 eastside properties in plans for a proposed mega-distribution center.

More than a dozen speakers, including those who live in the proposed development area, urged council members to abide by residents' wishes and exclude property owners from the plan.

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The council voted 3-2 to include all the properties in the plan for the development area.

Robin Hastings, who represents that area, and Bill Batey were the no votes.

Residents who live in the project area said they fear their property would be rezoned from residential to industrial if it were included in the area that is proposed for what is to be known as the World Logistics Center.

Council members still were listening to public comments almost two hours into the meeting.

The proposed development area includes more than 2,600 acres in the area south of Highway 60, roughly between Redlands Boulevard and Gilman Springs Road. Much of the land is owned or controlled by entities with which developer Iddo Benzeevi is affiliated.

The area includes the 1.8 million-square-foot Skechers distribution center, which Benzeevi developed.

Ned and Dawn Newkirk, who have owned their Dracaea Avenue home 34 years, said they were shocked to find out that their property could be surrounded by warehouses.

"Our quality of life will be totally changed," Dawn Newkirk said. "I'm stunned and dismayed that our zoning would be changed.

"There's fear here and you need to know that," she said. "We feel really victimized. You're telling me I have no property rights."

Parcels ranging from less than 2 acres to about 20 acres, including the Newkirks', that Benzeevi hasn't yet bought pepper the area. Property owners or renters live in seven homes scattered throughout the space. They make up less than 5 percent of the proposed development space, which is sparsely populated. The owners will not be forced to sell or move, if they live on their properties, officials said.

John Terell, Moreno Valley's planning official, said several property owners in the proposed development area have told him that they don't want their land included in the plan. He told council members that they need to determine whether to include the smaller properties in the development plan so Benzeevi can complete an environmental impact review for the city to consider.

Barry Foster, the city's economic development director, said inclusion of the smaller properties in the plan will make the development more consistent. The area eventually could be zoned for industrial use. The properties on which homes have been established will be determined to be in legal nonconformance. That means those properties will have to become industrial if the owners sell their homes or abandon them.

"Logistics and distribution is our opportunity," Foster said. "I think it makes a lot of sense for all that property to be consistent."

An overflow crowd applauded after Councilwoman Robin Hastings asked Foster and Terell why Benzeevi couldn't move forward on the land that he owns or controls.

"Why hamstring property owners?" she asked.

Foster said it's important to establish a "natural boundary" for the proposed area.

City officials have said the proposed center would be the nation's largest master-planned warehouse complex — equivalent to more than 700 regulation football fields.

The World Logistics Center would be built around property that Benzeevi doesn't buy.

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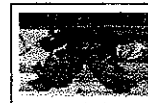
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MORENO VALLEY: Residents fear being surrounded by warehouse complex



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A Winchester soldier has been indicted by a federal grand jury on suspicion of forging applications for war medals, veteran's benefits and lying about his combat history. What is your people about people accused of exaggerating their military credentials?

- They should face severe penalties on top of any other crime they are accused. Our veterans are treasures and their courage and commitment should be be exploited.
- It's sad, but there should be no additional penalties. This brand of fraud is no more severe than another.
- I don't know.

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BY LORA HINES STAFF WRITER May 06, 2012; 08:47 PM

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 Comments (Small property owners whose
 land and houses are in the
 area where a proposed mega-
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built are concerned that they could end up surrounded by warehouses.

Developer Iddo Benzeevi — using more than a dozen different business affiliations — already owns or is buying more than 2,600 acres in the area south of Highway 60, roughly between Redlands Boulevard and Gillman Springs Road.

The area includes the 1.8 million-square-foot Skechers distribution center, which he developed.

City officials have said the proposed center would be the nation's largest master-planned warehouse complex — equivalent to more than 700 regulation football fields. It is to be known as the World Logistics Center.

The City Council could vote on project late this summer, officials have said.

Benzeevi doesn't control all the land yet. The World Logistics Center would be built around property that he doesn't buy. The Moreno Valley City Council on May 22 will decide whether those properties will be rezoned from residential to industrial.

Parcels ranging from less than two acres to about 20 acres that Benzeevi hasn't yet bought pepper the area. Property owners or renters live in seven homes scattered throughout the space.

Barry Foster, Moreno Valley's economic development director, said the properties make up less than 5 percent of the proposed development space, which is sparsely populated. The owners will not be forced to sell or move, if they live on their properties, he said.

"No one is taking anyone's property," Foster said.

Rezoning the smaller properties will make the development more consistent, he said. The area will be zoned for industrial use. The properties on which homes have been established will be determined to be in legal nonconformance, Foster said. That means those properties will have to become industrial if the owners sell their homes or abandon them.

Councilwoman Robin Hastings, who represents the area, couldn't be reached for comment. The public hearing first was scheduled for Tuesday, May 8. However, Hastings requested it be reset for May 22 because she will be absent for Tuesday's meeting.

Ned and Dawn Newkirk dislike the plan. The Newkirks have owned their Dracaea Avenue home for 34 years. They find it unbelievable that their house on less than 3 acres could be surrounded by warehouses.

"They have little regard for the people around here, not just those in the (proposed project) area," Dawn Newkirk said. "Who wants to be walled in by warehouses?"

The Newkirks said they recently met with city officials and Benzeevi to discuss concerns they have about the proposed World Logistics Center.

Ned Newkirk said that both meetings left them with the impression that the project has all but been approved, even though its draft environmental impact report has yet to be submitted to the city.

'I FEEL VIOLATED'

"I don't feel like we have any say in it," Ned Newkirk said. "The way I understand it, they could



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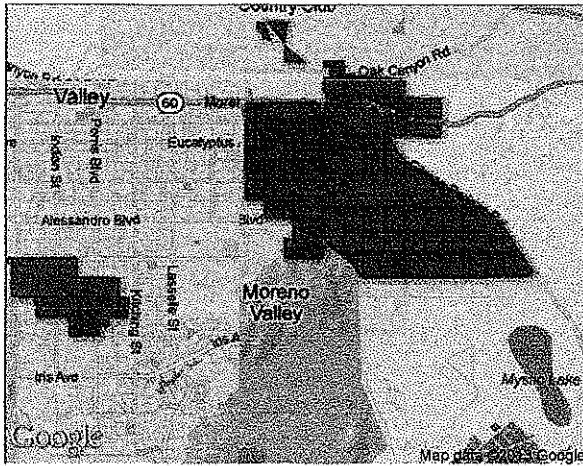
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Benzeevi did not make an offer to buy the Newkirk's home, they said.

"I feel violated," Dawn Newkirk said. "I don't have any rights. Your home is one of your major investments. Then, the city comes in and says, 'We're going to change your zoning and we don't really care.'

"There is no resolution to this," she said. "We think Moreno Valley should be more creative with the way that this (area) would be handled."

Iddo Benzeevi, president and CEO of Highland Fairview, and his companies own the parcels that are indicated in red.



City officials say the proposed project is in the early stages of approval.

Benzeevi said he met with the Newkirks to answer questions about the project. He said he told them that they could continue living in their home and that they never would be asked to leave.

Benzeevi said it was explained how property owners could benefit from becoming part of the project plan.

Meanwhile, he said he continues to consider buying properties.

Resident Heidi Lopez said she plans to educate herself about what rezoning could mean for her property before the public hearing. Her Dracaea Avenue property, which has been in her family about 30 years, includes her house and a riding ranch.

Through the years, people have talked about developing the area, but plans faded. Now, she said, she is concerned.

"I'm not sure what to think about it," said Lopez, who is married and has two children. "They need to consider families trying to raise their children. That is our goal here. What about all of that?"

She said no one recently has offered to buy her property.

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Dave and Linda Crites will move out of their Theodore Street home.

The Crites' 9-acre property has been in escrow several years as the couple and Benzeevi wait to complete the sale.

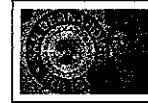
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"We consider him a friend," said Dave Crites as he and his wife recently recalled their relationship with Benzeevi. "He has a great heart. He wants to do what's right. That is who he is."

The couple said they moved from Norco to Moreno Valley in 2003 because they believed their property had potential. But they soon discovered they wouldn't be able to develop it as they planned.

In 2005, they met Benzeevi and later agreed to what they describe as a "fair price."

The following year, the couple started a ministry, One Plus One Equals One Ministries, and have traveled the world to speak at churches.

Linda Crites said they have loved living in the country, but change was inevitable. The area was going to be developed into thousands of houses or warehouses.

"Either way, it was not going to stay the same," she said. "We love what he's done up there with Skechers."

Dave Crites said the warehouse hasn't led to the traffic increase that people feared before Skechers was built. He also believes the proposed World Logistics Center will generate much-needed revenue for the city.

"We believe that Iddo really cares about us," Dave Crites said.

"Anyone who will be a friend of Iddo, Iddo will be a friend of theirs."

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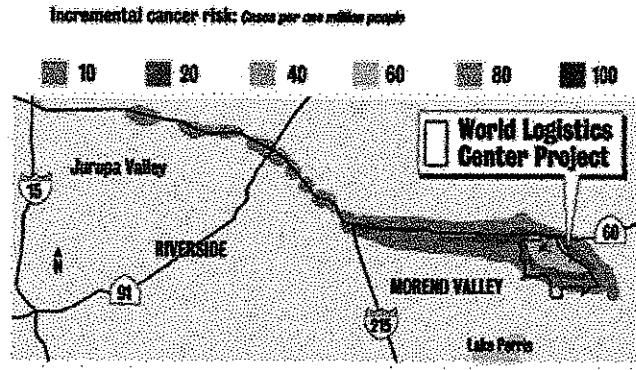
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MORENO VALLEY: Warehouse project affects an entire region

Posted on | February 15, 2013 | Comments

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An important Inland story broke last week that didn't involve multiple murders and one of the most intense manhunts ever.

Moreno Valley released its voluminous draft environmental study on the World Logistics Center, a 41.6 million-square-foot warehouse project proposed by developer Iddo Benzeevi on the city's eastern edge.

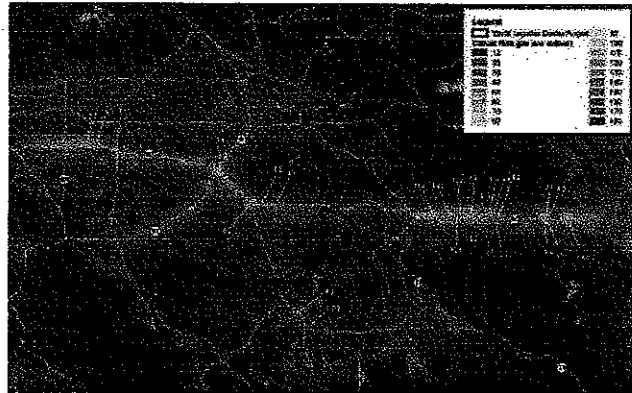
The report shows that the five members of the Moreno Valley City Council will be deciding an issue of concern well beyond the city limits. The warehouse complex's impacts would reverberate throughout Inland Empire. In fact, I have never seen a more significant land-use decision faced by a city in my 23 years as reporter in the Inland region.

The project, which envisions enough warehouse space to cover 700 football fields, would bring thousands of jobs to a region starved for employment.

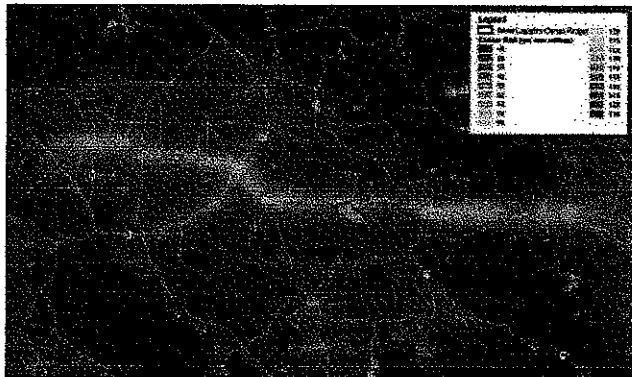
But diesel soot from the trucks hauling goods to and from the warehouses would significantly increase cancer risk as far as 20 mile from the project, as shown in the map above.

Combined with other pollution sources, the added vehicle emissions would push the increased cancer risk deeper into various inland communities, according to maps in the report's section on cancer risk.

Here is a map of the cancer risk area related to traffic and other diesel sources if project is NOT built:



And here is the same map with projected traffic from the World Logistics Center taken into account:



Notice how the blue boundaries for significant cancer risk — 10 or more cases per million people — now extends deeper into communities in San Bernardino and Riverside counties.

The environmental study's authors say the cancer risk projections are based on "extremely conservative assumptions" required by the South Coast Air Quality Management District and the California Air Resources Board. The cancer risks are therefore overestimated, the report said.

I'm sure that point will be debated.

Cancer risk is just one of several regional issues that will be subject to public discourse.

The report's traffic section says the project would generate 71,085 vehicle trips a day, including 14,682 truck trips.

Other issues are aesthetics, wildlife (its just north of the San Jacinto Wildlife Area), noise and greenhouse gas emissions.

The main report is 1,094 pages long; the 14 appendices add hundreds more pages.

Residents, neighboring cities, school districts, the two counties, the air district, regional planners and various state and federal agencies have until April 8, two months from the humongous report's release date, to submit their comments, according to the city's official notice.

Just for reference, those comments are due a week before taxes are due.

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POLLUTION: EPA officials take testimony on soot standards



Jim Miller/STAFF PHOTO

Lydia Wegman, director of the Health and Environmental Impacts Division for the EPA's Office of Air Quality Planning and Standards, listens to testimony Thursday in Sacramento during a hearing on the EPA's proposed revisions to particulate pollution standards.

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BY JIM MILLER SACRAMENTO BUREAU July 19, 2012; 05:30 PM Comments (

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Should local governments in the Inland Empire foster development of warehouses and distribution centers?

- Yes, we need the warehouse, trucking and logistics jobs.
- No, the freeways can't handle it, and we don't need the diesel pollution.
- I don't know.

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environmental officials Thursday to impose stricter limits on fine-particle pollution, a move industry representatives warned would increase business costs and hurt the economy.

The hearing near the Capitol was the second of two day-long sessions on either side of the United States this week to get reaction to the Environmental Protection Agency's proposal last month to lower its annual fine-particle standard for the first time since 1997. An EPA panel also took testimony in Philadelphia on Tuesday.

Fine-particle pollution in the Riverside-San Bernardino area is among the worst in the nation. In addition to diesel exhaust, the particles measuring less than one-thirtieth the width of a human hair – include factory and vehicle pollution, dairy emissions, dust and other airborne materials.

Experts have linked the soot to asthma, heart disease and other illnesses and blame the pollution for some 9,000 premature deaths in California annually.

Under federal court pressure, the agency's proposal would reduce the annual soot standard from 15 micrograms per cubic meter to 12-to-13 micrograms per cubic meter, and possibly as low as 11 micrograms.

In 2011, Mira Loma had the region's worst annual average, at 15.3 micrograms per cubic meter.

The EPA is scheduled to finalize a new standard in mid-December and designate attainment and non-attainment areas by early 2015. Non-attainment areas would have until 2020 to comply with the standards or risk losing federal money.

More than 80 people had testified at the Sacramento hearing as of late afternoon Thursday. The American Lung Association, the Sierra Club and other groups said the EPA proposal was long overdue. Advocates said the agency should adopt an annual standard of 11 micrograms.

In addition, some environmentalists want to reduce the 24-hour standard to 25 micrograms. The federal proposal would maintain the current 24-hour standard at 35 micrograms.

"Fine particle pollution is deadly," said Jane Warner, president and CEO of the American Lung Association of California. "Strengthening standards is the right thing to do for children. They're depending on you."

Some speakers said they had a personal stake in the issue. People with asthma, or with relatives who suffer from it, described feelings of dread as the seasons changed. Winter meant more wood fires. Summer meant heat-caused declines in air quality.

Industry representatives said current standards are strong enough and that the science is inconclusive on whether lowering the soot limits would have a measurable effect on people's health or visibility.

Stricter limits, though, without question would impose heavy new costs on businesses already struggling in the economy, they said. Businesses would be unlikely to invest in non-attainment areas, where unemployment often is higher than the average.

"These proposed standards will inhibit commercial and industrial activity not only vital to creating jobs, but also necessary to providing tax revenue that will support important local services like public safety and education," said Mike Rogge, the policy director for environmental quality at the California Manufacturers and Technology Association.

Also contributing to this report: Staff writer David Danelski, ddanelski@pe.com

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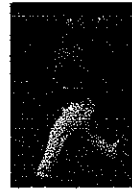
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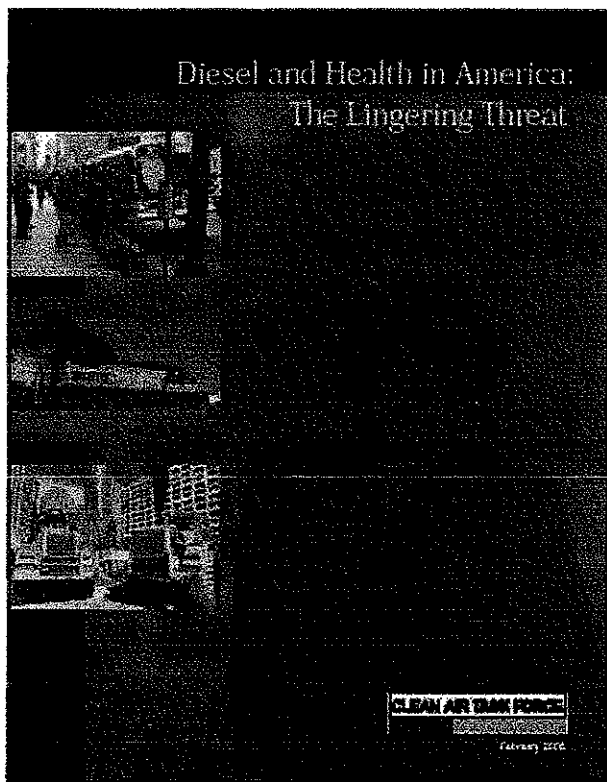
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Publication

Diesel and Health in America: The Lingering Threat

Published: February 2005
File Size: 552 KB



Everyone has experienced it: getting hit right in the face by a cloud of acrid diesel smoke. Perhaps you were standing on a street corner when a bus or truck whizzed by. Or maybe you were standing at a bus stop or stuck behind a dump truck grinding up a hill. But breathing diesel exhaust isn't just unpleasant. It is hazardous to your health. In fact, health research indicates that the portion of the exhaust you can't see may be the most dangerous of all. Asthma attacks, respiratory disease, heart attacks, and even premature death — all of these are among the most serious public health problems linked to emissions from the nation's fleet of diesel vehicles. The good news is that the technology exists right now to clean up emissions from these engines, so that most of the adverse health impacts can be prevented.

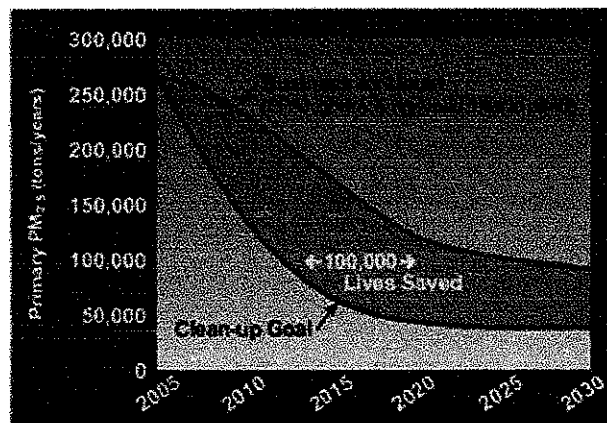
Today in the U.S. more than 13 million diesel vehicles help to build our cities and towns, transport our food and goods, and take us to and

from work. More than three quarters of all Americans live near intersections, bus stops, highways, bus and truck depots, or construction sites with heavy equipment — all of which are concentrated sources of diesel exhaust. In rural areas, those who live near heavy diesel agricultural equipment suffer their share of exposure to diesel as well.

The U.S. Environmental Protection Agency has issued important regulations that will require dramatic reductions in emissions from new diesel vehicles starting in 2007 — but only the new ones. These regulations, to be phased in over the next quarter century, apply only to *new* engines. What about the diesels on the road today? The lifespan of the average diesel vehicle is nearly 30 years. Many diesels are driven over a million miles. Because of this longevity, we will be left with the legacy of pollution from dirty diesel vehicles for decades to come. That is, *unless* we take action to reduce emissions from vehicles currently on the road. We don't have to wait. Control technologies exist right now that can significantly reduce deadly fine particle emissions from diesel vehicles, in some cases by upwards of 90 percent.

American know-how, witnessed by the success of the manufacturers of engines, control devices, and fuel refiners in developing innovative solutions for reducing diesel exhaust, provides a lifesaving opportunity we can seize today. Pollution from dirty diesels on the road now can be dramatically reduced using a combination of cleaner fuels, retrofit emission controls, rebuilt engines, engine repowerings, and accelerated purchase of new, cleaner vehicles. Unlike so many other vexing environmental issues, these affordable solutions present a highly unusual opportunity to actually address a major risk to public health and the environment. In fact, we could virtually eliminate this problem if diesel manufacturers, fleet owners, environmentalists, concerned citizens, and government regulators make the commitment to work together.

What are the health impacts of these dirty diesel vehicles? What benefits will we realize if we act now to clean them up? The Clean Air Task Force commissioned Abt Associates, an highly-respected consulting firm that U.S. EPA and other agencies rely upon to assess the benefits of national air quality policies, to quantify for the first time the health impacts of fine particle air pollution from America's diesel fleet. Using this information, we were able to estimate the expected benefits — in lives saved — from an aggressive but feasible program to clean up dirty diesel buses, trucks, and heavy equipment across the U.S.



An Aggressive Program to Reduce Diesel Emissions Could Save About 100,000 Lives between Now and the Year 2030

This report summarizes the findings of the Abt Associates study. It then reviews the degree to which diesel vehicles increase the level of fine particle pollution in the air we breathe, and recommends reduction measures that will save thousands of lives each year. Key findings include:

- Reducing diesel fine particle emissions 50 percent by 2010, 75 percent by 2015, and 85 percent by 2020 would save nearly 100,000 lives between now and 2030. These are additional lives saved above and beyond the projected impact of EPA's new engine regulations.
- Fine particle pollution from diesels shortens the lives of nearly 21,000 people each year. This includes almost 3,000 early deaths from lung cancer.
- Tens of thousands of Americans suffer each year from asthma attacks (over 400,000), heart attacks (27,000), and respiratory problems associated with fine particles from diesel vehicles. These illnesses result in thousands of emergency room visits, hospitalizations, and lost work days. Together with the toll of premature deaths, the health damages from diesel fine particles will total \$139 billion in 2010.
- Nationally, diesel exhaust poses a cancer risk that is 7.5 times higher than the combined total cancer risk from all other air toxics.
- In the U.S., the average lifetime nationwide cancer risk due to diesel exhaust is over 350 times greater than the level U.S. EPA considers to be "acceptable" (i.e., one cancer per million persons over 70 years).
- Residents from more than two-thirds of all U.S. counties face a cancer risk from diesel exhaust greater than 100 deaths per million

population. People living in eleven urban counties face diesel cancer risks greater than 1,000 in a million — one thousand times the level EPA says is acceptable.

- People who live in metropolitan areas with a high concentration of diesel vehicles and traffic feel their impacts most acutely. The risk of lung cancer from diesel exhaust for people living in urban areas is three times that for those living in rural areas.

The vast majority of the deaths due to dirty diesels could be avoided by an aggressive program over the next 15 years to require cleanup of the nation's existing diesel fleet. Practical, affordable solutions are available that can achieve substantial reductions in diesel risk. The only thing that stands between us and dramatically healthier air is the political will to require these reductions and the funding to make it a reality.

National Annual Diesel Fine Particle Health Impacts	
Annual Cases in the U.S., 2010	
Premature Deaths	21,000
Lung Cancer Deaths	3,000
Hospital Admissions	15,000
Emergency Room Visits for Asthma	15,000
Non-fatal Heart Attacks	27,000
Asthma Attacks	410,000
Chronic Bronchitis	12,000
Work Loss Days	2,400,000
Restricted Activity Days	14,000,000

What We Must Do to Protect Public Health from Today's Dirty Diesels.

Although the EPA has mandated the phase-in of cleaner new engines and fuels beginning in 2007 for highway vehicles and heavy equipment, EPA has limited authority to mandate emissions controls on the fleet of existing diesel vehicles. To date, EPA has adopted a "voluntary" approach. Nevertheless, in order to meet the new ambient air quality standards for fine particles, states and cities must require controls to reduce diesel emissions. Diesel cleanup is also an important next step in areas that are having difficulty meeting existing and new ambient air quality standards for ozone such as Houston and Dallas, Texas.

States can enact legislation requiring diesel cleanup as some, such as California and Texas, have already begun to do. States should also consider measures to require early engine retirement and speed fleet turnover. For vehicles like long-haul trucks, ships, and locomotives that are engaged in interstate transport, federal regulations, federal legislation, or both may be needed. Funding for such initiatives may pose a challenge for public fleets (school buses, transit vehicles, garbage trucks, etc.), so support for expanded state and federal funding to help the cleanup of fleets owned by cash-strapped states and cities will be necessary. Local and state budget writers will need a strong commitment to come up with the necessary appropriations or bonds to fund the local share.

Particle filters combined with the use of Ultra Low Sulfur Diesel (ULSD) fuel have been found to reduce diesel particles and particle-bound toxics from diesel exhaust by up to 90 percent. Under the new engine rules, ULSD will be available for highway vehicles nationwide starting in 2006. It is already available in cities in 21 states. Not all vehicles can be retrofitted with a particle filter, but there are a variety of options available for the cleanup of every vehicle regardless of make or model year.

Cities and states should:

- Establish ambitious goals for reducing risk to their citizens by cleaning up existing diesels;
- Identify priority geographic areas and diesel "hotspots" for immediate attention;
- Adopt a package of options for reducing diesel exhaust including:
 - Retrofits accomplished by replacing mufflers with an optimal mix of filters or oxidation catalysts depending on vehicle age and type;
 - Requiring Ultra Low Sulfur Diesel and cleaner alternative fuels;
 - Closed crankcase ventilation systems to eliminate engine exhaust from penetrating the cabin of vehicles such as school and transit buses;

- Engine rebuild and replacement requirements;
- Truck stop electrification programs to give long-haul truckers a way to power their rigs overnight without running their engines;
- Contract specifications requiring cleanup of trucks and construction equipment used in public works projects.
- Adopt diesel cleanup measures as federally-enforceable requirements in State Implementation Plans (SIPs) for the attainment of the fine particle and ozone air quality standards;
- Create and fund programs, such as California's "Carl Moyer" and the Texas Emission Reduction Plan (TERP) program, which provide funding for diesel equipment owners to replace or rebuild high-polluting diesel engines;
- Adopt and enforce anti-idling ordinances and legislation.

The Federal government should:

- Pass legislation providing funding for the cleanup of municipal and state fleet vehicles;
- Explore regulatory options for reducing emissions from existing interstate fleets such as long-haul trucks, shipping, and locomotives;
- Retain and enforce the tighter new engine and cleaner fuel standards for highway and non-road diesels.

[[Read Publication](#)]

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by Caitlan Carroll
Marketplace Morning Report for Tuesday, May 11, 2010

TRANSCRIPT

TEXT OF STORY

Steve Chiotakis: Mira Loma, Calif. is about 50 miles east of LA. It has some of the worst air pollution in the nation. Freeways and railroads are a big source of the problem, but researchers say warehouses also play a role. From the Sustainability Desk, Marketplace's Caitlan Carroll reports.

Caitlan Carroll: I'm standing in Mira Loma Village. It's a neighborhood of about a hundred small stucco houses. A rail line runs down one side. Two major trucking routes, Highway 60 and Interstate 15, intersect on the other. Residents say living here isn't easy.

Charles Lanathoua: Hard to breathe sometimes and I call it respiratory problems, you know.

Alexandra Jimenez: We got headaches. Our nose would burn. We had soot all over our face, our body.

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Estella Portillo: I'm out in the afternoon gardening and I have to go in the house because I can smell those fumes -- you can smell them now.

That's Charles Lanathoua, Alexandra Jimenez and Estella Portillo. This area used to be mostly farmland, but as Los Angeles expanded, companies built their distribution centers further east. Now sprawling warehouses cover Mira Loma. They serve companies like Walmart, Nestle and Coca-Cola.

More than 800 diesel trucks often pass through Mira Loma in an hour. Some drop off cargo from the ports of Los Angeles and Long Beach. Others pick it up. Ed Avol teaches Environmental Health at the University of Southern California:

Ed Avol: So increasingly we're beginning to understand that in a way warehouses are like magnets for pollution.

Problem is, the county doesn't have money to move residents or to pay the truckers to retro-fit their rigs. John Field works for the local County Supervisor:

John Field: Obviously from a land use planning standpoint if we had it to do over again, Mira Loma Village would not be there, but that's the way it goes.

Penny Newnam heads the Center for Community Action and Environmental Justice. She says warehouses have cropped up here since the late 90s. Now the community wants to stop any new ones. Newnam encourages Mira Loma residents to speak up at county meetings. They're helping log pollution stats, too.

Penny Newnam: It's where the lessons are being learned really the hard way, and it's where the crisis is.

Newnam is advising states with expanding distribution hubs like South Carolina, Kansas and New Jersey to put some space between the people and the products.

In Mira Loma, Calif., I'm Caitlan Carroll for Marketplace.

Caitlan produced this story while participating in a California Endowment Health Journalism Fellowship, a program of USC's Annenberg School for Communication & Journalism.

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Mauricio S - Jun 19, 2010

I recently read your article about air pollution issues affecting Mira Loma Village, CA and am concerned about the take of some of the interviewed and of the author.

One of the article's conclusions appears to be that the problem is with people deciding to live in a warehouse-ridden area.

First of all, the problem, defined in simple terms, is that the Mira Loma area has extremely high air pollution and people are exposed to this resulting in short and possibly long-term health issues. The problem is not, as the article suggests, that the county doesn't have money to move residents or to pay the truckers to retrofit their rigs. Don't get me wrong, moving residents and retrofitting trucks sound like short-term steps in the right direction. It just doesn't address the issue.

The solution is not simply to designate pollution-free residential zones away from pollution-ridden manufacturing zones. I think that there is a fundamental flaw in assuming that the problem only affects the residents. Air pollution affects people and, as corny as it may sound, employees are people too. As simple as that. Employees of these warehouses and factories are affected by the same air pollution and are therefore exposed to the same health risks. Separating residences and warehouses still leaves working people exposed to this mess. They are not less valuable for being employed by these polluting companies. Sometimes when people identify the companies as the polluters they see the employees, by association, as faceless polluting components of these companies. Environmental justice applies to employees as well.

Furthermore, why is the viability of the retrofitting and relocation solutions dependent on the county's budget? Three words: Extended PRODUCER responsibility. The companies should be responsible for the emissions caused by their supply chain. I am an entrepreneur and don't believe that companies are evil. I do believe, however, that companies should be responsible for mitigating the social and environmental impact caused by their activities upstream and downstream.

All I am saying is: there is NO right place for such a high concentration of pollutants. Air pollution is a severe problem by itself. The impact on the residents only makes it direr and more evident. Companies need to consider their impact to the people they employ and to the present and future communities around their manufacturing and warehousing locations. Resolution of these issues ultimately hinges on the elusive comparative value of health (and therefore the value of clean air) vs. the cost of running a business--values which are implicitly assigned by the companies and regulators.

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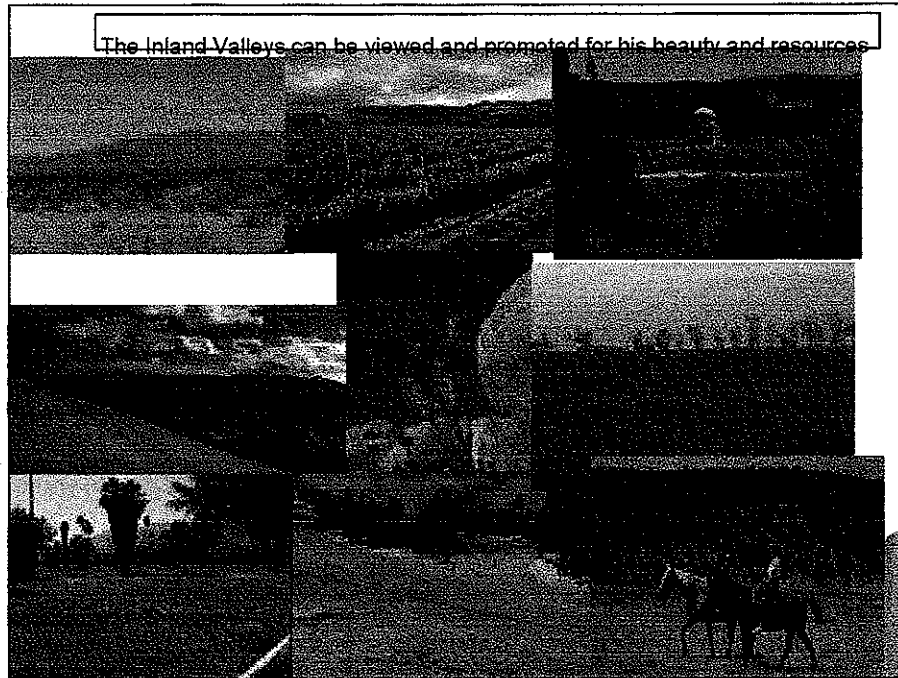
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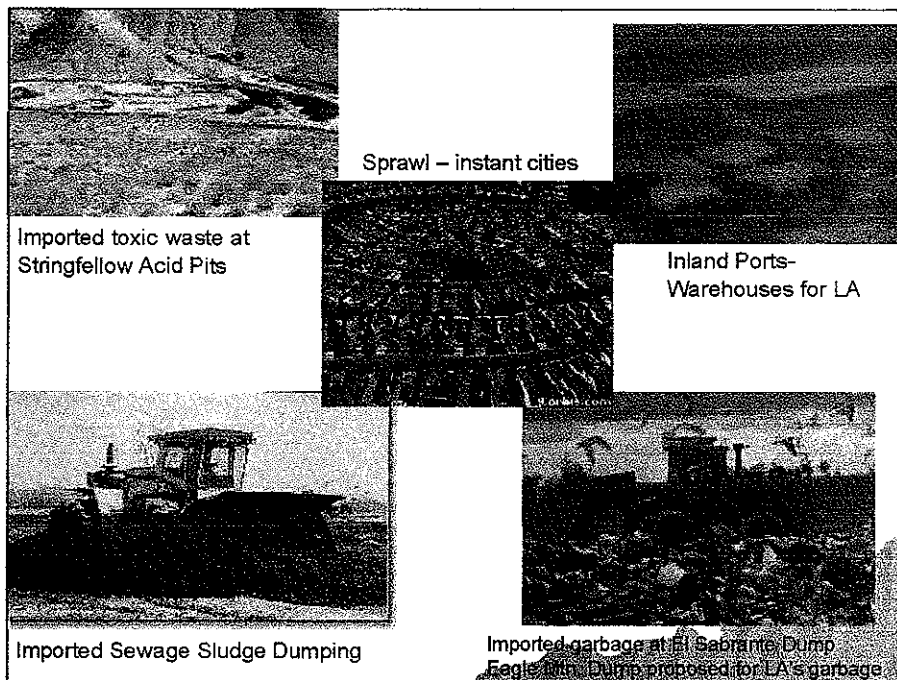
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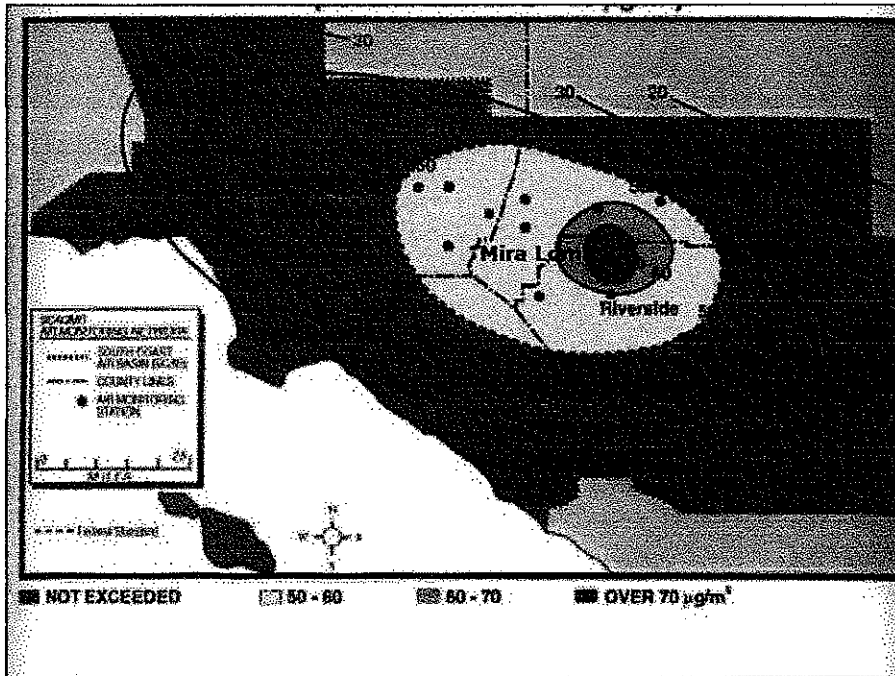
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Mira Loma Case Study







Mira Loma

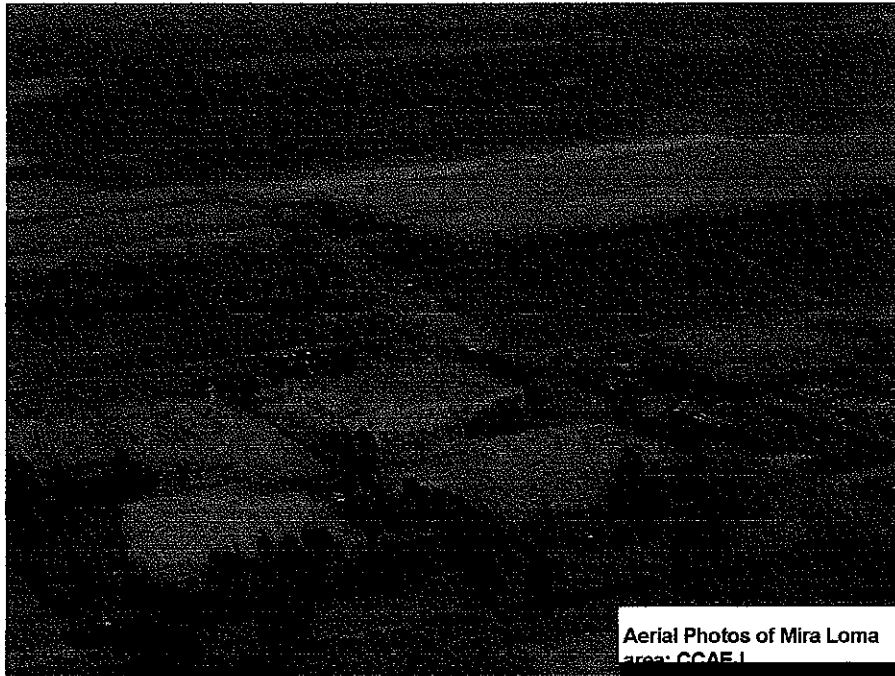
- Has the highest levels of PM in the nation.¹
- 4th in the world
 Jakarta, Indonesia;
 Calcutta, India; and
 Bangkok, Thailand.²

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

² World Health Organization, as cited by California Public Interest Research Group, CalPIRG, *Citizens' Agenda*, Vol. 13, No. 3, pg. 4, Fall 1997.

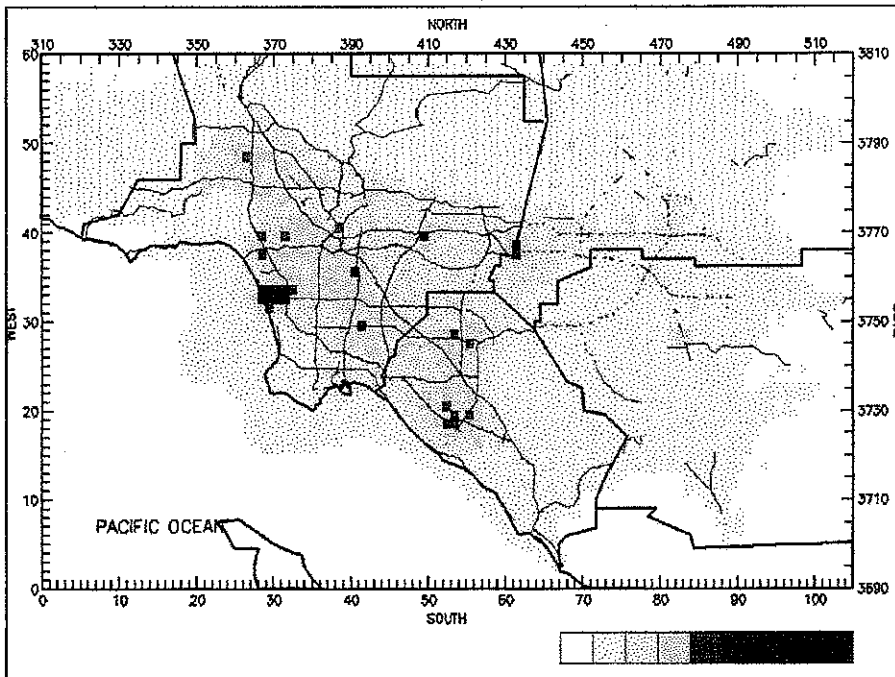
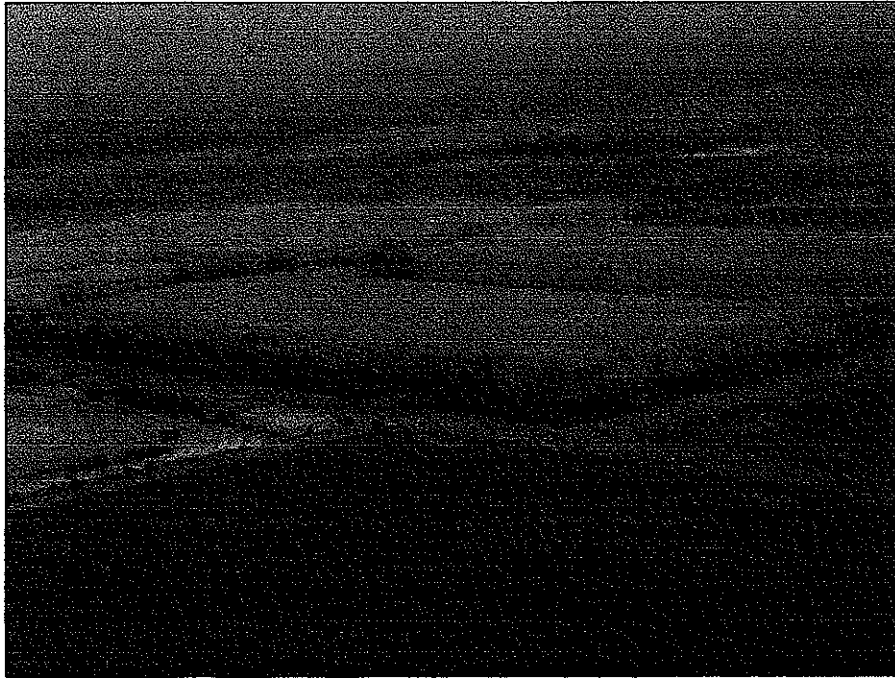
Mira Loma

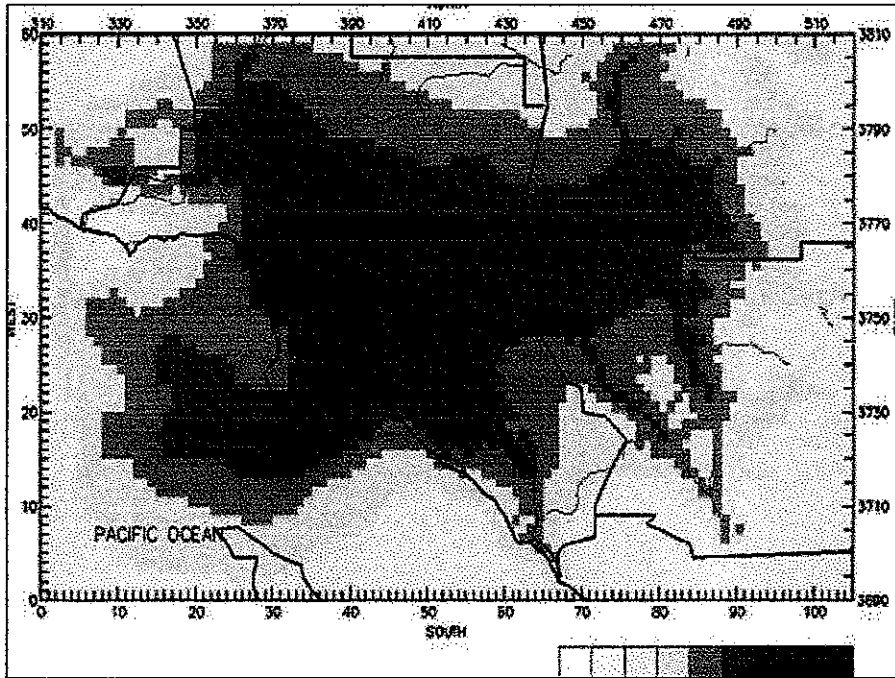
- ⌘ Pollution blows in from LA and Orange County.
- ⌘ combines with ammonia from Chino Dairies more particles are formed.
- ⌘ Trapped by surrounding mountains.
- ⌘ Land use decisions and Goods Movement industry is creating a deadly local source - diesel



Aerial Photos of Mira Loma
area: CCAE-1







Mira Loma Community Specific Study Conclusions:

- Even with improved technology i.e. cleaner trucks; there will be no improvement in air quality due to increase in number of trucks due to build out.
- Those living closest to busy streets and diesel related facilities are at greatest risk.
- **"If we have diesel sources, the best thing we can do is to keep them 500 meters (1500 feet) away from people."**

Recommendations

- ≍ Cumulative Impacts factored into Planning decisions.
- ≍ Community based planning – not outside imposed development.
- ≍ Buffer zones between diesel related development and sensitive receptors. [Buffer zones can be other uses i.e. commercial, service commercial, retail, etc.]
- ≍ Compatible development with existing community.
- ≍ Precautionary Approach.
- ≍ Given USC Children's Health Study most recent analysis, we shouldn't limit reducing exposures to only sensitive receptors.

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Am J Pathol. 2011 Dec;179(6):2730-9. doi: 10.1016/j.ajpath.2011.08.008. Epub 2011 Oct 1.

Diesel exhaust particulates exacerbate asthma-like inflammation by increasing CXC chemokines.

Kim J, Natarajan S, Vaickus LJ, Bouchard JC, Beal D, Cruikshank WW, Remick DG.

Department of Pathology and Laboratory Medicine, Boston University School of Medicine, Boston, Massachusetts 02118, USA.
jykim@bu.edu

Abstract

Particulate matter heavily pollutes the urban atmosphere, and several studies show a link between increased ambient particulate air pollution and exacerbation of pre-existing pulmonary diseases, including asthma. We investigated how diesel exhaust particulates (DEPs) aggravate asthma-like pulmonary inflammation in a mouse model of asthma induced by a house dust extract (HDE) containing cockroach allergens and endotoxin. BALB/c mice were exposed to three pulmonary challenges via hypopharyngeal administration of an HDE collected from the home of an asthmatic child. One hour before each pulmonary challenge, mice were exposed to DEP or PBS. Pulmonary inflammation was assessed by histological features, oxidative stress, respiratory physiological features, inflammatory cell recruitment, and local CXC chemokine production. To prove the role of CXC chemokines in the augmented inflammation, CXC chemokine-specific antibodies were delivered to the lungs before DEP exposure. DEP exacerbated HDE-induced airway inflammation, with increased airway mucus production, oxidative stress, inflammatory cell infiltration, bronchoalveolar lavage concentrations of CXC chemokines, and airway hyperreactivity. Neutralization of airway keratinocyte-derived chemokine and macrophage inflammatory protein-2 significantly improves the respiratory function in addition to decreasing the infiltration of neutrophils and eosinophils. Blocking the chemokines also decreased airway mucus production. These results demonstrate that DEP exacerbates airway inflammation induced by allergen through increased pulmonary expression of the CXC chemokines (keratinocyte-derived chemokine and macrophage inflammatory protein-2).

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Pulmonary effects of diesel exhaust: neutrophilic inflammation, oxidative injury, and asthma. [*Am J Pathol.* 2011]

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Posted September 30, 2011 in [Curbing Pollution, Health and the Environment](#)

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A new study of infants and young children living in areas of Tucson, Arizona with elevated diesel pollution found that they are more likely than other kids to suffer from early childhood wheezing, a potential asthma indicator. This is one more study to add to an already large body of evidence connecting diesel pollution and asthma. Here's a summary of that literature.

In addition to increasing the frequency and severity of asthma symptoms, diesel exhaust can lead to inflammation of the airways that can *cause* or worsen asthma. One major study found that components of diesel exhaust including particulate matter can cause biologic responses that are related to asthma; this exposure is associated with the inflammatory and immune responses involved in asthma.

Attending School Near A Major Roadway Increases Asthma

- A Northern California study surveying over 1,000 elementary school students found higher rates of asthma and bronchitis symptoms in children attending schools near busy roads and freeways.
- A study of thirteen Southern California communities found that children exposed to traffic-related pollution in school were more likely to develop asthma irrespective of residential exposure.
- A recent nationwide study of almost 9,000 public schools found that approximately one third of students were likely to be at increased risk of acute and chronic respiratory disorders due to close proximity of their school to a freeway.
- A study of almost 1500 children in Dutch schools found a positive relationship between school proximity to freeways and asthma occurrence with truck traffic intensity.
- Surveys among thousands of junior high school students in Jakarta also revealed a link between traffic levels and respiratory impacts including phlegm, persistent cough and asthma.

Living Near A Major Roadway is Strongly Associated with Asthma

- A comprehensive literature review of children's exposure to traffic emissions done recently by the Health Effects Institute concluded that the evidence is "sufficient to infer a causal association for exacerbation of asthma."
- Many studies have shown that proximity of residences to heavy traffic levels is associated with respiratory impacts such as cough, wheeze, persistent cough, asthma, and hospital admissions for asthma.
- The California Children's Health Study, which began in 1992, found an 89 percent increase in the likelihood of being diagnosed with asthma for those children living close to freeways versus those living farther away.
- A recent review of California Health Interview Survey (CHIS) data revealed a three-fold increase in asthma related hospital visits among children living in high traffic density areas.
- A similar study based on CHIS data attributes a 92 percent increase in asthma symptoms among those living near the highest traffic densities, and suggests that impacts may be disproportionately worse among those in poverty due to heightened vulnerability.
- A study of nearly 10,000 children in England found that wheezing illness, including asthma, was more likely with increasing proximity of a child's home to main roads, with the greatest risk being for children living within 300 feet of the road.
- A study in rural New York found that children living in neighborhoods with heavy diesel truck traffic within 650 feet of their homes had increased risks of asthma hospitalization.
- A Dutch study of over 1,000 children found that asthma, wheeze, cough, and runny nose were significantly more common in children living within 330 feet of freeways; and higher asthma rates were significantly associated with increasing levels of diesel truck traffic.
- Another Dutch study found that traffic-related pollution was associated with increased respiratory infections and some measures of asthma and allergies among four year olds who were monitored since birth.

With all of this evidence of the links between diesel pollution and asthma and the epidemic rates of asthma that have been on the rise, it is particularly troubling to see federal asthma programs in jeopardy of losing their funding. [Click here](#) to support two key federal efforts to reduce the burden of asthma.

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REGION'S KIDS LEFT GASPING FOR AIR HIGHER ASTHMA RATES TIED TO INCREASE IN EXHAUST.

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Byline: Charles F. Bostwick Staff Writer
Asthma among children is rising - affecting an estimated 390,000 youngsters in Los Angeles, San Bernardino, Riverside and Orange counties - and exhaust from a growing number of cars and trucks is among the suspected causes.
Air pollution is known to hinder lung development, increase asthma among athletes and cause coughs and runny noses, but experts say many other factors could be causing the asthma epidemic.
While smog and ozone levels have fallen sharply in Southern California over the last three decades, there has been no progress in the last five years and in some ways air pollution is getting worse.

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"We always thought air pollution had acute effects: If you breathed bad air one day, you felt crappy that night," said University of Southern California professor James Gauderman, a researcher in a landmark \$10 million study that watched 5,600 California youngsters over 10 years. "Long-term exposure, day-in, day-out, in an area like Los Angeles, really appears to have detrimental effects on kinds of chronic conditions."

Even when parents don't notice smog is particularly bad, it can sicken their children. A 20 parts-per-billion increase in ozone increases school absences 83 percent within a few days due to coughs, asthma attacks and runny noses, the USC researchers found.

In communities with high ozone levels, like much of the Inland Empire, youths who play three or more team sports are three or four times more likely to develop asthma than youngsters who spend more time watching TV inside, where ozone levels are lower.

Asthma itself is increasing among youngsters for reasons that aren't entirely clear, since what causes childhood asthma is not entirely clear. In the 1980s and 1990s, children's hospitalization due to asthma went up 70 percent, while all other age groups' asthma hospitalization rates went down.

"It's hard to breathe. I squeak when I try to talk," said San Bernardino 8-year-old Jonah Ramirez, who suffered his first asthma attack a year ago while skateboarding.

"We didn't know what was going on. Nobody in our family has asthma. Nobody smokes," said his mother, Tresa Ramirez.

Jonah is the most active of her three sons, Ramirez said. He plays roller-hockey and soccer, skateboards and in-line skates, and is outside until sundown every day. Smog is particularly bad at the family's house because it backs up against the nearby San Bernardino Mountains.

"If the heat's too high or we've having a really smoggy day, I have to keep him inside," she said.

Besides traffic, possible causes for the increase in asthma cases could be exposure to weedkillers, pesticides or cockroaches in the home before age 1 or expectant mothers smoking.

Even starting day care before age 4 months could be a cause because of exposure to the respiratory syncytial virus (RSV).

One idea is that modern life's cleanliness could be a culprit. The human immune system - which used to be busy fighting off parasitic worms and amoebas - goes into imbalance and results in asthma and allergies.

"If I understood exactly how asthma was caused in kids, they'd give me a Nobel Prize," said Dr. John Balmes, an American Lung Association of California volunteer and a professor of medicine at the University of California, San Francisco, and of environmental health science at the University of California at Berkeley.

Still the worst in the nation, Southern California's air pollution has become worse the last two summers, mainly because of weather conditions. There's been no improvement for five years, although progress before that had been great.

Stage 1 smog alerts - linked mostly to ozone, the pollutant that causes eyes to burn and lungs to ache - decreased from 120 in 1979 to zero from 1999 to 2002, and there was just one last summer. The last Stage 2 smog alert - of which there were 17 in 1979 - was in 1988.

"There's been some clear success," Gauderman said. "Ozone has been a huge success story."

But the Southland's air still falls far short of meeting federal standards.

While ozone has been under regulation for decades, for example, regulation of tiny airborne particles has just been stepped up in recent years. The crackdown on particulate emissions was driven by studies showing that high-particulate days brought more deaths of older people with heart and lung ailments.

Nitrogen dioxide, another common air pollutant, may worsen the reaction of asthmatic youngsters' allergies to other substances, like dust mites, and allergies are strong risk factors for asthma, Balmes said.

European studies have shown that children living next to busy roads have more asthma.

"There is no doubt in my mind that his asthma was definitely caused by the air quality here," said Long Beach resident Britt Rios-Ellis of her asthmatic 3-year-old son, Quique. "Had we been living someplace else, this probably wouldn't have happened."

The Rios-Ellis home is near the San Diego Freeway. Rios-Ellis said she must clean black soot off tables in the back yard.

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"Had I known what I know now, I never would have moved that close to a freeway," Rios-Ellis said.

Ozone, nitrogen dioxide, diesel-exhaust particles and ultrafine particles all are capable of causing something called oxidative stress in cells and tissues. Lung cells exposed to those substances release "messenger molecules" that turn up the inflammatory response, a bad thing in asthmatic youngsters' already inflamed lung passages.

"Cells have to sort of work harder to protect themselves from damage," Balmes explained.

Looking into children's lung development in communities from Atascadero to Lancaster, Long Beach and Upland, the USC researchers expected ozone to harm lung development.

Ozone was linked to more asthma in athletic youths, but lung development rates were affected by nitrogen dioxide, fine particles and vapors of nitric, formic and acetic acids, which come from gas- and diesel-powered vehicles and industrial plants.

"We have the port. We have the refinery. We have the trucks. I think that's why this area is so bad," said West Long Beach resident Evangelina Ramirez, no relation to Tresa Ramirez, whose 6-year-old daughter, Lorena, has had asthma since infancy.

When youngsters moved out of Southern California, their lung development improved - if they moved into a community with lower particulate pollution. If particulate pollution was worse, their lung development slowed.

That finding is actually reassuring, researchers say, because it means lung damage from pollution is reversible, at least for children, whose lungs are still growing.

The USC researchers are continuing their study of the youngsters into adulthood to see what further changes they have. They also are recruiting more youngsters to study the effects on lungs of genetics and of eating fruits, vegetables and antioxidants.

Staff writer Eric Johnson contributed to this story.

Charles F. Bostwick, (661) 267-5742

chuck.bostwick(at)dailynews.com

CAPTION(S):

photo, box

Photo:

Quique Rios-Ellis, 3, who lives near the San Diego Freeway, is given his daily asthma medication by his mother, Britt.

Steven Georges/Staff Photographer

Box:

CONTROLLING ASTHMA

SOURCE: American Lung Association

Knight Ridder Tribune

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Dear Neighbor,

As a Moreno Valley company, the health and welfare of our community is very important to us. Over the past year as we developed our plans for the new Skechers North American Operations Center, we have also received valuable input from many of you in the community.

Since that time, we have been working diligently to address your concerns, and have incorporated many of your suggestions into the design of the project to meet the highest environmental standards. Some of the design highlights include:

- **Jobs** - Over 2,500 high quality jobs and employment opportunities will be created by the project.
 - Another 1,100 construction jobs
- **Traffic** - 58% reduction in traffic from the city's own General Plan.
- **Air Quality** - Air quality in the surrounding areas is preserved.
- **Vehicle Circulation** - All trucks and vehicles are diverted away from neighborhoods and directly onto Highway 60 (see map on page 6).
- **Vistas** - Significant vistas and views have been preserved in the project area.
- **Solar** - Solar energy has been integrated into the project.
- **Water Conservation** - Water conservation measures have been implemented including drought resistant landscaping.
- **Energy** - Passive lighting and ventilation systems are built-in to reduce energy consumption in the building.
- **Environmental Standards** - The project is designed to meet LEED certification (Leadership in Energy and Environmental Design).


I hope that once you review the details of our plan, we can count on your active support. Our proposal is still being considered by the City of Moreno Valley and has not yet been given approval. Following a formal review by the city's Planning Commission, a final vote by the Moreno Valley City Council is expected in the coming weeks. I hope you will join me at the city hearing in support of bringing high quality jobs and development to our city. If you have any questions please do not hesitate to contact me directly, Benzeevi@highlandfairview.com.

Sincerely,
Iddo Benzeevi, President, Highland Fairview

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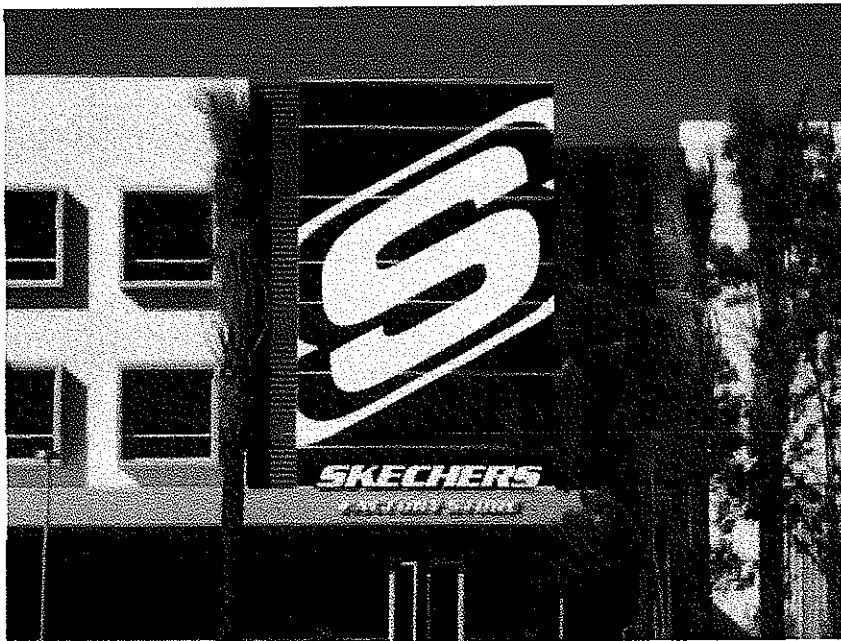
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MORENO VALLEY: Skechers' warehouse has caused net job loss

Now that Skechers has moved into its giant Moreno Valley hub, it's actually employing fewer Inland-area workers than before



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Today's Poll

What's this?

What do you think of the Inland Empire 66ers' Batman costume promotion?

- It's too soon for such an event after the tragedy in Colorado.
- No need to cancel. It's all in fun and we cannot live in fear.
- I don't know.

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BY JACK KATZANEK STAFF WRITER February 01, 2012; 08:23 PM

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 Comments (Skechers' massive distribution center in Moreno Valley was supposed to provide

a refreshing boost to the job market in a city that badly needed one.

But apparently the opening of the 1.8 million-square-foot facility four months ago created few, if any job opportunities for would-be workers in Moreno Valley and the surrounding area.

In fact, the closing of Skechers' five distribution centers in Ontario when the shoe manufacturer consolidated its distribution operations meant a net loss of as many as 400 jobs in Inland Southern California.

Skechers' managers in Moreno Valley did not return several phone calls seeking comment. A spokesperson for Michael Greenberg, the company's president, said all comment would come from executives in Moreno Valley.

The Moreno Valley distribution center, larger than 40 football fields and more than a half-mile from end-to-end, currently has about 600 people working there, said Barry Foster, Moreno Valley's economic development director.

"I know they transferred a lot of people from Ontario," Foster said. "The last time I talked to them they said 600 jobs, and said a lot are coming from Ontario."

Foster, Riverside County officials and others in Moreno Valley say they know of no local recruitment events by the company, meaning that few, if any, jobs for local workers were added.

"People called and I had to refer them to (Skechers') website," said Oscar Valdepeña, president and CEO of the Moreno Valley Chamber of Commerce.

Valdepeña added that Skechers' executives have not reached out to the chamber.

As many as 1,000 people worked at Skechers now-closed warehouses in Ontario, a number that fluctuated during seasonal shifts in demand for the company's products. That means now there are as many as 400 fewer Skechers employees in the Inland area.

When the company was preparing to relocate, it filed four notices under the California Worker Adjustment and Retraining Notification Act, or WARN Act, the law that mandates that large firms planning to lay off at least 50 people give workers 30 days notice of the layoffs. According to state records, Skechers said it would terminate 339 people at four Ontario locations on Oct. 31.

NEW HIRES PROMISED

This appears to contradict the public statements made when the distribution center in Moreno Valley was being planned and built. It was touted by its developer, elected officials and Skechers' executives as a big help to the city's economy.

Moreno Valley's unemployment was 14.4 percent in December, the highest of any of Riverside County's five largest cities, according to state data.

At the March 2010 groundbreaking attended by then-Gov. Arnold Schwarzenegger, Greenberg, Skechers' president, said the warehouse would employ 1,000 people — including 500 new hires.

Marion Ashley, the Riverside County supervisor who represents Moreno Valley, echoed that prediction of 1,000 jobs in January 2011. Ashley did not return a call seeking comment.

Moreno Valley Mayor Richard Stewart said he knows of one Moreno Valley man who was hired

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for an engineering job, but he doesn't know about any organized local recruiting

"I don't know if it was word of mouth or what," Stewart said.

Despite that, he said he still believes Skechers will create an economic boost for the city, from sales of food and fuel to workers and, possibly from people who might decide to move to Moreno Valley.

Iddo Benzeevi, president and CEO of Highland Fairview Properties, the project's developer, has suggested on several occasions that the project would yield 2,500 jobs.

Highland Fairview is leasing the property to Skechers for 20 years, a deal worth \$240 million.

Benzeevi also is seeking to build more distribution facilities in the mostly undeveloped eastern area of Moreno Valley. He said in an interview Tuesday that his estimate of 2,500 jobs was for his fully built-out project, which could include many more distribution properties.

Benzeevi emphasized he doesn't speak for Skechers, but he said the shoe company came to Moreno Valley in good faith and never promised a specific number of jobs.

"Skechers came in goodwill to the community and made a substantial investment," Benzeevi said. "Yes, they might only have 600 employees, but I think they should be commended."

The distribution center is a fully modernized operation, and Benzeevi said that efficiency is critical.

"That may create different kinds of jobs, at the expense of some others. They require different skill sets for different people," Benzeevi said.

TECH TRUMPS JOBS

It isn't uncommon for a distribution center that invests heavily in automation to need fewer employees, said John Wu, director of the Leonard Transportation Center, which teaches advanced skills in logistics and goods movement at Cal State San Bernardino.

"In some places, you have workers who walk into trucks and carry goods out by hand," Wu said. "Some are so highly automated they can be run by 20 or 30 people, even if it's a million square feet."

Foster, the city economic development director, said that he's heard that Skechers is happy with the move to Moreno Valley. He said putting all its distribution operations under one roof could save the company several million dollars annually.

He added that Skechers has the capacity to expand and add workers.

However, financial conditions at Manhattan Beach-based Skechers do not seem to favor an expansion, at least in the short term. Sales for the shoe company declined 25 percent in the third quarter of 2011 from the same three-month period in 2010, which had been a record quarter for the company. The third quarter is the most recent reporting period for the publicly traded company.

Also, the company recorded a \$30 million loss in the second quarter, mostly because of weak demand for the firm's toning shoes.

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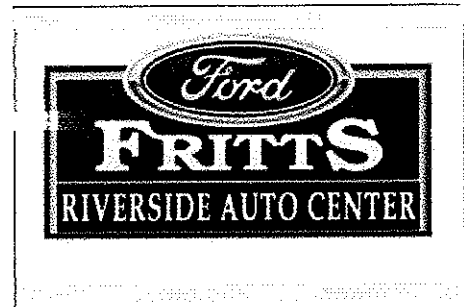
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