

TO: Mark Gross
City Planner

FROM: Margie Breitkreuz

DATE: April 8, 2013

RE: Response to DEIR – WLC Warehouse Project

This letter is written in response to the World Logistic Center warehouse project's draft EIR. I appreciate the opportunity to provide my concerns with the project.

Air Quality

How will issues of air quality and diesel soot be addressed when Southern California, specifically the Inland Empire, already has the worst air quality in the nation? Adding 41.6 million square feet of warehouse space and associated diesel truck pollution will only exacerbate our current poor air quality.

The Clean Air Task Force website based on the 92555 area code states: "The *lifetime* cancer risk from *diesel soot* in our community exceeds the risk of all other air toxics tracked by EPA combined.

- The average lifetime diesel soot cancer risk for a resident of Riverside County is 1 in 3,917.
- This risk is 255 times greater than EPA's acceptable cancer level of 1 in a million."

Pollution levels will greatly intensify with the WLC as our surrounding mountains act as a natural barrier and currently trap pollution blown in from Los Angeles County.

NRDC investigators found in a majority of cases the greatest concentration of diesel vehicles – at bus stops, distribution centers, and industrial facilities – were typically located in low-income communities. This pattern is consistent with numerous studies showing that a higher percentage of environmental hazards are concentrated in such areas.

The DEIR does not sufficiently address the airborne cancer risks of the number of diesel trucks servicing the WLC warehouse project.

Economic Impact

How will the financial burdens of the WLC be addressed in the following areas:

- The lack of mixed-use, diversified businesses; (many warehouses throughout the Inland Empire remain unoccupied).

- The impact of heavy truck traffic to our infrastructure.
- Low square footage to employment levels.
- The cost of monitoring unlawful truck parking, traffic patterns, and idling as currently exhibited in Mira Loma.
- The consensus that logistics/warehouses provide a relatively poor return on public investment and generally do not represent the highest and best use to which real-estate should be devoted. (O'Connell)
- The cost to the community for medical coverage for seasonal and part-time employees.
- The low tax base.

Traffic Issues

The DEIR does not address the traffic issues such as:

- The lack of access to rail, airport and freeway accommodations increasing the driving time for diesel trucks.
- The impact of 24-hour/seven day a week businesses to traffic patterns and freeway capacity.
- Inadequate lanes on the 60 freeway to handle increased truck traffic.
- Increased commuter time due to inadequate freeway ingress/egress. Current improvements only address current needs. How will current freeway exits handle the increased truck traffic?
- The cost of monitoring unlawful truck parking, traffic patterns, and idling as currently exhibited in Mira Loma.

Livable Communities

How will the DEIR for the WLC address livable community resources?

- Reduced quality of life issues impacting home sales in Moreno Valley.
- The need to build sound walls to protect current neighborhoods from noise levels destroying city views.
- Reduced home values caused by clustered, mega-scale warehouse complexes.
- The impact to homes surrounded and bordered by the WLC.
- The impact 24-hour truck traffic will have on resident commute time impacting their participation in school and community events, parental supervision of children, cost of extended day care, etc.
- The impact of truck traffic noise and lights.
- The lack of job opportunities that provide adequate salaries, job security, and promotion opportunities.
- Few if any jobs for local residents.

Nature

How will the WLC protect Moreno Valley residents and the resources of the San Jacinto Wildlife Area from diesel and noise pollution?

