

# State Route 60/World Logistics Center Parkway Interchange Project



## Community Impact Assessment

Riverside County, California

City of Moreno Valley

08-RIV-60-PM 20.0/22.0

EA 0M590

**March 2019**



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## Summary

A summary of the potential impacts from the Build Alternatives and Design Variations and the No Build Alternative is provided in the discussion below as well as in Table S.1, Summary of Major Potential Impacts from the Build Alternatives and Design Variations.

### **Land Use**

The Design Variations would result in a minor land use inconsistency due to the conversion of existing residential land uses to a transportation use as a result of partial residential acquisitions under Design Variation 2a and a full residential acquisition under Design Variation 6a. The Build Alternatives and Design Variations would be consistent with the City of Moreno Valley and County of Riverside general plans for all jurisdictions within the Community Impacts Study Area. The Build Alternatives and Design Variations would not result in impacts to parks or recreation facilities. The Build Alternatives and Design Variations would result in impacts to Prime and Unique Farmland. Build Alternatives 2 and 6 would result in temporary impacts to 1.2 ac and 0.7 ac and permanent impacts to 1.1 ac and 0.5 ac of Prime and Unique Farmland, respectively. Design Variations 2a and 6a would result in temporary impacts to 1.1 ac and 0.7 ac and permanent impacts to 0.1 ac and 0.5 ac of Prime and Unique Farmland, respectively.

### **Growth**

The Build Alternatives and Design Variations would improve accessibility in the project area based on consideration of the intended purposes of the project to increase capacity and improve operation of the State Route 60/World Logistics Center Parkway (SR-60/WLC Pkwy) interchange; the existing General Plan Circulation Element; and existing, approved, and planned uses in the vicinity of the interchange. However, the Build Alternatives and Design Variations would not provide new interchanges on SR-60 or new connections to World Logistics Center Parkway in the vicinity of the interchange. There has been new development (both residential and non-residential) in this part of Riverside County for a number of years, which is expected to continue in the future based on the availability of land, adopted General Plan land uses, existing transportation and circulation facilities, local and regional economic conditions, and other factors not directly related to any approved or planned transportation improvements in this area. As a result, it is not expected that the proposed improvements included in the Build Alternatives and Design Variations, and/or the locations of those improvements, would potentially influence the rate, type,

amount, and/or location of growth in this part of Moreno Valley and Riverside County. Therefore, the Build Alternatives and Design Variations would not result in any growth-related effects or growth-related impacts on any resources of concern.

### ***Community Character***

The Build Alternatives and Design Variations are not anticipated to result in substantial effects to community character. Any disruption in access to community facilities or community services would be temporary in nature and would cease to occur after construction is completed. Furthermore, upon completion of the Build Alternatives and Design Variations, community facilities and services in the Community Impacts Study Area may benefit from improved circulation and access. The Build Alternatives and Design Variations would not create a physical or geographic barrier between communities, and could potentially serve to unite communities to a greater extent due to a decrease in traffic congestion in the Community Impacts Study Area as a result of the Build Alternatives and Design Variations.

### ***Traffic and Transportation/Pedestrian and Bicycle Facilities***

During construction of the Build Alternatives and Design Variations, short-term construction-related impacts may result in delays to the traveling public due to road closures, lane restrictions, and detours. However, these impacts would be temporary in nature and would cease to occur upon completion of the Build Alternatives and Design Variations. In the long term, the Build Alternatives and Design Variations would improve operational efficiency and reduce congestion at the SR-60/WLC Pkwy interchange. A Transportation Management Plan (TMP), included as Measure TR-1 in Chapter 5, would be prepared and implemented during construction to reduce any impacts related to traffic and transportation as a result of the Build Alternatives and Design Variations.

### ***Public Involvement***

A public meeting(s) will be held during the review period for the Draft Initial Study/Environmental Assessment (IS/EA) prepared for the project.

The following three resources would not experience impacts from the Build Alternatives and Design Variations and, therefore, will not be discussed further in this Community Impact Assessment:

- **Coastal Zone:** The project site is not located within the Coastal Zone.

*Summary*

- **Wild and Scenic Rivers:** There are no designated wild and scenic rivers within the project footprint.
- **Timberlands:** There are no timberlands within the project footprint.

**Table S.1: Summary of Major Potential Impacts from the Build Alternatives and Design Variations**

| Potential Impact  |  | Build Alternative 2   | Design Variation 2a  | Build Alternative 6   | Design Variation 6a   | No Build Alternative   |
|---|--|---|--|---|---|--|
| Land Use  | Consistency with the General Plans             | The Build Alternatives and Design Variations would result in a minor land use inconsistency due to the conversion of a residential land use to a transportation use. The Build Alternatives and Design Variations would be consistent with the City of Moreno Valley and County of Riverside general plans.   |  |   |   | None   |
| Parks and Recreation  |  | The Build Alternatives and Design Variations would not result in impacts to parks or recreation facilities.   |  |   |   | None   |
| Farmland/Timberland   | Temporary Impacts on Prime and Unique Farmland | Build Alternative 2 would result in temporary impacts to 1.2 ac of Prime and Unique Farmland.   | Design Variation 2a would result in temporary impacts to 1.1 ac of Prime and Unique Farmland.    | Build Alternative 6 would result in temporary impacts to 0.7 ac of Prime and Unique Farmland.   | Design Variation 6a would result in temporary impacts to 0.7 ac of Prime and Unique Farmland. | None   |
|   | Permanent Impacts on Prime and Unique Farmland | Build Alternative 2 would result in permanent impacts to 1.1 acres of Prime and Unique Farmland   | Design Variation 2a would result in permanent impacts to 0.1 acres of Prime and Unique Farmland. | Build Alternative 6 would result in permanent impacts to 0.5 acres of Prime and Unique Farmland | Design Variation 6a would result in permanent impacts to 0.5 ac of Prime and Unique Farmland. |  |
| Growth  |  | The Build Alternatives and Design Variations would not result in impacts to resources of concern related to unplanned growth.   |  |   |   | None   |
| Community Character and Cohesion                              |  | The Build Alternatives and Design Variations would not result in impacts to community character and cohesion.   |  |   |   | None   |
| Utilities/Emergency Services                                  |  | The Build Alternatives and Design Variations would impact various underground and overhead utilities, water tanks, and storm drains that would potentially require relocation or protection in-place. During construction, minor temporary delays in the response times of emergency services may occur, but would cease when construction is complete. |  |   |   | None   |
| Relocations   | Housing Displacements                          | None  | None   | None  | One displacement  | None   |
|   | Business Displacements                         | None  | None   | None  | None  | None   |
| Environmental Justice   |  | The Build Alternatives and Design Variations would not result in a disproportionate adverse impact on any environmental justice population that would not be borne by other populations in the Community Impacts Study Area.  |  |   |   | None   |
| Traffic and Transportation/ Pedestrian and Bicycle Facilities |  | Construction may result in temporary disruptions in travel patterns and delays due to road closures, lane restrictions, and detours.  |  |   |   | Without implementation of the Build Alternatives and Design Variations, congestion and travel delays will continue to worsen at the SR-60/WLC Pkwy interchange |
| Cumulative Impacts  |  | The Build Alternatives and Design Variations would contribute to cumulative adverse impacts related to the conversion of designated farmlands to non-farmland uses when considered with the effects of the other cumulative development and transportation projects related to the conversion of designated farmlands.                                  |  |   |   | None   |

ac = acre/acres

SR-60/WLC Pkwy = State Route 60/World Logistics Center Parkway

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## List of Abbreviations and Acronyms

|              |   |
|--------------|---|
| SR-60        | State Route 60  |
| ac           | acre/acres  |
| ACS          | American Community Survey   |
| ADA          | Americans with Disabilities Act of 1990   |
| AG           | Agriculture   |
| APN          | Assessor's Parcel Number  |
| ARTBA        | American Road and Transportation Builders Association                               |
| BMPs         | best management practices   |
| BP           | Business Park District, or Business Park/Light Industrial                           |
| C            | Commercial  |
| Caltrans     | California Department of Transportation   |
| CC           | Community Commercial District   |
| CEQ          | Council on Environmental Quality  |
| CEQA         | California Environmental Quality Act  |
| CFR          | Code of Federal Regulations   |
| CHP          | California Highway Patrol   |
| CIA          | Community Impact Assessment   |
| CIA Handbook | Caltrans <i>Environmental Handbook, Volume 4: Community Impact Assessment</i>       |
| City         | City of Moreno Valley   |
| CMP          | Riverside County Congestion Management Program                                      |
| C-P-S        | Scenic Highway Commercial zoning  |
| CR           | Commercial Retail   |
| cy           | cubic yard/yards  |
| Desk Guide   | <i>Desk Guide, Environmental Justice in Transportation Planning and Investments</i> |
| DHHS         | Department of Health and Human Services   |
| DOC          | California Department of Conservation   |
| DRIM         | Draft Relocation Impact Memorandum  |
| DU/AC        | dwelling units per acre   |
| EDD          | California Employment Development Department  |

*List of Abbreviations and Acronyms*

|           |   |
|-----------|---|
| EIR       | Environmental Impact Report                                     |
| EO        | Executive Order   |
| FAR       | floor area ratio  |
| Farm Bill | 1981 Agriculture and Food Act                                   |
| FAST Act  | Fixing America's Surface Transportation Act                     |
| FHWA      | Federal Highway Administration                                  |
| FMMP      | Farmland Mapping and Monitoring Program                         |
| FPPA      | Farmland Protection Policy Act                                  |
| ft        | foot/feet   |
| FTA       | Federal Transit Administration                                  |
| FTIP      | Federal Transportation Improvement Program                      |
| GIS       | geographic information system                                   |
| HHS       | United States Department of Health and Human Services           |
| HOV       | high-occupancy vehicle  |
| I-10      | Interstate 10   |
| IS/EA     | Initial Study/Environmental Assessment                          |
| ISTEA     | Intermodal Surface Transportation Efficiency Act of 1991        |
| LI        | Light Industrial District                                       |
| LOS       | level of service  |
| L RTP     | Long Range Transportation Plan                                  |
| mi        | mile/miles  |
| MND/FONSI | Mitigated Negative Declaration/Finding of No Significant Impact |
| MSHCP     | Multiple Species Habitat Conservation Plan                      |
| MVUSD     | Moreno Valley Unified School District                           |
| NEPA      | National Environmental Policy Act                               |
| NRCS      | Natural Resources Conservation Service                          |
| O         | Office District   |
| OS        | Open Space  |
| PF        | Public Facilities   |
| PM        | Post Mile   |
| project   | SR-60/World Logistics Center Parkway Interchange Project        |
| PSR/PDS   | Project Study Report/Project Development Support                |

*List of Abbreviations and Acronyms*

|                |  |
|----------------|--|
| R1             | Residential 1 District   |
| R2             | Residential 2 District   |
| R5             | Residential 5 District   |
| RA2            | Residential Agriculture 2 District   |
| RAP            | Relocation Assistance Program  |
| RC-EDR         | Rural Community Foundation   |
| RCFD           | Riverside County Fire Department   |
| RCTC           | Riverside County Transportation Commission                                       |
| RR             | Rural Residential  |
| RSA            | Resource Study Area  |
| RSD            | Riverside County Sheriff's Department  |
| RTA            | Riverside Transit Agency   |
| RTP/SCS        | Regional Transportation Plan/Sustainable Communities Strategy                    |
| SB             | Senate Bill  |
| SCAG           | Southern California Association of Governments                                   |
| SER            | Standard Environmental Reference   |
| sf             | square foot/feet   |
| SR-60          | State Route 60   |
| TCE            | temporary construction easement  |
| TMP            | Transportation Management Plan   |
| Uniform Act    | Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 |
| USC            | United States Code   |
| USDA           | United States Department of Agriculture  |
| W-2            | Controlled Development Area zoning   |
| Williamson Act | California Land Conservation Act of 1965   |
| WLC Pkwy       | World Logistics Center Parkway   |
| WRCOG          | Western Riverside Council of Governments   |

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# Chapter 1 Introduction

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This Community Impact Assessment (CIA) has been prepared for the State Route 60/World Logistics Center Parkway (SR-60/WLC Pkwy) Interchange Project by the California Department of Transportation (Caltrans), or an authorized agent, in accordance with Caltrans policies, procedures, and guidance as defined in the Standard Environmental Reference (SER). The information in this document has been prepared as a “blended” assessment to comply with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) as well as other substantive environmental laws applicable to the subjects addressed in this document.

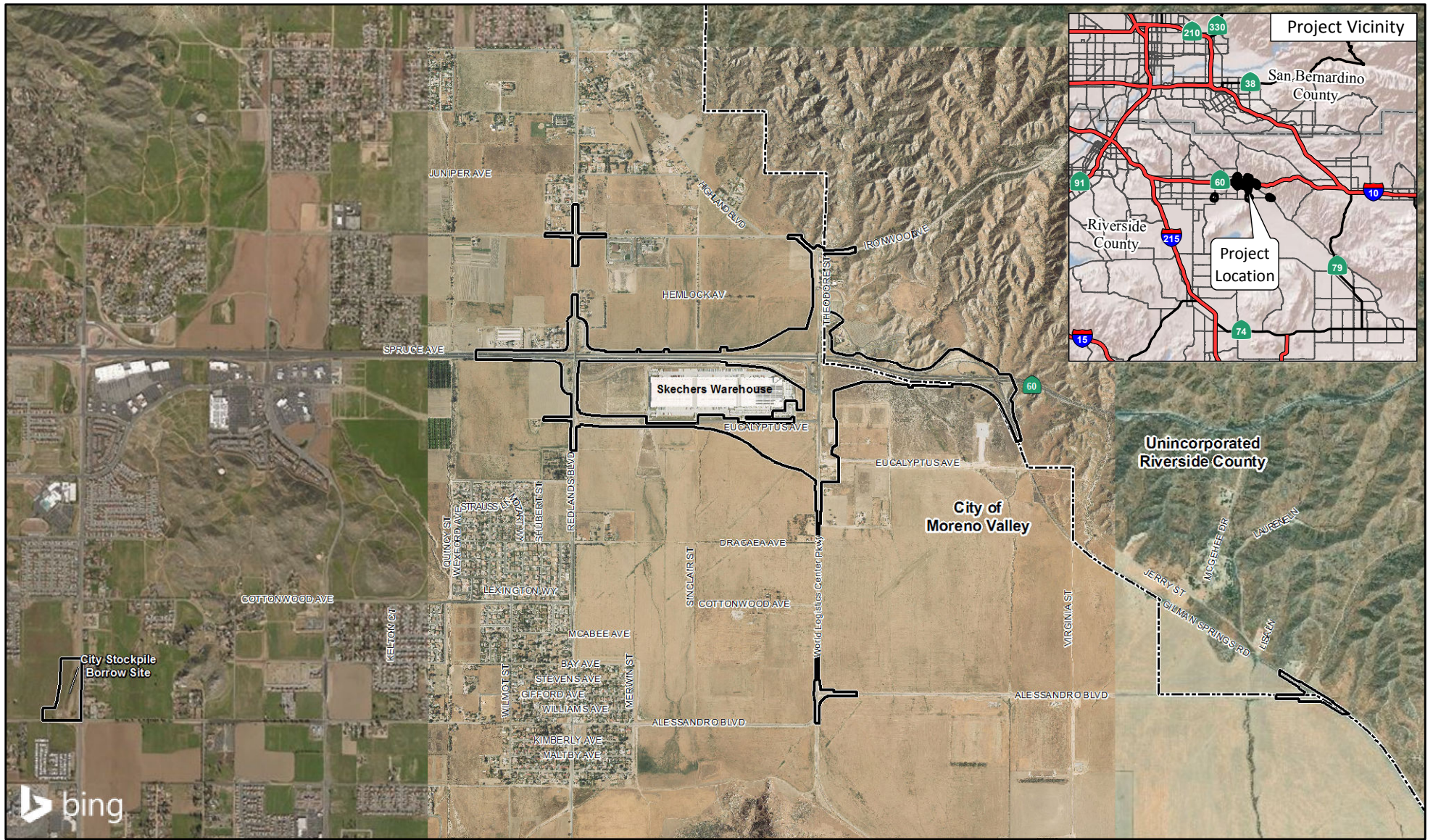
A segment of Theodore Street has been renamed to World Logistics Center Parkway (WLC Pkwy). The SR-60/Theodore Street Interchange Project will now be referred to as the SR-60/World Logistics Center Parkway Interchange Project (project).

The City of Moreno Valley (City), in cooperation with Caltrans District 8, proposes to reconstruct and improve the SR-60/WLC Pkwy interchange. The majority of the project site is located in Moreno Valley; however, the northeast quadrant of the site is located within unincorporated Riverside County but within the City of Moreno Valley’s Sphere of Influence. The purpose of the project is to alleviate existing and future traffic congestion at the SR-60/WLC Pkwy interchange ramps during peak hours, improve traffic flow along the freeway and through the interchange, improve safety by upgrading the geometry at the current interchange, and provide standard vertical clearance for the WLC Pkwy overcrossing.

Figure 1-1 shows the project location and vicinity.

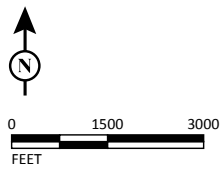
The project will be funded with a variety of funding sources, including federal and local funds and, as such, will be required to comply with both CEQA and NEPA. Caltrans will be the Lead Agency for CEQA, the City is the Responsible Agency under CEQA, and the Federal Highway Administration (FHWA) is the federal Lead Agency for NEPA. The environmental review, consultation, and any other action required in accordance with the applicable federal laws for this project will be carried out by Caltrans under its assumption of responsibility pursuant to 23 United States Code (USC) 327. Therefore, the preparation of NEPA compliance documents, including the technical studies and the environmental document, will have

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**LEGEND**

- Project Area
- City Boundary



SOURCE: Bing (2015); MBI (9/2018); ESRI (07/2012)

I:\RBF1301\GIS\_Mod\MXD\CIA\ProjectLocation\_Aerial\_8x11.mxd (12/18/2018)

**FIGURE 1-1**

*SR-60/World Logistics Center Pkwy  
Interchange Project*  
**Project Location and Vicinity**

08-RIV-60 PM 20.0/22.0  
EA No. 0M590  
Project No. 0813000109

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oversight by Caltrans District 8. An Initial Study/Environmental Assessment (IS/EA) (a joint CEQA/NEPA document) is being prepared and is anticipated to result in a Mitigated Negative Declaration/Finding of No Significant Impact (MND/FONSI).

The following three resources would not experience impacts from the Build Alternatives and Design Variations and therefore will not be discussed further in this CIA:

- **Coastal Zone:** The project site is not located within the Coastal Zone.
- **Wild and Scenic Rivers:** There are no designated wild and scenic rivers within the project footprint.
- **Timberlands:** There are no timberlands within the project footprint.

## 1.1 What is a Community Impact Assessment?

The purpose of this report is to provide information regarding the social, economic, and land use effects of the project so that final transportation decisions will be made in the public interest. The report is intended to clearly describe the relevant existing conditions and the potential socioeconomic impacts of the project. Both CEQA and NEPA require consideration of social and economic impacts<sup>1</sup> of projects in the preparation of environmental documents. This report includes consideration of direct, indirect, and regional growth impacts.

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<sup>1</sup> Under CEQA, however, the economic or social effects of a project in and of themselves shall not be treated as significant effects on the environment. Rather, the economic or social effects of a project may be used to determine the significance of physical changes caused by the project. The focus of the analysis shall be on the physical change, although the economic or social effects may be used to determine the significance of the physical change. For example, if the construction of a new freeway divides a community, the construction would be the physical change, but the social effects on the community would be the basis for determining that the effect would be significant (CEQA Guidelines Section 15131).

## 1.2 Regulatory Setting

### 1.2.1 Federal Regulations

#### 1.2.1.1 Farmland Protection Policy Act (7 USC Section 4201)

The Farmland Protection Policy Act (FPPA) was enacted by Congress as part of the 1981 Agriculture and Food Act (Farm Bill), and the final rule was published in 1994. The United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) is charged with oversight of the FPPA. The purpose of the law is to minimize the extent to which federal activities contribute to the unnecessary and irreversible conversion of agricultural land to nonagricultural uses. It also seeks to ensure that federal programs are administered in a manner to be compatible with State, local, and private efforts to protect farmland. For the purposes of the law, federal programs include construction projects such as highways, airports, dams, and federal buildings sponsored or financed in whole or in part by the federal government, and the management of federal lands. The FPPA does not cover private construction subject to federal permitting and licensing, projects planned and completed without any assistance from a federal agency, federal projects related to national defense during a national emergency, and projects proposed on land already committed to urban development.

The Build Alternatives and Design Variations are being financed, in part, with federal funds and are therefore subject to the requirements of the FPPA.

For the purpose of the FPPA, farmland includes prime farmland, unique farmland, and farmland of statewide or local importance, and is defined, per 7 USC Section 4201, as follows:

- a. **Prime Farmland:** Prime farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, fiber, forage, oilseed, and other agricultural crops with minimum inputs of fuel, fertilizer, pesticides, and labor, and without intolerable soil erosion, as determined by the Secretary. Prime farmland includes land that possesses the above characteristics but is currently used to produce livestock and timber. It does not include land already in or committed to urban development or water storage;
- b. **Unique Farmland:** Unique farmland is land other than prime farmland that is used for production of specific high-value food and fiber crops, as determined by the Secretary. It has the special

combination of soil quality, location, growing season, and moisture supply needed to economically produce sustained high quality or high yields of specific crops when treated and managed according to acceptable farming methods. Examples of such crops include citrus, tree nuts, olives, cranberries, fruit- and vegetables; and

- c. **Farmland of Statewide or Local Importance:** Farmland, other than prime or unique farmland, that is of statewide or local importance for the production of food feed, fiber, forage, or oilseed crops, as determined by the appropriate State or unit of local government agency or agencies, and that the Secretary determines should be considered as farmland for the purposes of this subtitle.

### **1.2.1.2 National Environmental Policy Act**

#### ***Growth***

The Council on Environmental Quality (CEQ) regulations, which implement NEPA, require evaluation of the potential environmental consequences of all proposed federal activities and programs. These provisions include a requirement to examine indirect consequences that may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations, 40 Code of Federal Regulations (CFR) 1508.8, refer to these consequences as secondary impacts. Secondary impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

#### ***Farmlands/Timberlands***

Both NEPA and FPPA (USC 4201–4209 and its regulations, 7 CFR Chapter VI, Part 658) require federal agencies (e.g., FHWA) to coordinate with the NRCS if their activities may irreversibly convert farmland (directly or indirectly) to nonagricultural use. For the purpose of the FPPA, farmland includes prime farmland, unique farmland, and farmland of statewide or local importance. The land does not need to be in current use as cropland. It can be forestland, pastureland, cropland, or another land use, but not water or urban developed land.

#### ***Community Character and Cohesion***

NEPA, as amended, established that the federal government shall use all practicable means to ensure for all United States residents safe, healthful, productive, and aesthetically and culturally pleasing surroundings (42 USC 4331[b][2]). In its implementation of NEPA (23 USC 109[h]), the FHWA directs that final decisions regarding projects are to be made in the best overall public interest. This requires

taking into account environmental impacts such as destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services.

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) changed federal funding categories and altered processes for the funding and approval of transportation projects. It allocated funds for the completion of the highway system, in addition to intermodal transfer facilities, and improvements to public transportation systems that are “necessary to achieve national goals for improved air quality, energy conservation, international competitiveness, and mobility for elderly persons, persons with disabilities, and economically disadvantaged persons in urban and rural areas of the country.” ISTEA incorporated Sections 109(h) and 128 of Title 23 (Highways) of the United States CFR, which required that social and economic impacts of proposed federal-aid projects be determined, evaluated, and eliminated or minimized as part of the environmental documentation for project development, on the national intermodal transportation system. Many of the provisions of ISTEA have been continued or expanded in subsequent federal surface transportation legislation.

The Fixing America’s Surface Transportation Act (FAST Act), the current federal surface transportation funding bill, also incorporates Sections 109(h) and 128 of Title 23 of the USC on highways. The following social and economic impacts of proposed federal-aid projects funded by the FAST Act are required to be determined, evaluated, and eliminated or minimized: “...destruction or disruption of man-made and natural resources, aesthetic values, community cohesion, and the availability of public facilities and services; adverse employment effects, and tax and property values losses; injurious displacement of people, businesses, and farms; and disruption of desirable community and regional growth.” The policies and procedures of the FHWA and Federal Transit Administration (FTA) for implementing NEPA for the FAST Act are contained in 23 CFR 771.

Title 23 CFR Section 254, Accommodation for Pedestrians and Bicyclists, requires the full consideration of safe pedestrian and bicycle accommodations during development and construction of federal-aid projects. In the case of existing or potential conflict between motor vehicles and pedestrian and bicycle traffic, “every effort shall be made to minimize the detrimental effects on all highway users who share the facility.” The Americans with Disabilities Act of 1990 (ADA) extends the protection of the Civil Rights Act of 1964 to the disabled, prohibiting discrimination in public accommodations, transportation, and other services. The ADA stipulates



involving the community, particularly those with disabilities, in the development and improvement of services.

### **Relocations**

The Caltrans Relocation Assistance Program (RAP) (Caltrans 2015) is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) as amended and 49 CFR 24. The purpose of the RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act of 1964 (42 USC 2000d et seq.).

#### **1.2.2 Environmental Justice**

All projects involving a federal action (funding, permit, or land) must comply with Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, signed by President Clinton on February 11, 1994. EO 12898 directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. The definition of “low income” is based on the United States Department of Health and Human Services (HHS) poverty guidelines. For 2016, an income of \$24,300 or less for a family of four was considered low income.

Title VI of the Civil Rights Act of 1964 and related statutes require that there be no discrimination in federally assisted programs on the basis of race, color, national origin, age, sex, or disability (religion is a protected category under the Fair Housing Act of 1968). All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have been included in this project.

#### **1.2.3 State Policies and Regulations**

##### **1.2.3.1 California Land Conservation Act (Williamson Act)**

The California Land Conservation Act of 1965, also known as the Williamson Act, is a non-mandated State program administered by counties and cities to preserve agricultural lands by discouraging the premature conversion of farmland to urban uses. Participation in the program is voluntary. The Williamson Act program allows

individual property owners to have their property assessed on the basis of its agricultural production rather than at its current market value provided the land is used for agricultural or related open space uses. Williamson Act contracts have an initial term of 10 years, with an automatic renewal occurring each year unless a notice of nonrenewal is filed or a contract cancellation is approved by the local government.

### **1.2.3.2 Farmland Security Zone Act**

The Farmland Security Zone Act is similar to the Williamson Act and was passed by the California State Legislature in 1999 to ensure that long-term farmland preservation is part of public policy (Government Code Sections 51296–51297.4). Similar to the Williamson Act, under the Farmland Security Zone Act, landowners enter into a contract with the County that enforceably restricts land to agricultural uses. However, unlike the initial 10-year term required under the Williamson Act, Farmland Security Zone Act contracts must be for an initial term of at least 20 years. In exchange for the longer contract term, the landowner receives a greater property tax reduction than would be received with a Williamson Act contract.

### **1.2.3.3 Farmland Mapping and Monitoring Program**

Pursuant to California Government Code Section 65570, the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP) reports biennially on the conversion of farmland and grazing land, and compiles important farmland maps and data for each county within the State. Farmland maps utilize data from the USDA NRCS soil survey and current county land use information. Maps and statistics are produced biannually using a process that integrates aerial photo interpretation, field mapping, a computerized mapping system, and public review. These maps categorize land use into nine different mapping categories as defined by State and federal agencies to describe farmland and non-farmland as follows:

1. **Prime Farmland:** Irrigated land with the best combination of physical and chemical features able to sustain long-term production of agricultural crops. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields.
2. **Farmland of Statewide Importance:** Irrigated land similar to Prime Farmland that has a good combination of physical and chemical characteristics for the production of agricultural crops. This land has minor shortcomings, such as greater slopes or less ability to store soil moisture than Prime Farmland.

3. **Unique Farmland:** Lesser quality soils used for the production of the State’s leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California.
4. **Farmland of Local Importance:** Land of importance to the local agricultural economy as determined by each county’s board of supervisors and a local advisory committee.
5. **Grazing Land:** Land on which the existing vegetation is suited to the grazing of livestock. This category is used only in California and was developed in cooperation with the California Cattlemen’s Association, the University of California Cooperative Extension, and other groups interested in the extent of grazing activities.
6. **Urban and Built-Up Land:** Land occupied by structures with a building density of at least 1 unit to 1.5 acres (ac), or approximately 6 structures to a 10 ac parcel.
7. **Other Land:** Land that does not meet the criteria of any other category. Typical uses include low-density rural development, heavily forested land, mined land, or government land with restrictions on use.
8. **Water:** Water areas with an extent of at least 40 ac.
9. **Area Not Mapped:** Area that falls outside of the NRCS soil survey.

The DOC has a minimum mapping unit of 10 ac for the FMMP, with parcels that are smaller than 10 ac being absorbed into the surrounding classifications.

#### **1.2.3.4 General Plan Requirements**

State law is the foundation for local planning in California. The California Government Code (Sections 65000 et seq.) contains many of the laws pertaining to the regulation of land uses by local governments, including the general plan requirement, specific plans, subdivisions, and zoning. There are currently 533 incorporated cities and counties in California. State law requires that each of these jurisdictions adopt “...a comprehensive, long-term general plan for [its] physical development.” State law requires that each city and each county adopt a general plan containing the following seven mandatory elements: land use, circulation, housing, conservation, open space, noise, and safety (California Government Code Sections 65300 et seq.). Due to the recent passage of Senate Bill (SB) 1000, State law now

also requires each city and each county that has a disadvantaged community<sup>1</sup> to adopt an environmental justice element, or adopt environmental justice goals, policies, and objectives as part of its other required elements.<sup>2,3</sup> Each jurisdiction may also adopt additional elements covering subjects of particular interest to that jurisdiction, such as recreation, urban design, or public facilities.

The general plan is the official city or county policy regarding the location of housing, businesses, industry, roads, parks, and other land uses; protection of the public from noise and other environmental hazards; and conservation of natural resources. The local general plan can be described as the city or county’s “blueprint” for future development. It represents the community’s view of its future and functions as a constitution of the goals and policies on which the city council, board of supervisors, and planning commission, as appropriate, will base their land use decisions.

The State is seldom involved in local land use and development decisions. Decision-making authorities have been delegated to the city councils and boards of supervisors of the individual cities and counties. Local decision-makers adopt their own sets of land use policies and regulations based on the State laws.

### **1.2.3.5 California Environmental Quality Act Requirements**

#### ***Growth***

CEQA requires the analysis of a project’s potential to induce growth. Section 15126.2(d) of the State CEQA Guidelines requires that environmental documents “...discuss the ways in which the Build Alternatives and Design Variations could foster economic or population growth, or the construction of additional housing,

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<sup>1</sup> SB 1000 defines “disadvantaged communities” as areas identified by the California Environmental Protection Agency pursuant to Section 39711 of the Health and Safety Code or low-income areas that are disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation.

<sup>2</sup> California Legislative Counsel’s Digest. Senate Bill No. 1000. Website: [https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201520160SB1000](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB1000), accessed October 24, 2018.

<sup>3</sup> This requirement applies when a city or county with a disadvantaged population adopts or revises two or more of its general plan elements concurrently on or after January 1, 2018.

either directly or indirectly, in the surrounding environment...” Included in this definition are projects that would remove obstacles to population growth.

### ***Farmlands/Timberlands***

CEQA requires the review of projects that would convert Williamson Act contract land to nonagricultural uses. The main purposes of the Williamson Act are to preserve agricultural land and to encourage open space preservation and efficient urban growth. The Williamson Act provides incentives to landowners through reduced property taxes to deter the early conversion of agricultural and open space lands to other uses.

### ***Community Character and Cohesion***

Under CEQA, an economic or social change by itself is not considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Because this project would result in physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project’s effects.

### ***Economics***

Under CEQA, economic change by itself is not considered a significant effect on the environment. However, if economic (or social) change resulting from the project leads to physical change in the environment, then economic change may be considered in determining whether the physical change is significant. Because this project may result in economic or social change, it is appropriate to consider such change inasmuch as it may result in a physical change to the environment (CEQA Guidelines, Section 15131).

## **1.2.4 Regional and Local Requirements**

### **1.2.4.1 County of Riverside Policies and Regulations**

#### ***Riverside County General Plan***

The 2015 Riverside County General Plan recognizes agriculture as one of the county’s most important land uses in terms of historic character and socioeconomic value. Agriculture is identified as the land use that “defines the unique character of many communities in Riverside County, and helps to define the edges of and provide separation between developed areas.” (Chapter 3, Page LU-46). The General Plan recognizes that mounting growth pressures near and within significant agricultural

regions are impacting, and will continue to impact, agricultural operations. As part of the General Plan, the Agriculture (AG) land use designation and associated policies have been established to help maintain the viability of the agricultural industry, and preserve farmlands, its soils, and its value as an open space amenity. There is no land designated for AG uses in the Farmlands Study Area. Land uses within the Farmlands Study Area that are located within Riverside County include Commercial Retail (CR), Rural Residential (RR), and Rural Community Foundation (RC-EDR).

### ***Riverside County Zoning Ordinance***

The lands within the Farmlands Study Area that fall under jurisdiction of the County are zoned Controlled Development Area (W-2) and Scenic Highway Commercial (C-P-S). W-2 zoning includes a variety of land uses, with those over 1 ac in size having permitted agricultural uses including nurseries, greenhouses, orchards, aviaries, apiaries, field crops, tree crops, berry and bush crops, vegetable, flower, and herb gardening on a commercial scale. C-P-S is a broad zoning category including a variety of land uses, none of which includes agriculture as a permitted use.

### ***Riverside County Right-To-Farm Ordinance 625***

Where non-agricultural land uses extend into or adjacent to agricultural areas, agricultural operations often become the subject of nuisance complaints. As a result, some agricultural operations are forced to curtail operations, others are hesitant to make investments in farm improvements, and some agricultural operations are discouraged due to litigation against them. Riverside County seeks to conserve, protect, and encourage the development, improvement, and continued viability of its agricultural land and industries over the long term. The County also seeks to balance the rights of farmers to produce food and other agricultural products with the rights of non-farmers to own, occupy, or use land within or adjacent to agricultural areas. The intent of the Riverside County Right-To-Farm Ordinance is to reduce the loss of Riverside County's agricultural resources by limiting the circumstances under which agricultural operations may be deemed to constitute a nuisance.

### ***Riverside County Ordinance 509 Relating to Agricultural Preserves***

The County Board of Supervisors may establish agricultural preserves pursuant to the California Land Conservation Act of 1965 on suitable designated areas within Riverside County to be devoted to agricultural and compatible uses. In addition, Ordinance 509 establishes uniform rules that apply to all agricultural preserves within the Riverside County.

#### **1.2.4.2 City of Moreno Valley**

##### ***City of Moreno Valley General Plan***

The 2006 City of Moreno Valley General Plan recognizes that agricultural uses within the city have diminished over time as farming has become less economically viable, particularly when compared to commercial, industrial, and residential development. As such, the only areas that support long-term agricultural production are those lands designated as open space. While economic factors have discouraged farming in Moreno Valley over the long term, farming has been identified as a viable interim use in all zoning districts.

##### ***City of Moreno Valley Municipal Code, Title 9: Planning and Zoning***

The following zoning categories occur within the Farmlands Study Area:

- Residential 1 District (R1)
- Residential 2 District (R2)
- Residential Agriculture 2 District (RA2)
- Residential 5 District (R5)
- Office District (O)
- Community Commercial District (CC)
- Business Park District (BP)
- Light Industrial District (LI)
- Open Space District (OS)

As stated in Title 9 of the City’s Municipal Code, agricultural uses are identified as an allowable interim use for all zoning categories.

### **1.3 Assessment Process and Methodology Used**

The methodology for assessing project-related community impacts requires the careful compilation of an accurate baseline description of the entire study area. The study area consists of an area of direct impacts and a wider area of secondary or indirect impacts. The description is necessarily detailed enough to allow the demographic, economic, and community-based implications of the project to be accurately ascertained. This was accomplished through the use of a wide variety of information sources, as described below.

Information collection was shaped by various State and federal guidance documents, publications, and websites. The Caltrans SER Handbook and the Caltrans *Environmental Handbook, Volume 4: Community Impact Assessment (CIA Handbook)* were the primary guides for the structure and direction of the CIA. Additional guidance related to the structure and approach of the study was provided by FHWA publications such as *Community Impact Assessment – A Guide for*

*Transportation*, and the variety of resources available through the FHWA's CIA website.

The analysis of project-related impacts to local communities in the study area was based, in part, on environmental analyses prepared for the Build Alternatives and Design Variations for specific issue areas, including traffic reports, a visual assessment, a Draft Relocation Impact Memorandum, a noise report, and an air quality report. Review of these reports, in addition to field verification during visits to the study area, use of aerial photographs, geographic information system (GIS) overlays, participation by local affected municipalities, and the review of local planning documents served to identify potential impacts to communities in the study area.

Public input regarding the proposed project is encouraged. Public meetings will be held during the review period for the Draft IS/EA prepared for the project.

## **1.4 Proposed Project**

This CIA is being conducted for the SR-60/WLC Pkwy Interchange Project, which is located in both Moreno Valley and the city's Sphere of Influence in unincorporated Riverside County. Figure 1-1 shows the location of the proposed project in relation to Moreno Valley and the larger region. Figure 1-1 also shows the maximum limits of disturbance for the project, which is referred to in this CIA as the project area.

### **1.4.1 Project Site and Description**

Although the City's General Plan Circulation Element designates WLC Pkwy as a Minor Arterial (two lanes in each direction), existing WLC Pkwy through the project limits is one travel lane in each direction, including the overcrossing over SR-60. Existing SR-60 between Redlands Boulevard and Gilman Springs Road is two mixed-flow travel lanes in each direction. Modifications to the existing SR-60/WLC Pkwy interchange would be constructed from Post Mile (PM) 20.0 to PM 22.0 on SR-60, a distance of approximately 2 miles (mi). Major improvements to the interchange will include:

1. Reconstruction of the westbound and eastbound on- and off-ramps to SR-60;
2. Replacement of the existing WLC Pkwy overcrossing with an expanded four-lane overcrossing (two through lanes in each direction) with a minimum 16.5-foot (ft) vertical clearance between the eastbound and westbound SR-60



- ramps and reconstruction of WLC Pkwy between the southern limits of the project and the eastbound SR-60 ramps; and
3. Construction of three lanes in each direction on WLC Pkwy between the eastbound SR-60 ramps and Eucalyptus Avenue west (Eucalyptus Avenue west of WLC Pkwy); construction of two lanes in each direction but grading for three lanes in each direction on WLC Pkwy between Eucalyptus Avenue west and Eucalyptus Avenue east (Eucalyptus Avenue east of WLC Pkwy). South of Eucalyptus Avenue east, WLC Pkwy would narrow to one lane in each direction.

The proposed improvements to the on- and off-ramps would extend west and east of the proposed overcrossing on SR-60 for proposed auxiliary lanes in each direction. The proposed improvements to Theodore Street/WLC Pkwy would extend north of SR-60 to Ironwood Avenue, and south of SR-60 to south of Eucalyptus Avenue east. Project construction is anticipated to begin in early 2022 and be completed in winter 2023, contingent upon full funding of all phases. An existing Caltrans paved material transfer area located in the southwest quadrant of the existing SR-60/WLC Pkwy interchange, within the existing eastbound loop on-ramp, is currently used as a temporary site for the transfer of street sweeping materials. The existing paved material transfer area will be relocated to the SR-60/Gilman Springs Road interchange area as part of the proposed project.

#### **1.4.2 Project Purpose**

The purpose of the proposed project is to:

1. Provide increased interchange capacity, reduce congestion, and improve traffic operations to support the forecast travel demand for the 2045 design year;
2. Improve existing and projected interchange geometric deficiencies; and
3. Accommodate a multimodal facility that has harmony with the community and preserves the values of the area.

#### **1.4.3 Project Need**

The proposed project is needed for the following reasons:

1. According to the demographics and growth forecast prepared for the 2016 Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), between 2012 and 2040, Riverside County's population is expected to increase by

41 percent, job growth is anticipated to increase by 90 percent, and households are anticipated to increase by 51 percent. For Moreno Valley specifically, between 2012-2040, population is anticipated to increase by 30 percent, households' jobs are anticipated to increase by 165 percent, and households are anticipated to increase by 41 percent. Without improvements, in the year 2045, the eastbound and westbound on- and off-ramps are anticipated to operate at unacceptable levels of service (LOS) (LOS E in the a.m. peak hour and LOS F in the p.m. peak hour, respectively) and the ramp intersections with WLC Pkwy are anticipated to operate at LOS F for both the a.m. and p.m. peak hours. The westbound mainline segment on SR-60 between WLC Pkwy and Redlands Boulevard is anticipated to operate at LOS E during the a.m. peak hour. The Theodore Street intersections with Ironwood Avenue, and the WLC Pkwy intersections with the SR-60 westbound and eastbound ramps, and Eucalyptus Avenue are forecast to operate at LOS F in the p.m. peak hour.

2. The overpass bridge at the interchange was hit in January 2015 and a costly emergency repair project was required, so there is a need to bring vertical clearance up to current standards. In addition, the WLC Pkwy overcrossing is geometrically deficient and needs additional capacity to accommodate projected future travel volumes.
3. This project will fulfill the need to accommodate the movement of people using multiple modes of transportation by community-based design taking into consideration the natural environment, social environment, transportation behavior, cultural characteristics and economic environment.

#### **1.4.4 Project Alternatives and Design Variations**

Three alternatives and two design variations will be evaluated in the environmental document for the proposed project: Alternative 1 (No Build Alternative [no project]), Alternative 2 (Modified Partial Cloverleaf), Alternative 6 (Modified Partial Cloverleaf with Roundabout Intersections), Alternative 2 with Design Variation 2a, and Alternative 6 with Design Variation 6a. The Design Variations for each Build Alternative are similar and would realign the existing Eucalyptus Avenue to join the WLC Pkwy intersection approximately 900 ft south of the existing Eucalyptus Avenue/WLC Pkwy intersection. Both Build Alternatives and Design Variations would require full right-of-way acquisitions. Design Variation 6a would require the same amount of acquisitions with an additional full acquisition in the southeast quadrant of the interchange that would result in one residential displacement. There

would be partial right-of-way acquisitions within all four quadrants of the interchange.

During the construction phase of the proposed project, removal of the existing overcrossing and construction of the new overcrossing and ramps would interfere with access to the SR-60 at WLC Pkwy. The WLC Pkwy overcrossing is being evaluated for closure during construction of the proposed project. Therefore, if not done prior to this project, Eucalyptus Avenue would be extended and improved between WLC Pkwy and Redlands Boulevard to provide a detour route to SR-60. The improvements to Eucalyptus Avenue will be constructed early in the construction schedule, prior to the closure of the WLC Pkwy overcrossing. North of the freeway, access to SR-60 during construction would be provided via Ironwood Avenue and Redlands Boulevard. South of the freeway, access to SR-60 would be provided via Alessandro Boulevard and Gilman Springs Road and via Eucalyptus Avenue and Redlands Boulevard. Additional intersection improvements are proposed along the detour routes to facilitate vehicle movement. As a result, widening is proposed at the Redlands Boulevard/Ironwood Avenue, WLC Pkwy/Alessandro Boulevard, and Alessandro Boulevard/Gilman Springs Road intersections. Consequently, signal modifications are proposed at the Redlands Boulevard/Ironwood Avenue and Redlands Boulevard/Eucalyptus Avenue intersections. A new signal would be installed at the Gilman Springs Road/Alessandro Boulevard intersection due to the high through movements on Gilman Springs Road conflicting with left turns to and from Alessandro Boulevard. The improvements required for the detour routes also include utility adjustments and/or relocations at the Redlands Boulevard/Ironwood Avenue, WLC Pkwy/Alessandro Boulevard, and Alessandro Boulevard/Gilman Springs Road intersections.

Project construction would also involve the import of soils to the project site from a borrow site. One borrow site, the City Stockpile, is located at the northwest corner of the intersection of Alessandro Boulevard/Nason Street, approximately 2.3 mi from the western boundary of the project site. Approximately 50,000 cubic yards (cy) of import material will be imported to the project from the City Stockpile borrow site. The City Stockpile borrow site will be environmentally cleared with this project. Additional fill material beyond the 50,000 cy will be necessary for the project and will come from another site(s) to be determined during future phases of the project.

#### **1.4.4.1 Alternative 1 (No Build)**

Alternative 1 (No Build) assumes that no improvements will be made to the freeway mainline or to the existing SR-60/WLC Pkwy interchange. Without the planned improvements proposed as part of the project, the LOS at the on- and off-ramps and traffic operations at the interchange would continue to worsen over time.

Alternative 1 was determined to not meet or satisfy the project purpose and need.

#### **1.4.4.2 Common Design Features for Both Build Alternatives**

Alternatives 2 and 6 both propose to modify the SR-60/WLC Pkwy interchange and share several common design features, including interchange on- and off-ramp improvements, roadway improvements, and non-vehicular and pedestrian access improvements. Alternatives 2 and 6 would require relocation or protection in-place of several utility facilities, and seven full right-of-way acquisitions.

#### **1.4.4.3 Alternative 2 (Modified Partial Cloverleaf Interchange)**

Figure 1-2, Alternatives 2 and 6 Geometrics, shows the locations of the proposed roadway improvements included in Alternative 2. As shown on Figure 1-2, Alternative 2 proposes to reconstruct the SR-60/WLC Pkwy interchange in a modified partial cloverleaf configuration. Improvements under Alternative 2 would include the construction of a new westbound direct on-ramp and a new westbound loop off-ramp in the northwest quadrant of the interchange in a cloverleaf configuration. A new eastbound direct off-ramp, a new eastbound loop on-ramp, and a new eastbound direct on-ramp would be constructed in the southwest and southeast quadrants in a partial cloverleaf configuration.

Alternative 2 would also remove the existing two-lane (one lane in each direction) WLC Pkwy overcrossing and replace it with a new four-lane (two lanes in each direction) overcrossing. The proposed overcrossing would accommodate three turn lanes (i.e., two left-turn lanes in the northbound direction and one right-turn lane in the southbound direction).

Additional improvements as part of Alternative 2 include the installation of signals at both the proposed eastbound and westbound ramp intersections as well as at the intersection of Eucalyptus Avenue/WLC Pkwy. Bicycle lanes would be provided on both sides of WLC Pkwy and Eucalyptus Avenue throughout the project limits.



LEGEND

- Alternative 2 Proposed Improvements
- Alternative 6 Proposed Improvements



SOURCE: Aerial - RBF (11/2014); ESRI (2013); MBI (2018)

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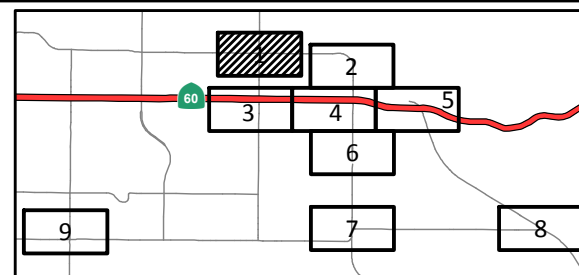


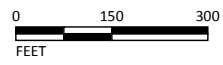
FIGURE 1-2  
 Sheet 1 of 9  
 SR-60/World Logistics Center Parkway  
 Interchange Project  
 Alternatives 2 and 6  
 Geometrics  
 08-RIV-60 PM 20.0/22.0  
 EA No. 0M590  
 Project No. 0813000109

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LEGEND

- Alternative 2 Proposed Improvements
- Alternative 6 Proposed Improvements



SOURCE: Aerial - RBF (11/2014); ESRI (2013); MBI (2018)

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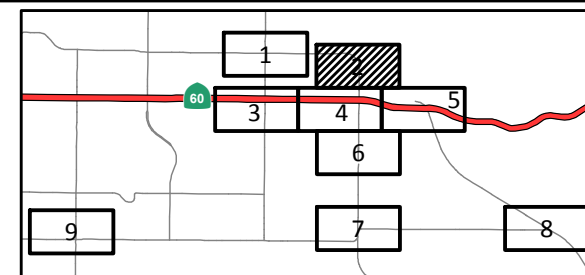


FIGURE 1-2  
 Sheet 2 of 9  
 SR-60/World Logistics Center Parkway  
 Interchange Project  
 Alternatives 2 and 6  
 Geometrics  
 08-RIV-60 PM 20.0/22.0  
 EA No. 0M590  
 Project No. 0813000109

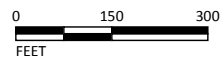
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LEGEND

- Alternative 2 Proposed Improvements
- Alternative 6 Proposed Improvements



SOURCE: Aerial - RBF (11/2014); ESRI (2013); MBI (2018)

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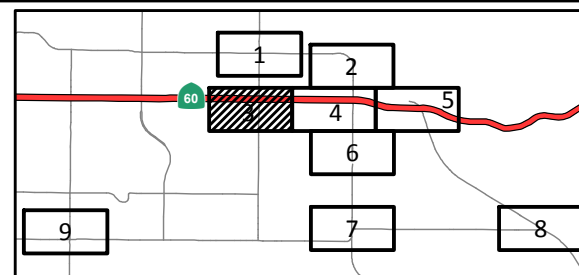
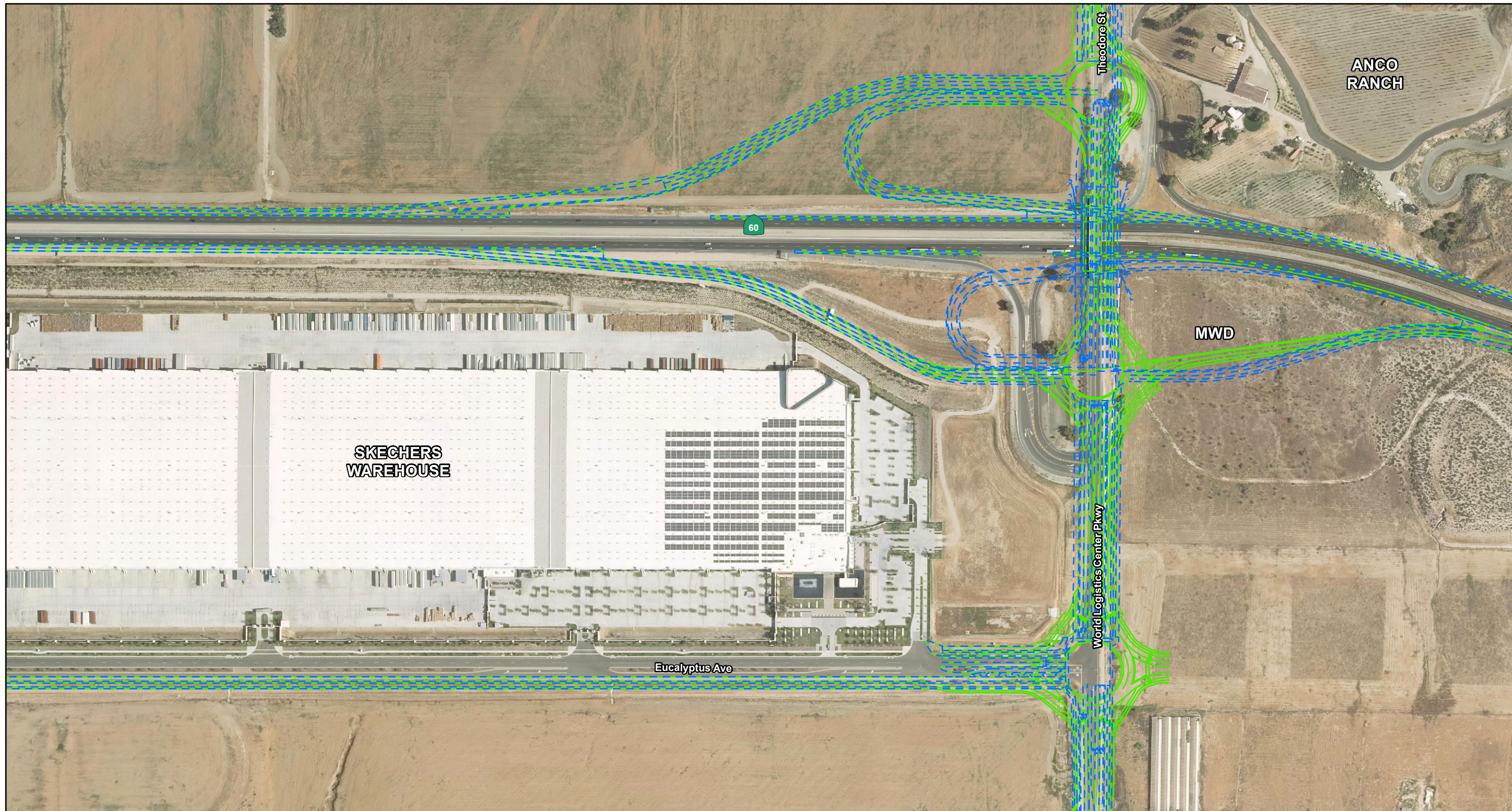


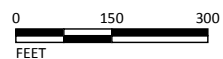
FIGURE 1-2  
 Sheet 3 of 9  
 SR-60/World Logistics Center Parkway  
 Interchange Project  
 Alternatives 2 and 6  
 Geometrics  
 08-RIV-60 PM 20.0/22.0  
 EA No. 0M590  
 Project No. 0813000109

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LEGEND

- Alternative 2 Proposed Improvements
- Alternative 6 Proposed Improvements



SOURCE: Aerial - RBF (11/2014); ESRI (2013); MBI (2018)

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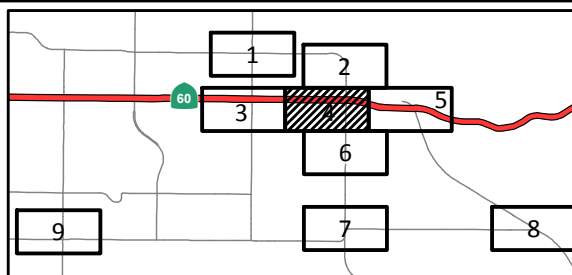


FIGURE 1-2  
 Sheet 4 of 9  
 SR-60/World Logistics Center Parkway  
 Interchange Project  
 Alternatives 2 and 6  
 Geometrics  
 08-RIV-60 PM 20.0/22.0  
 EA No. 0M590  
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LEGEND

- Alternative 2 Proposed Improvements
- Alternative 6 Proposed Improvements



SOURCE: Aerial - RBF (11/2014); ESRI (2013); MBI (2018)

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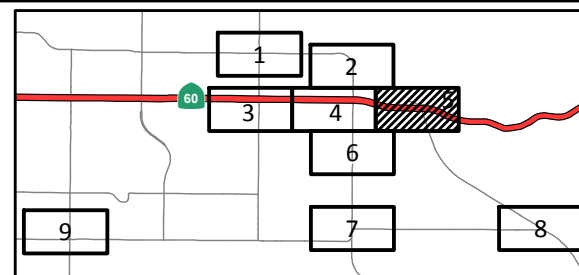
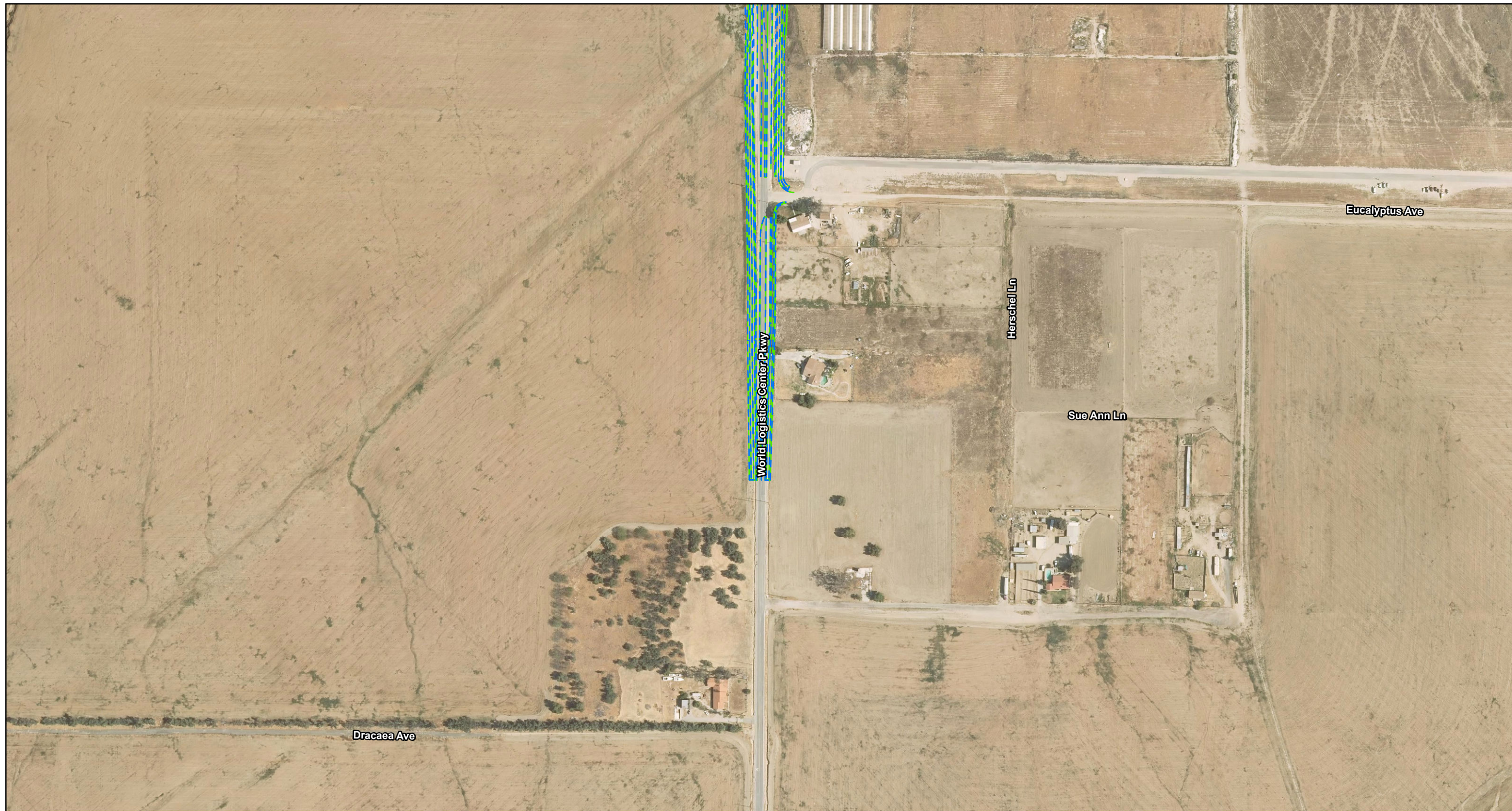


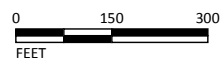
FIGURE 1-2  
 Sheet 5 of 9  
 SR-60/World Logistics Center Parkway  
 Interchange Project  
 Alternatives 2 and 6  
 Geometrics  
 08-RIV-60 PM 20.0/22.0  
 EA No. 0M590  
 Project No. 0813000109

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LEGEND

- Alternative 2 Proposed Improvements
- Alternative 6 Proposed Improvements



SOURCE: Aerial - RBF (11/2014); ESRI (2013); MBI (2018)

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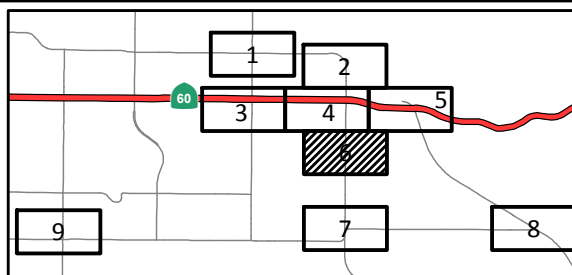
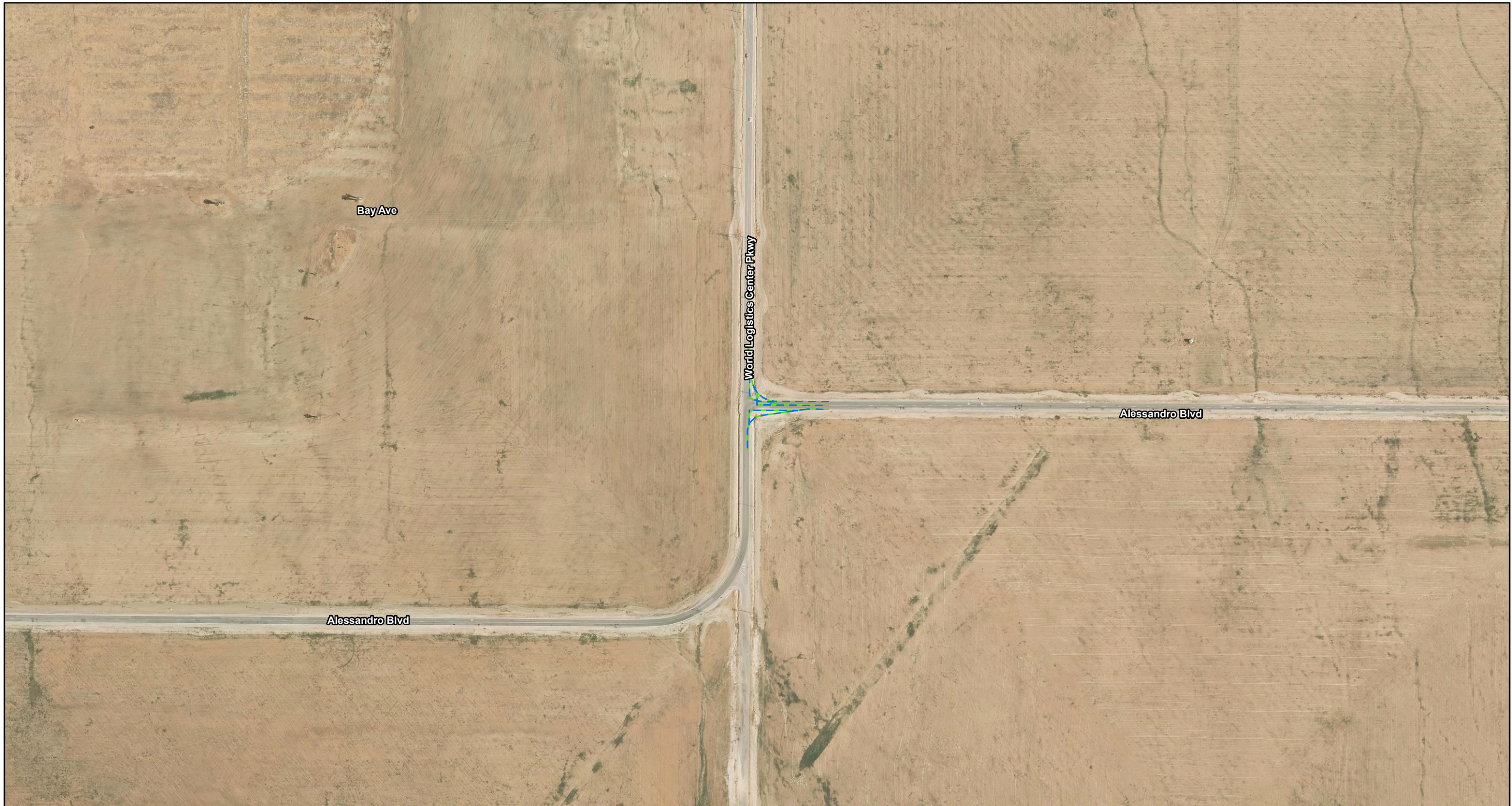


FIGURE 1-2  
 Sheet 6 of 9  
 SR-60/World Logistics Center Parkway  
 Interchange Project  
 Alternatives 2 and 6  
 Geometrics  
 08-RIV-60 PM 20.0/22.0  
 EA No. 0M590  
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LEGEND

- Alternative 2 Proposed Improvements
- Alternative 6 Proposed Improvements



SOURCE: Aerial - RBF (11/2014); ESRI (2013); MBI (2018)

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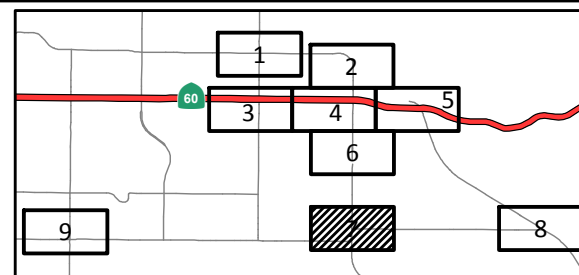


FIGURE 1-2  
 Sheet 7 of 9  
 SR-60/World Logistics Center Parkway  
 Interchange Project  
 Alternatives 2 and 6  
 Geometrics  
 08-RIV-60 PM 20.0/22.0  
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LEGEND

- Alternative 2 Proposed Improvements
- Alternative 6 Proposed Improvements



SOURCE: Aerial - RBF (11/2014); ESRI (2013); MBI (2018)

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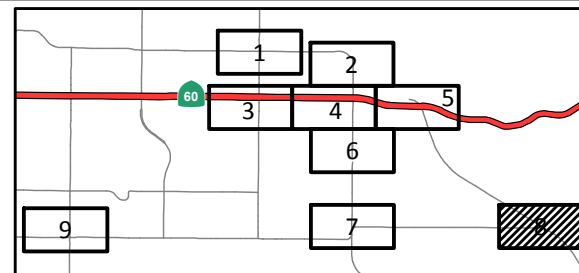


FIGURE 1-2  
Sheet 8 of 9

SR-60/World Logistics Center Parkway  
Interchange Project  
Alternatives 2 and 6

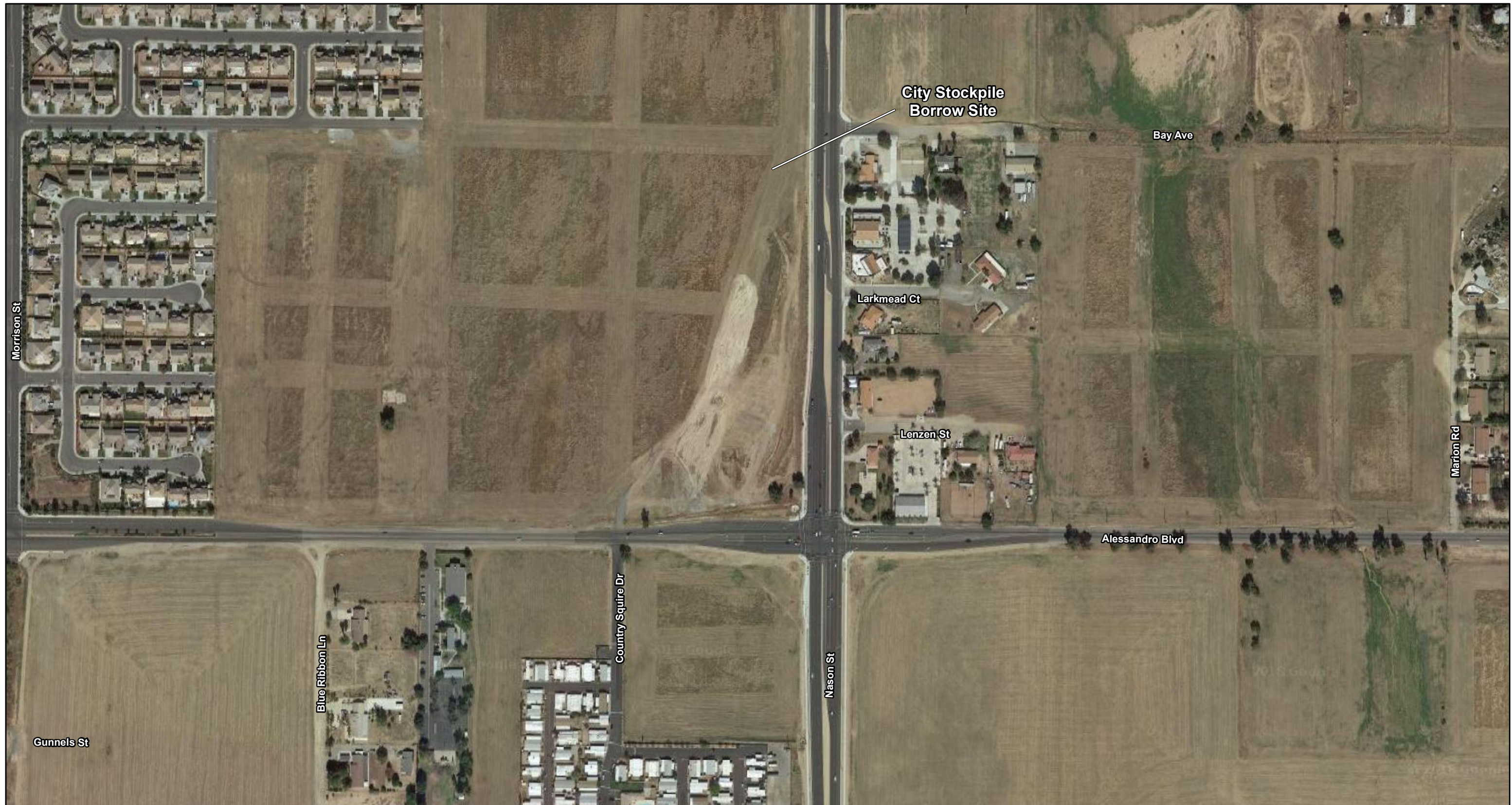
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- Alternative 2 Proposed Improvements
- Alternative 6 Proposed Improvements



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SOURCE: Aerial - RBF (11/2014); ESRI (2013); MBI (2018)

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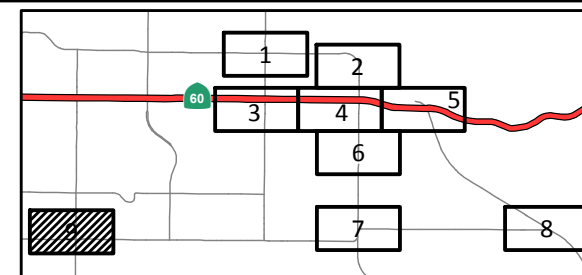


FIGURE 1-2  
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SR-60/World Logistics Center Parkway  
Interchange Project  
Alternatives 2 and 6  
Geometrics  
08-RIV-60 PM 20.0/22.0  
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**Design Variation 2a (Alternative 2 with Design Variation)**

Figure 1-3, Design Variations 2a and 6a Geometrics, shows the locations of the proposed roadway improvements included in Design Variation 2a. Design Variation 2a would have the same features as Alternative 2, except for the location of the Eucalyptus Avenue/WLC Pkwy intersection. The Design Variation would move the current Eucalyptus Avenue/WLC Pkwy intersection approximately 900 ft south of its current location. The shift would cause a partial realignment of Eucalyptus Avenue from approximately 2,600 ft west of WLC Pkwy to connect with the west side of WLC Pkwy.

**1.4.4.4 Alternative 6 (Modified Partial Cloverleaf with Roundabout Intersections)**

Figure 1-2 shows the locations of the proposed roadway improvements included in Alternative 6. As shown on Figure 1-2, Alternative 6 proposes to reconstruct the SR-60/WLC Pkwy interchange in a modified partial cloverleaf configuration. Improvements under Alternative 6 would include the construction of a new westbound direct on-ramp and a new westbound loop off-ramp in the northwest quadrant in a partial cloverleaf configuration. New eastbound direct off- and on-ramps would be constructed in the southwest and southeast quadrants, respectively, in a partial cloverleaf configuration.

Similar to Alternative 2, Alternative 6 would also remove the existing two-lane (one lane in each direction) WLC Pkwy overcrossing and replace it with a new four-lane (two through lanes in each direction) overcrossing. Additional improvements included as part of Alternative 6 are the installation of roundabouts at both the proposed eastbound and westbound ramp intersections as well as at Eucalyptus Avenue/WLC Pkwy. On WLC Pkwy north of the Eucalyptus Avenue intersection and on Eucalyptus Avenue, bicycle lanes would be provided on both sides within the width of the proposed shoulders. Bicyclists would have the option to merge with vehicular traffic to navigate through the roundabout or exit the travel lane prior to each roundabout and cross the roundabout with pedestrian traffic.

**Design Variation 6a (Alternative 6 with Design Variation)**

Figure 1-3 shows the locations of the proposed roadway improvements included in Design Variation 6a.

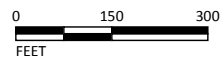
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LEGEND

- Design Variation 2a Proposed Improvements
- Design Variation 6a Proposed Improvements



SOURCE: Aerial - RBF (11/2014); ESRI (2013); MBI (2018)

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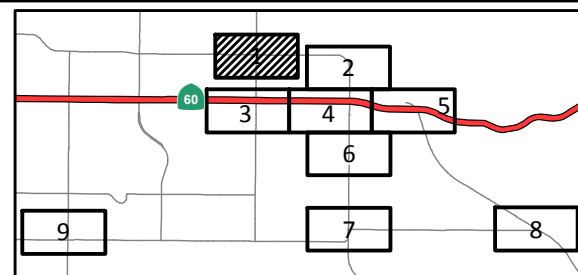


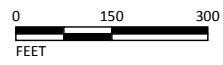
FIGURE 1-3  
 Sheet 1 of 9  
 SR-60/World Logistics Center Parkway  
 Interchange Project  
 Design Variations 2a and 6a  
 Geometrics  
 08-RIV-60 PM 20.0/22.0  
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LEGEND

- Design Variation 2a Proposed Improvements
- Design Variation 6a Proposed Improvements



SOURCE: Aerial - RBF (11/2014); ESRI (2013); MBI (2018)

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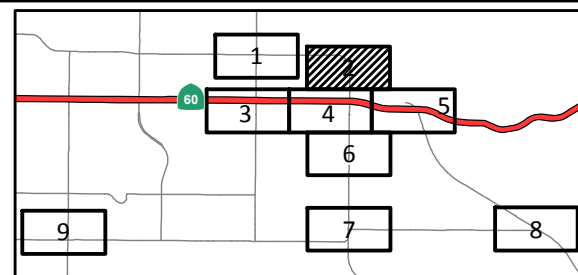


FIGURE 1-3  
Sheet 2 of 9

SR-60/World Logistics Center Parkway  
Interchange Project  
Design Variations 2a and 6a

Geometrics

08-RIV-60 PM 20.0/22.0

EA No. 0M590

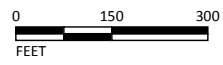
Project No. 0813000109

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LEGEND

- Design Variation 2a Proposed Improvements
- Design Variation 6a Proposed Improvements



SOURCE: Aerial - RBF (11/2014); ESRI (2013); MBI (2018)

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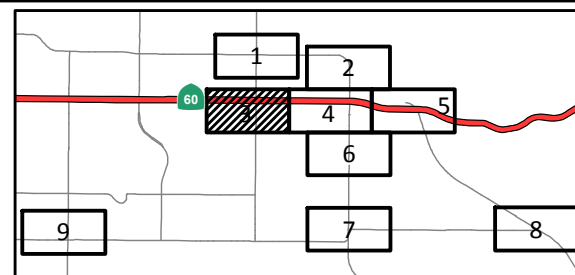
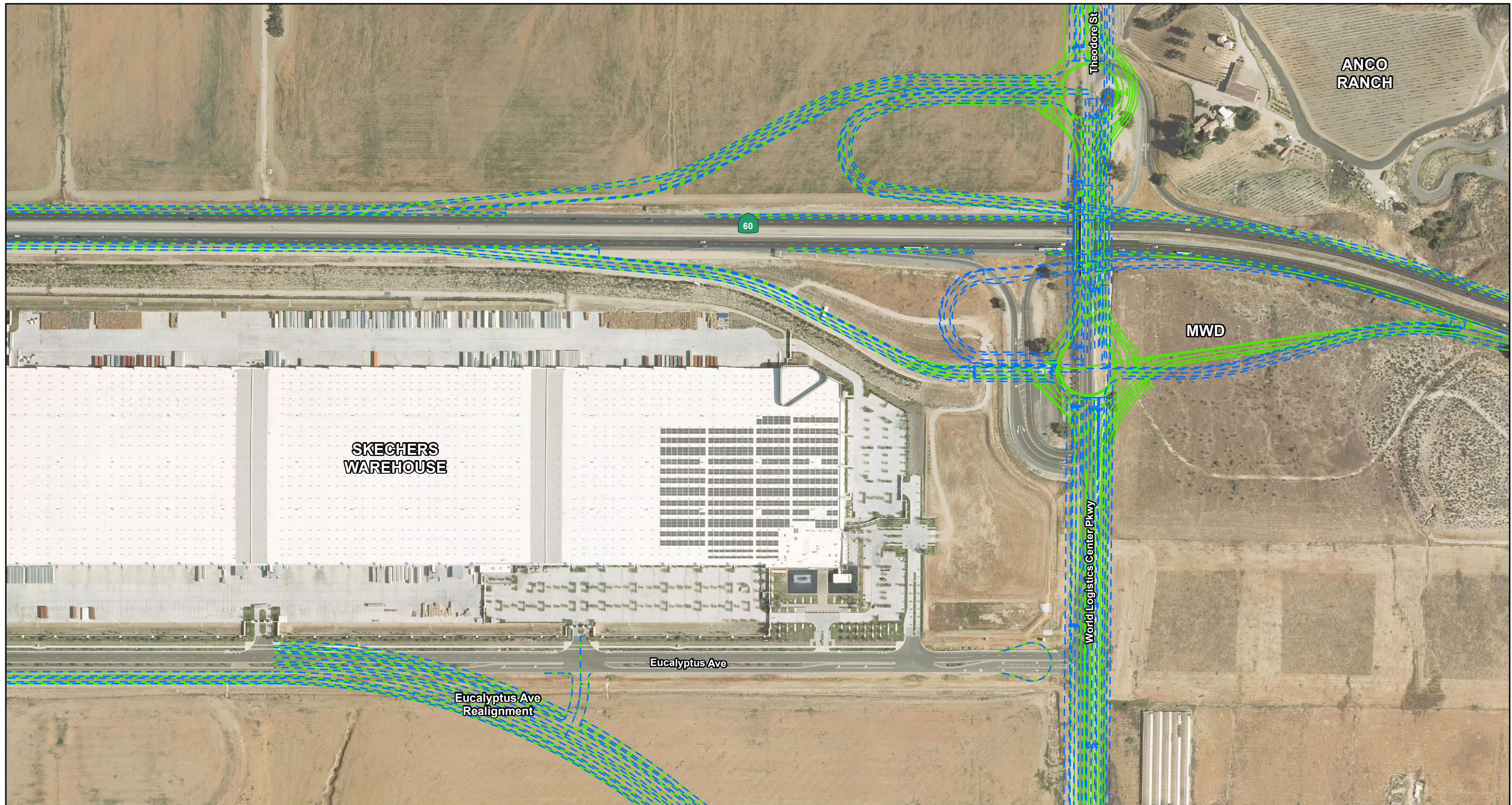


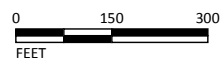
FIGURE 1-3  
 Sheet 3 of 9  
 SR-60/World Logistics Center Parkway  
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 Geometrics  
 08-RIV-60 PM 20.0/22.0  
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LEGEND

- Design Variation 2a Proposed Improvements
- Design Variation 6a Proposed Improvements



SOURCE: Aerial - RBF (11/2014); ESRI (2013); MBI (2018)

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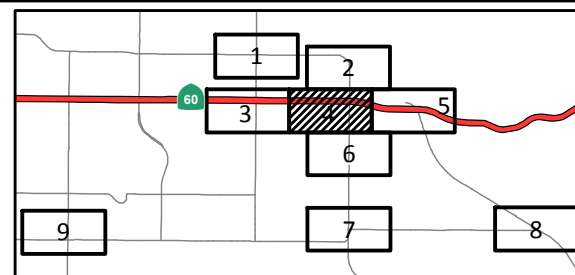


FIGURE 1-3  
 Sheet 4 of 9  
 SR-60/World Logistics Center Parkway  
 Interchange Project  
 Design Variations 2a and 6a  
 Geometrics  
 08-RIV-60 PM 20.0/22.0  
 EA No. 0M590  
 Project No. 0813000109

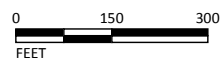
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LEGEND

- Design Variation 2a Proposed Improvements
- Design Variation 6a Proposed Improvements



SOURCE: Aerial - RBF (11/2014); ESRI (2013); MBI (2018)

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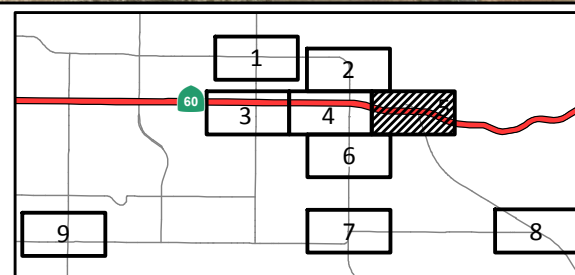


FIGURE 1-3  
Sheet 5 of 9

SR-60/World Logistics Center Parkway  
Interchange Project  
Design Variations 2a and 6a

Geometrics

08-RIV-60 PM 20.0/22.0

EA No. 0M590

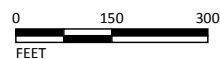
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LEGEND

- - - Design Variation 2a Proposed Improvements
- Design Variation 6a Proposed Improvements



SOURCE: Aerial - RBF (11/2014); ESRI (2013); MBI (2018)

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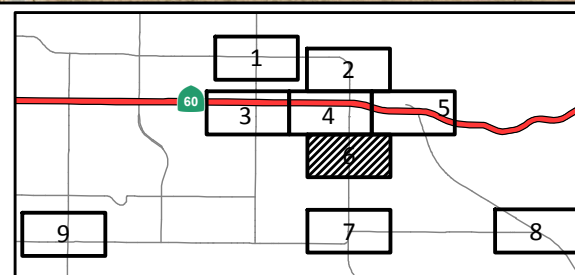
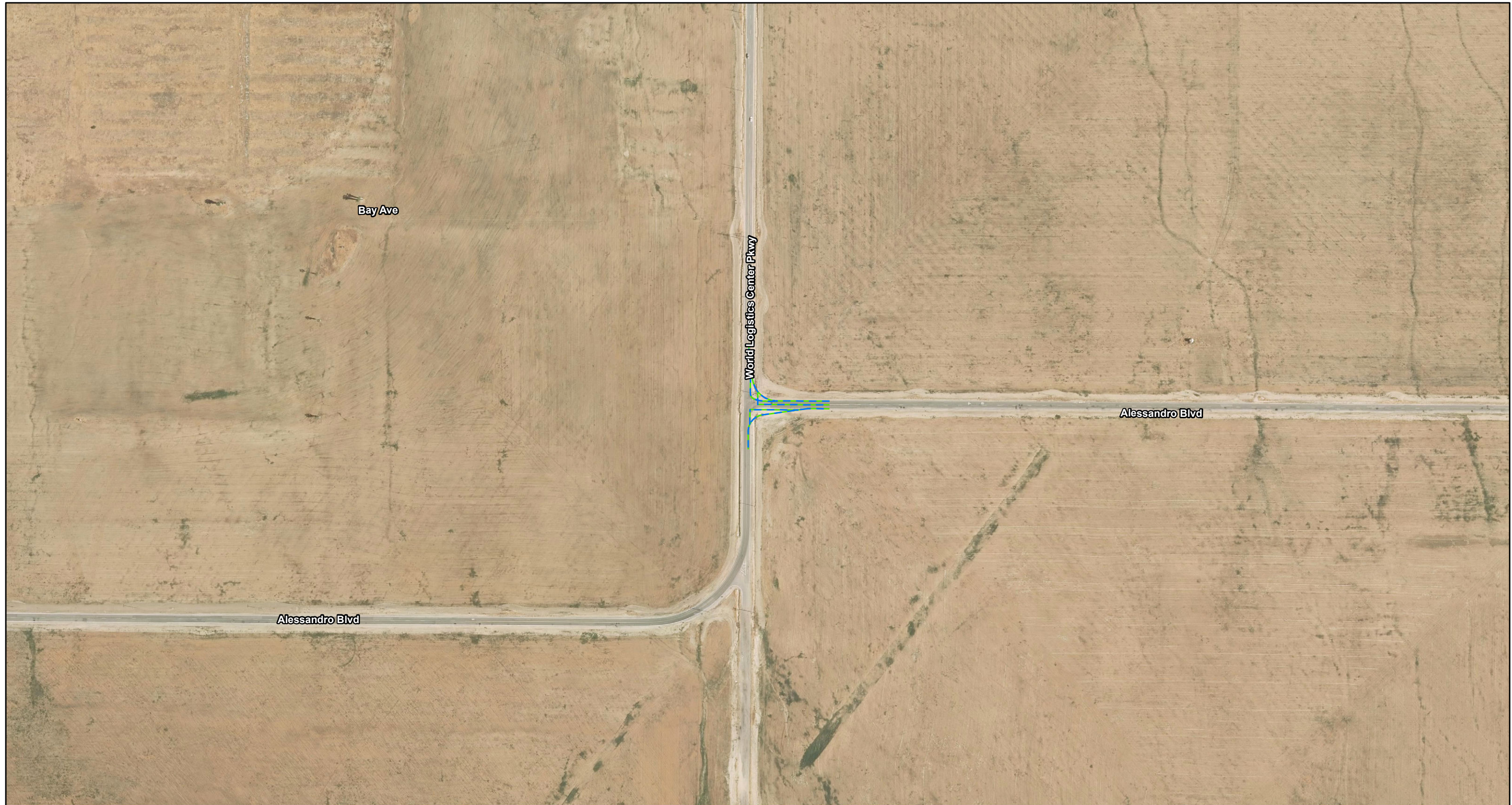


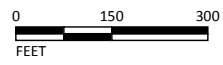
FIGURE 1-3  
 Sheet 6 of 9  
 SR-60/World Logistics Center Parkway  
 Interchange Project  
 Design Variations 2a and 6a  
 Geometrics  
 08-RIV-60 PM 20.0/22.0  
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- Design Variation 2a Proposed Improvements
- Design Variation 6a Proposed Improvements



SOURCE: Aerial - RBF (11/2014); ESRI (2013); MBI (2018)

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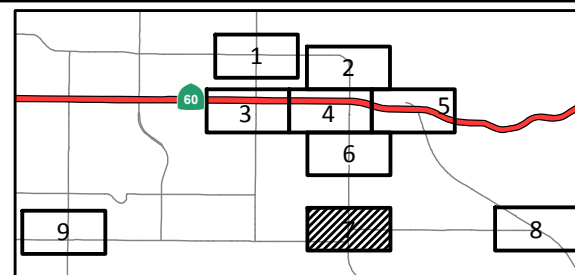


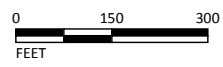
FIGURE 1-3  
 Sheet 7 of 9  
 SR-60/World Logistics Center Parkway  
 Interchange Project  
 Design Variations 2a and 6a  
 Geometrics  
 08-RIV-60 PM 20.0/22.0  
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LEGEND

- Design Variation 2a Proposed Improvements
- Design Variation 6a Proposed Improvements



SOURCE: Aerial - RBF (11/2014); ESRI (2013); MBI (2018)

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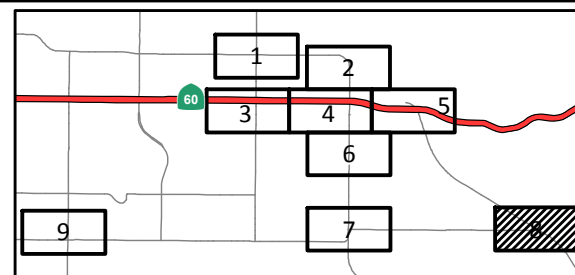


FIGURE 1-3  
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SR-60/World Logistics Center Parkway  
Interchange Project  
Design Variations 2a and 6a

Geometrics

08-RIV-60 PM 20.0/22.0

EA No. 0M590

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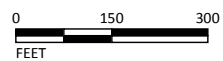
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LEGEND

- Design Variation 2a Proposed Improvements
- Design Variation 6a Proposed Improvements



SOURCE: Aerial - RBF (11/2014); ESRI (2013); MBI (2018)

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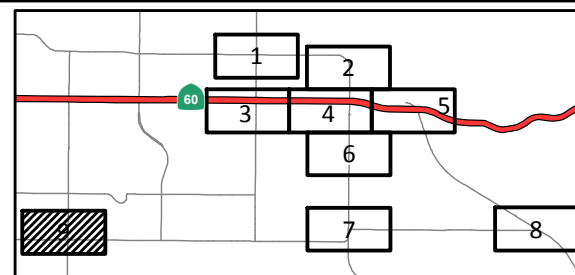


FIGURE 1-3  
 Sheet 9 of 9  
 SR-60/World Logistics Center Parkway  
 Interchange Project  
 Design Variations 2a and 6a  
 Geometrics  
 08-RIV-60 PM 20.0/22.0  
 EA No. 0M590  
 Project No. 0813000109

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Design Variation 6a will have the same features as Alternative 6 with the exception of the location of the Eucalyptus Avenue/WLC Pkwy intersection. Design Variation 6a will consist of moving the current Eucalyptus Avenue/WLC Pkwy intersection approximately 900 ft south from its current location. The shift will cause a partial realignment of Eucalyptus Avenue from approximately 2,600 ft west of WLC Pkwy to connect to the west side of WLC Pkwy. Construction of the roundabout at WLC Pkwy and Eucalyptus Avenue east would result in one residential displacement in the southeast quadrant of WLC Pkwy and Eucalyptus Avenue east.

## 1.5 Study Areas

The study area for the community impacts analysis (Community Impacts Study Area) is the community within and surrounding the proposed project site in which direct and indirect impacts of the project may occur. For this project, the Community Impacts Study Area includes the project area (the physical area that will be affected by the project) and the adjacent neighborhoods within Moreno Valley and unincorporated Riverside County (Census Tract 424.01 and the part of Census Tract 426.24 that lies within the incorporated limits of the City<sup>1</sup>). Community profile data are collected and organized by census tract, the boundaries of which are utilized in evaluating impacts to the affected environment within the Community Impacts Study Area. The project area and the two census tracts that comprise the Community Impacts Study Area are shown on Figure 1-4, Community Impacts Study Area and Project Area.

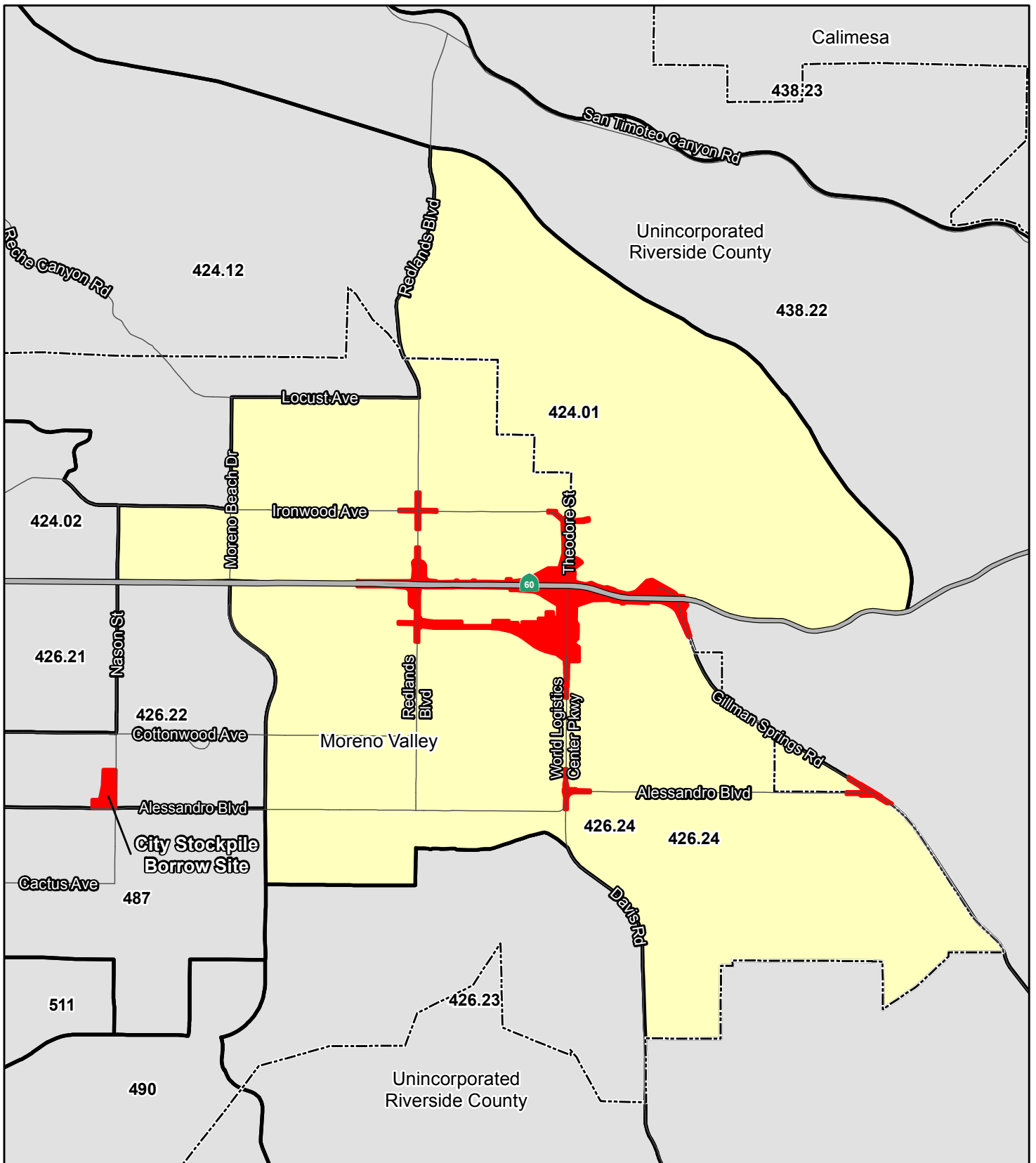
The Resource Study Area (RSA) for cumulative community impacts is the project area (physical area that will be affected by the project) and the adjacent neighborhoods in Moreno Valley and unincorporated Riverside County.

As shown later in Table 2.2, there are a number of transportation and non-transportation projects that are under construction, approved, and planned in the Community Impacts Study Area. The largest project in the Community Impacts Study Area, the World Logistics Center, proposes nearly 40.6 million square feet of warehouse distribution facilities on approximately 2,610 ac on both sides of WLC Pkwy and south of SR-60. Other development projects listed in Table 2.2 will provide

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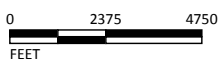
<sup>1</sup> The unincorporated part of Census Tract 426.24 is undeveloped and is more than 2 mi from the SR-60/WLC Pkwy interchange; therefore, the unincorporated part of Census Tract 426.24 has been excluded from the study area.

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LEGEND

- Project Area
- Community Impacts Study Area
- City Boundary



SOURCE: ESRI (2008); US Census Bureau (2010)

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FIGURE 1-4

*SR-60/World Logistics Center Pkwy  
Interchange Project*

**Community Impacts  
Study Area and Project Area**

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residential, retail, and industrial uses in the Community Impacts Study Area. Table 2.2 also lists a number of street improvement and widening projects, including projects on local streets and SR-60 in the Community Impacts Study Area.

The study area for the farmland impacts analysis (Farmlands Study Area) includes the areas temporarily and permanently impacted by the Build Alternatives and Design Variations, plus a 50 ft buffer.

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# **Chapter 2**      Land Use

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An examination of land use patterns can effectively convey the general form of a community's organizational structure, including where its residents live, work, and recreate. The Land Use Element is a required section of a municipality's General Plan that governs zoning and planning for the given region. The Land Use Element also defines where growth may occur within the region and identifies Specific Plans for areas of special interest, such as commercial centers, neighborhoods, and redevelopment areas within the municipality. By describing the existing and projected major land uses in the affected area and the surrounding region, the information can be used to "analyze any potential land use changes or land use conflicts associated with the proposed project." Specific topics within land uses include historic and existing land use patterns, farmlands, and development trends, as well as adopted planning goals and policies. Land use patterns also affect a community's "job/housing balance," which focuses on the need for a balance between employment generation and residential land uses.

In this chapter, the affected environment information for the Community Impacts Study Area and, where necessary, the area of primary impacts, are presented.

## **2.1 Existing and Future Use**

### **2.1.1 Affected Environment**

#### **2.1.1.1 Existing Land Uses**

Existing land uses in the project area and Community Impacts Study Area are shown on Figure 2-1. Within the project area, existing land use was mapped based on field surveys. Existing land use outside of the project area is based on aerial photographs and GIS data collected from local jurisdictions and consolidated by SCAG in 2012, with minor revisions to reflect current land uses. The data was compiled into generalized land use classifications.

The quadrants of the project interchange refer to the four areas at the intersection of WLC Pkwy with SR-60. Existing uses in the northeast quadrant of the interchange include a farm improved with a single-family residence. Existing uses in the southwest quadrant include a large warehouse-distribution center (i.e., Skechers) and vacant land. The other two quadrants of the intersection, the northwest and southeast quadrants, are also vacant.

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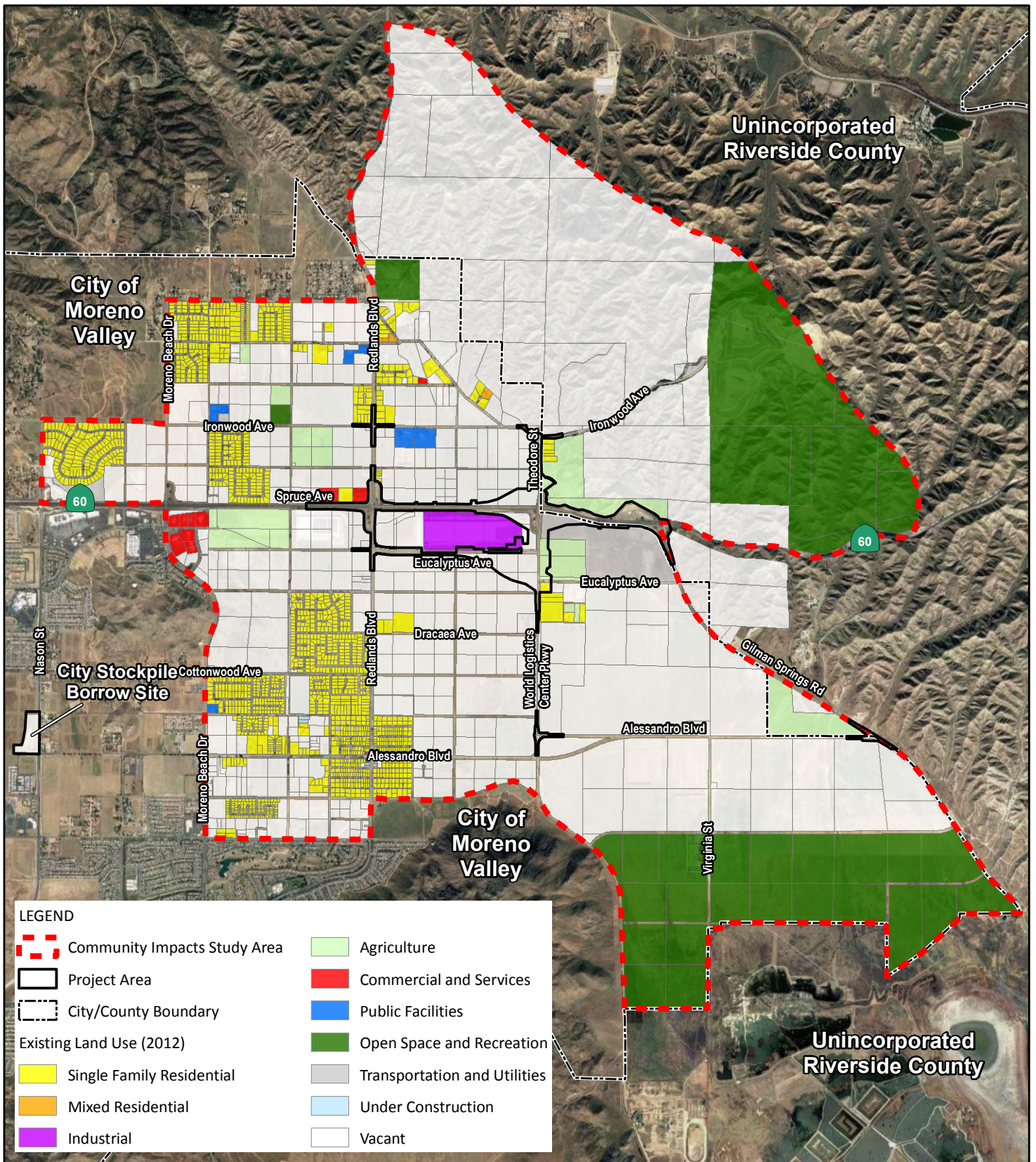
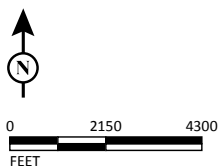


FIGURE 2-1



SOURCES: Bing Maps (2012); MBI (11/2018); SCAG (2012)  
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SR-60/World Logistics Center Pkwy  
 Interchange Project  
 Existing Land Uses  
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 Project No. 0813000109

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The acreages and percentages of existing land uses in the Community Impacts Study Area are shown in Table 2.1. Table 2.1 is based on data collected from local jurisdictions and consolidated by SCAG.

**Table 2.1: Existing Land Uses in the Community Impacts Study Area**

| Land Use                                      | Acres           | Percent <sup>1</sup> |
|---|-----------------|----------------------|
| Agriculture                                   | 323.8           | 3.1                  |
| Commercial and Services                       | 41.1            | 0.4                  |
| Facilities                                    | 35.0            | 0.3                  |
| Industrial                                    | 84.8            | 0.8                  |
| Mixed Residential                             | 4.4             | 0.04                 |
| Mobile Homes and Trailer Parks                | 82.2            | 0.8                  |
| Open Space and Recreation                     | 1,866.2         | 17.7                 |
| Single-Family Residential                     | 748.8           | 7.1                  |
| Transportation, Communications, and Utilities | 150.0           | 1.4                  |
| Under Construction                            | 2.0             | 0.02                 |
| Vacant  | 6,406.3         | 60.8                 |
| <b>Subtotal</b>                               | <b>9,744.7</b>  |                      |
| Local Roads and Freeways                      | 797.9           | 7.6                  |
| <b>Total</b>                                  | <b>10,542.6</b> | <b>100.0</b>         |

Source: 2012–2035 RTP/SCS (SCAG 2012).

<sup>1</sup> Any number that is greater than 0 but less 0.05 is shown to the hundredth decimal place. Totals may not sum correctly due to rounding.

RTP/SCS = Regional Transportation Plan/Sustainable Communities Strategy

SCAG = Southern California Association of Governments

The Build Alternatives and Design Variations would not cause any developable land areas to be made more accessible. Please refer to Chapter 3, Growth, for a discussion of how the Build Alternatives and Design Variations would not result in changes to accessibility in the Community Impacts Study Area.

The Community Impacts Study Area is currently zoned for the general land uses listed below:

- **Riverside County:** The Riverside County Zoning Ordinance does not provide zoning designations for the area within the City’s Sphere of Influence.
- **City of Moreno Valley:**
  - Commercial (NC, CC, and SP 209 C)
  - Office (OC and O)
  - Industrial/Business Park (LI and WLC SP-LD)
  - Mixed Use Industrial
  - Public Facilities (P)
  - Large Lot Residential (R1 and HR)
  - Residential Agriculture 2 (RA2)

- Residential 2 (R2)
- Suburban Residential (R3, R5, and RS10)
- Multifamily (R10, R15, and R20)
- Open Space (OS, WLC SP-LL, and WLC SP-OS)

### **2.1.1.2 General Plan Land Uses**

The City's General Plan Land Use Element (2006) and the County General Plan Land Use Element (2017) contain land use designations intended to guide future development in the City and County, respectively. Figure 2-2 shows the General Plan land use designations within the Community Impacts Study Area. General Plan land use data are based on GIS data (which were last updated in May 2018) from the City's 2006 General Plan, and GIS data provided by SCAG as part of its 2012 RTP. The data was compiled into generalized land use designations.

The General Plan designated land uses in the interchange quadrants are described below.

#### ***Northeast Quadrant***

The northeast quadrant of the interchange is located in unincorporated Riverside County but within the Sphere of Influence of the City. This quadrant is designated as Open Space (OS), Residential (R1), Rural Residential (RR), and Public Facilities (PF). The OS designation allows for low-density development to preserve areas that are substantially unimproved for uses such as outdoor recreation, preservation of natural resources, grazing animals, and crop production. The RR designation provides for low-density and large-lot residential development at a maximum density of 2.5 dwelling units per acre (DU/AC), with agricultural uses also permitted.

#### ***Northwest Quadrant***

This quadrant is located in Moreno Valley and is designated primarily as Residential 1 (R1) and Residential 2 (R2) with some Office (O) and Open Space (OS) land uses. The R1 designation allows for rural low-density residential development at a maximum density of 1 DU/AC, and the R2 designation allows for rural suburban residential development at a maximum density of 2 DU/AC. The O designation allows for the development of office uses at a maximum floor area ratio (FAR) of 2, to provide for office uses such as administrative, professional, legal, medical, and financial offices. As described above, the OS designation allows for low-intensity development.

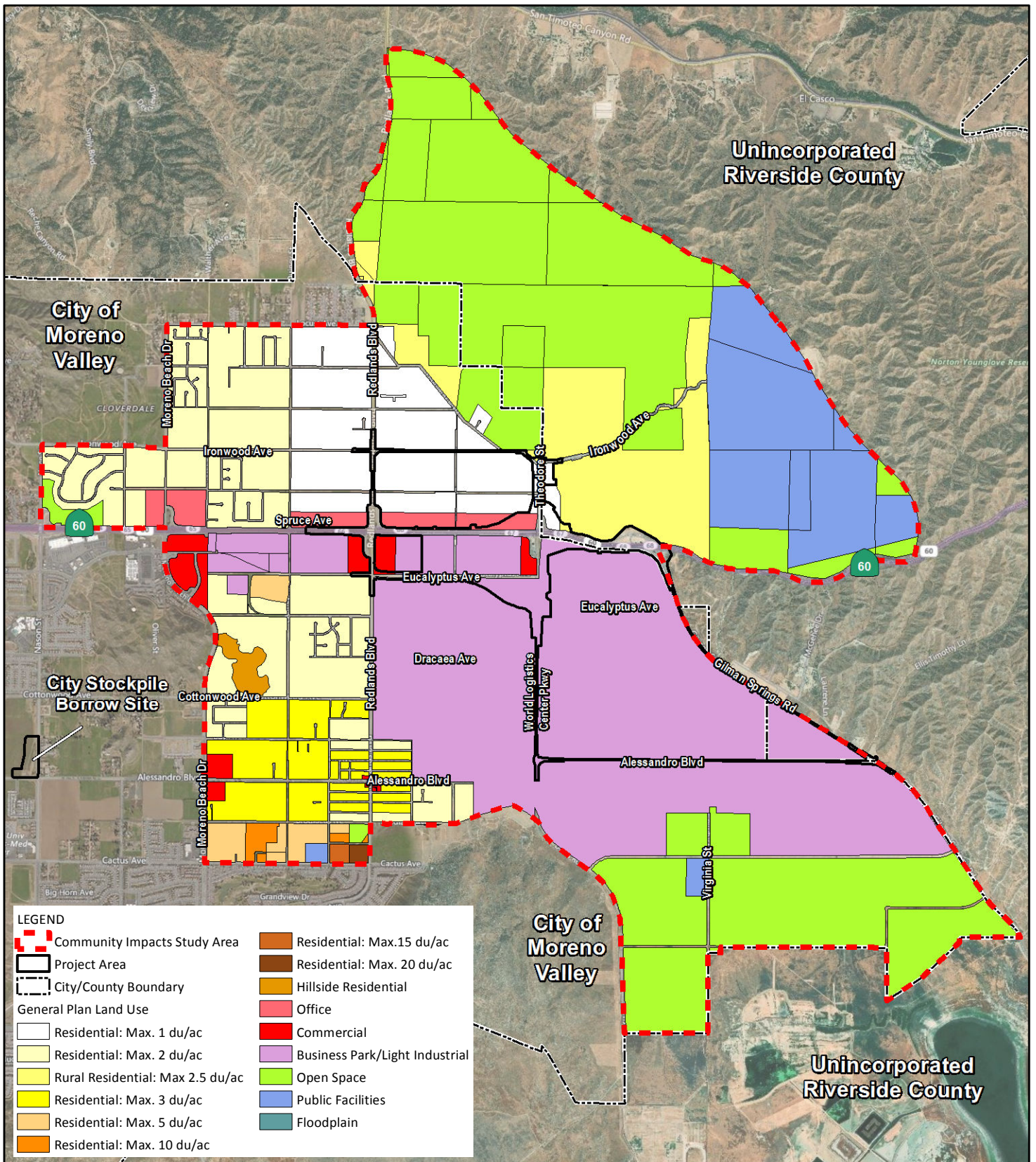
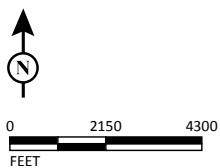


FIGURE 2-2



SR-60/World Logistics Center Pkwy  
Interchange Project  
General Plan Land Uses  
08-RIV-60 PM 20.0/22.0  
EA No. 0M590  
Project No. 0813000109

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### **Southwest Quadrant**

This quadrant is also located in Moreno Valley and is designated as Business Park/Light Industrial (BP), Commercial (C), Residential 2 (R2), Residential 3 (R3) and Residential 5 (R5). The BP designation allows for the development of manufacturing, research and development, warehousing and distribution, office-based firms, and limited supporting commercial uses at a maximum FAR of 1. The C designation provides for the development of a variety of businesses at a maximum FAR of 1, including retail stores, restaurants, banks, hotels, professional services, personal services, and repair services. The R2, R3, and R5 designations allow for single-family residential development at a maximum of 2 DU/AC, 3 DU/AC, and 5 DU/AC, respectively.

### **Southeast Quadrant**

This quadrant in Moreno Valley is designated primarily as Business Park/Light Industrial (BP) and Open Space (OS) land uses, which are described above. Additional General Plan land uses in this quadrant include Residential 2 (R2), Residential 3 (R3), Commercial (C), and Public Facilities (PF), which are described above.

#### **2.1.1.3 Future Land Uses/Development Trends**

Historically, growth in the Moreno Valley area was greatly influenced by the presence of March Air Force Base (now known as March Air Reserve Base) in neighboring Riverside. Following World War II, the unincorporated communities of Sunnymead, Moreno, and Edgemont, which together composed the area known as Moreno Valley, began to slowly grow as affordable home prices attracted families to the area. Moreno Valley experienced explosive population growth during the 1980s as housing construction substantially escalated. This growth led to the incorporation of Sunnymead, Moreno, and Edgemont as the City of Moreno Valley in 1984. During much of the 1980s, Moreno Valley was the fastest growing city in the United States.

In the 1990s, area growth slowed due to a statewide economic downturn and the realignment of March Air Force Base, which resulted in heavy job losses in this part of Riverside County. By 2000, strong housing growth returned to the area due to the soaring cost of housing in Los Angeles and Orange Counties. According to the United States Census Bureau, the City's population grew from 142,379 in 2000 to 193,365 in 2010. The city's real estate market appears to have recovered from the Great Recession, and Moreno Valley is currently in another high-growth era. As of May 2018, there were approximately 4,658 single-family residential units, 2,543

multifamily residential units, 18 commercial centers (1,327,645 square feet [sf]), 12 office/medical (1,097,557 sf), 1 expansion to an existing industrial development (464,900 sf), 1 industrial project, and 12 hotel (1,096 rooms) development projects proposed, approved, or under construction in Moreno Valley. Much of the eastern third of the city remains undeveloped, and significant infill development opportunities exist throughout the developed parts of Moreno Valley.

Projects that are planned, approved, and under construction in Moreno Valley, in the Community Impacts Study Area, and in the vicinity of the Community Impacts Study Area are shown in Table 2.2.

## **2.1.2 Environmental Consequences**

### **2.1.2.1 Temporary Impacts**

#### ***Alternative 1 (No Build Alternative)***

This alternative does not include modifications to the SR-60/WLC Pkwy interchange other than routine maintenance. Therefore, the No Build Alternative would not result in temporary impacts to existing and planned land uses.

#### ***Alternatives 2 and 6 (Build Alternatives)***

The Build Alternatives would require temporary construction easements (TCEs) within the project area. No parking spaces would be affected by the Build Alternatives and Design Variations.

Most of these TCEs generally consist of land that is currently being used for agricultural uses, industrial uses, transportation and utilities uses, or are vacant. The TCEs would occur primarily at the edges of parcels. As specified in Measure LU-1 in Section 2.1.3, all land temporarily used for construction would be returned to a condition equal to the pre-construction staging condition. Therefore, compliance with LU-1 would minimize any land use conflicts from construction of the Build Alternatives and Design Variations.

#### ***Design Variations 2a and 6a (Design Variations)***

Similar to the Build Alternatives, the Design Variations would also require TCEs within the project area. No parking spaces would be affected by the Design Variations. Most of the TCEs required for the Design Variations generally consist of land that is currently being used for agricultural uses, residential uses, industrial uses, transportation and utilities uses, or are vacant. Compliance with LU-1 would also minimize any land use conflicts from construction of the Design Variations.

**Table 2.2: Planned Projects in Moreno Valley and the SR-60 Corridor**

| Project Name/Type                            | Jurisdiction/Location   | Proposed Use/Description   | Status  |
|--|---|--|---|
| <b>CITY OF MORENO VALLEY</b>                 |   |  |   |
| <b>Industrial Projects in Moreno Valley</b>  |   |  |   |
| World Logistics Center <sup>1</sup>          | In Moreno Valley, at SR-60 and WLC Pkwy and Gilman Springs Road                                     | Includes a General Plan Amendment, Specific Plan, Zone Change, Tentative Parcel Map, development agreement, and annexation to construct 40.6 million sf of logistics facilities and associated infrastructure providing for modern high-cube logistics warehouse distribution facilities on 2,610 ac | In the environmental review and planning phases |
| <b>Residential Projects in Moreno Valley</b> |   |  |   |
| TM 32460 – Sussex Capital Group              | North of Ironwood Avenue, west of Redlands Boulevard, south of Kalmia Avenue, east of Pettit Street | 58 single-family residential units   | Approved  |
| TM 33962 – Pacific Scene Homes               | North of Ironwood Avenue, west of Redlands Boulevard, south of Kalmia Avenue, east of Pettit Street | 31 single-family residential units   | Approved  |
| TM 32459 – Sussex Capital Group              | North of Ironwood Avenue, west of Redlands Boulevard, south of Kalmia Avenue, east of Pettit Street | 11 single-family residential units   | Approved  |
| TM 30998 – Pacific Communities               | North of Ironwood Avenue, west of Redlands Boulevard, south of Kalmia Avenue, east of Pettit Street | 47 single-family residential units   | Approved  |
| TM 36372 – Motlagh Family Trust              | Southwest corner of Wilmot Street and Alessandro Boulevard  | 25 single-family residential units   | In entitlement process                          |
| TM 35823 Lansing Companies                   | Northeast corner of Moreno Beach Drive and Cottonwood Avenue  | 562 single-family residential units  | In entitlement process                          |
| 45 – TM 37424 – Sid Chan                     | North side of Alessandro Boulevard, between Moreno Beach Drive and Wilmot Street                    | 7 single-family residential units  | In entitlement process                          |
| TM 33222 – 26th Corp                         | Southeast corner of Merwin Street and Alessandro Boulevard  | 235 single-family residential units  | In entitlement process                          |
| PEN18-0053 – Canterbury                      | North side of Brodiaea Avenue, between Moreno Beach Drive and Wilmot Street                         | 45 single-family residential units   | In entitlement process                          |
| TM 36719 – Kuo Ming Lee                      | Southeast corner of Theodore Street (now WLC Pkwy) and Eucalyptus Avenue                            | 34 single-family residential units   | In entitlement process                          |
| TM 35377 – Michael Dillard                   | Southeast corner of Theodore Street (now WLC Pkwy) and Eucalyptus Avenue                            | 9 single-family residential units  | Approved  |
| TM 36436 – KB Homes                          | Between Brodiaea Avenue, Wilmot Street, Cactus Avenue, and Quincy Street                            | 159 single-family residential units  | Under Construction                              |
| TM 30411 – Pacific Communities               | Northwest Corner of Redlands Boulevard and Juniper Avenue   | 24 single-family residential units   | In entitlement process                          |

**Table 2.2: Planned Projects in Moreno Valley and the SR-60 Corridor**

| Project Name/Type  | Jurisdiction/Location                          | Proposed Use/Description   | Status  |
|--|--|--|---|
| <b>Street Improvement and Widening Projects in Moreno Valley</b> |  |  |   |
| Alessandro Boulevard Widening and Realignment                    | Between Nason Street and Gilman Springs Road.  | Widening of Alessandro Boulevard from two to four lanes, realignment of Alessandro Boulevard between Theodore Street (now WLC Pkwy) and Gilman Springs Road, and associated street improvements  | Programmed but not funded.                                |
| Cactus Avenue Widening   | Between Nason Street and Redlands Boulevard    | Widening of Cactus Avenue from two to six lanes  | Planned for completion by 2020                            |
| Gilman Springs Road Widening <sup>2</sup>                        | Between SR-60 and Alessandro Boulevard         | Widening of Gilman Springs Road from two to six lanes with street improvements   | Programmed but not funded.                                |
| Gilman Springs Road Widening                                     | Between Alessandro Boulevard and Bridge Street | Widening of Gilman Springs Road from two to six lanes and associated street improvements   | Programmed but not funded.                                |
| Ironwood Avenue Widening   | Between Nason Street and Redlands Boulevard    | Widening of Ironwood Avenue from two to four lanes   | Planned for completion by 2022                            |
| Moreno Beach Drive Widening <sup>2</sup>                         | Between Auto Mall Drive and Cactus Avenue      | Widening of Moreno Beach Drive from two to six lanes from Auto Mall Drive to Cactus Avenue, including signals at Cottonwood Avenue, Alessandro Boulevard, and Cactus Avenue.   | Programmed but not funded.                                |
| Moreno Beach Drive Widening                                      | Between Reche Canyon Road and SR-60            | Widening of Moreno Beach Drive from two to four lanes.   | Planned for completion by 2022                            |
| Nason Street Widening  | Between Elder Avenue and Ironwood Avenue       | Widening of Nason Street from two to four lanes  | Planned for completion by 2022                            |
| Redlands Boulevard Widening                                      | Between Spruce Avenue and Ironwood Avenue      | Widening of Redlands Boulevard from two to four lane including street improvements   | Planned for completion by 2022                            |
| Redlands Boulevard Widening                                      | Between Ironwood Avenue and Kalmia Avenue      | Widening of Redlands Boulevard from two to four lanes  | Planned for completion by 2022                            |
| Redlands Boulevard Widening                                      | Between Kalmia Avenue and Locust Avenue        | Widening of Redlands Boulevard from two to four lanes  | Planned for completion by 2022                            |
| Redlands Boulevard Widening <sup>2</sup>                         | Between SR-60 and Cactus Avenue                | Widening of Redlands Boulevard from two to four lanes and other street improvements  | Programmed but not funded.                                |
| <b>SR-60 Improvements</b>  |  |  |   |
| SR-60 at Redlands Boulevard Overcrossing and Ramp Widening       | In Moreno Valley at SR-60/Redlands Boulevard   | Widening of the overcrossing from two to six through lanes; widening of the westbound exit and entrance ramps from one lane to three lanes at the exit/entrance and three lanes at the arterial with an HOV lane at the entrance; widening of the eastbound exit and entrance ramps from one lane to two lanes at the exit/entrance with an HOV lane at the entrance; addition of auxiliary lanes 1,000 ft in each direction west of the intersection and 1,700 ft in each direction east of the intersection. | Approved, PSR/PDS in 2016. Planned for completion by 2025 |

**Table 2.2: Planned Projects in Moreno Valley and the SR-60 Corridor**

| Project Name/Type  | Jurisdiction/Location  | Proposed Use/Description  | Status                         |
|--|--|---|--------------------------------|
| SR-60/Gilman Springs Road Interchange Improvements           | In Moreno Valley at the SR-60/Gilman Springs Road Interchange                    | Realignment of Gilman Springs Road, removal of existing eastbound/westbound ramps, widening of interchange from two lanes to six lanes, widening of westbound exits from one to two/three lanes, and addition of auxiliary lanes to west of interchange 1,200 ft eastbound and 2,200 ft westbound.  | Programmed but not funded.     |
| SR-60/Moreno Beach Drive Interchange (Phase 2)               | In Moreno Valley at SR-60/Moreno Beach Drive                                     | Replacement and widening of the overcrossing from two to six through lanes. Reconfiguration of the north side of SR-60/Moreno Beach Drive interchange and associated westbound auxiliary lane. Construction of a cloverleaf in the northeast quadrant, and a dedicated southbound Moreno Beach Drive to westbound SR-60 on-ramp. Raising of the eastbound ramp terminals to meet the new grade of the bridge. Completion of a portion of line K-1 in Ironwood Avenue. | Planned for completion by 2022 |
| SR-60 Widening   | In Moreno Valley along SR-60 between Redlands Boulevard and Gilman Springs Road. | Widening of SR-60 from two to three lanes in each direction in the existing median  | Planned for completion by 2022 |
| Truck Lanes and Shoulder Improvements on SR-60 near Beaumont | On SR-60 near Beaumont   | Construction of new eastbound and westbound truck lanes from Gilman Springs Road to 1.47 mi west of Jack Rabbit Trail and upgrading the existing inside and outside shoulder to standard widths   | Planned for completion by 2021 |

Source 1: City of Moreno Valley. May 2018. New Development Map. Website: <http://www.moval.org/edd/pdfs/NewDevelopmentMap.pdf>, accessed August 2, 2018;

Source 2: City of Moreno Valley Department of Public Works – Capital Projects Division. Capital and Developer Projects Maps as of July 2018. Website: [http://www.moval.org/city\\_hall/departments/pub-works/pdf/curproj-map.pdf](http://www.moval.org/city_hall/departments/pub-works/pdf/curproj-map.pdf), accessed July 27, 2018;

Source 3: City of Moreno Valley Department of Public Works – Capital Projects Division. Project List as of July 2018. Website: [http://www.moreno-valley.ca.us/city\\_hall/departments/pub-works/pdf/curproj-list.pdf](http://www.moreno-valley.ca.us/city_hall/departments/pub-works/pdf/curproj-list.pdf), accessed July 24, 2018; and

Source 4: Southern California Association of Governments, 2016–2040 RTP/SCS Project List. Website: <http://scagtrpocs.net/Pages/2016RTPSCS.aspx>, accessed July 17, 2018.

<sup>1</sup> The EIR for the World Logistics Center has been updated and was recirculated for public review between July 25, 2018 and September 7, 2018. The public review period will allow for the review of revised sections of the Final EIR in response to a court ruling. The court ruling does not affect any of the prior entitlements in place, including the General Plan and zoning designations, the Specific Plan, a request for annexation of unincorporated land, and the development agreement.

<sup>2</sup> This project is associated with the World Logistics Center.

ac = acre/acres

EIR = Environmental Impact Report

ft = foot/feet

HOV = high-occupancy vehicle

mi = mile/miles

PSR/PDS = Project Study Report/Project Development Support

RTP/SCS = Regional Transportation Plan/Sustainable Communities Strategy

sf = square foot/feet

SR-60 = State Route 60

### **2.1.2.2 Permanent Impacts**

#### ***Alternative 1 (No Build Alternative)***

This alternative does not include modifications to the SR-60/WLC Pkwy interchange other than routine maintenance. Therefore, the No Build Alternative would not result in permanent impacts to existing and planned land uses.

#### ***Alternatives 2 and 6 (Build Alternatives)***

The parcel acquisitions required for the Build Alternatives are on land designated for business park/light industrial, open space, public facilities, and commercial uses in the City of Moreno Valley General Plan (2006).

The 2015 County of Riverside General Plan and 2006 City of Moreno Valley General Plan identify specific goals and policies for the areas in the Community Impacts Study Area that are under their respective jurisdiction. The Build Alternatives would not result in any substantial land use changes within the Community Impacts Study Area and would minimize effects to adjacent existing land uses to the greatest extent possible. Additionally, the City of Moreno Valley General Plan reflects the overall goal to provide increased interchange capacity, reduce congestion, and improve traffic operations to support the forecast travel demand for the 2045 design year. Therefore, the project would be generally consistent with the County's General Plan, the City's General Plan, and policies established for the County and City within the Community Impacts Study Area and would support future development in the vicinity of the SR-60/WLC Pkwy interchange that has already been approved.

### **2.1.2.3 Design Variations 2a and 6a (Design Variations)**

The parcel acquisitions required for the Design Variations are on land designated for residential, business park/light industrial, and commercial uses in the City of Moreno Valley General Plan (2006). As discussed under the Build Alternatives above, the Design Variations also would not result in any substantial land use changes within the Community Impacts Study Area, would minimize effects to adjacent existing land uses to the greatest extent possible, and would be generally consistent with the County's General Plan, the City's General Plan, and policies established for the County and City within the Community Impacts Study Area. Similar to the Build Alternatives, the Design Variations would support future development in the vicinity of the SR-60/WLC Pkwy interchange that has already been approved.

#### **2.1.2.4 Cumulative Impacts**

The cumulative projects listed in Table 2.2 are not expected to divide established communities or be incompatible with existing land uses. As a result, the cumulative projects listed in Table 2.2 would not contribute to cumulative adverse land use impacts.

#### ***Direct Project Impacts***

The Build Alternatives and Design Variations would not divide an established community but would result in the conversion of existing vacant land to transportation uses. Design Variations 2a and 6a would also result in the conversion of existing residential uses to transportation uses. Because the Build Alternatives and Design Variations would improve interchange operations and reduce traffic congestion in the area, those land use compatibility impacts are not considered substantial. As a result, the Build Alternatives and Design Variations would not contribute to cumulative adverse impacts related to compatibility with existing land uses.

#### ***Indirect Project Impacts***

The Build Alternatives and Design Variations would not result in indirect impacts related to division of established communities and compatibility with existing land uses and, therefore, would not contribute to cumulative adverse impacts related to compatibility with existing land uses.

### **2.1.3 Avoidance, Minimization, and/or Mitigation Measures**

**LU-1 Restoration of Land Used Temporarily During Construction.** Prior to construction, the Contractor shall generate time-stamped photo documentation of the pre-construction conditions of all temporary staging areas. All construction access, mobilization, material laydown, and staging areas shall be returned to the property owner in a condition equal to the pre-construction staging condition.

## **2.2 Consistency with State, Regional, and Local Plans**

### **2.2.1 Affected Environment**

The Community Impacts Study Area is composed of a variety of planned land uses in each of the adopted community plans. The County of Riverside General Plan (2015) provides overall guidance for land use decisions within the County and contains the following elements: Land Use, Mobility, Conservation and Open Space, Housing, Safety, Air Quality, Healthy Communities, Administration, and Noise.

The City of Moreno Valley General Plan (2006) is a broad policy document that identifies the City’s land use, circulation, environmental, economic and social goals and policies as they relate to land use and development, thereby providing guidance to citizens, developers, and decision-makers on the City’s “ground rules” for development activity. The following elements are contained within the City’s General Plan: Community Development; Economic Development; Parks, Recreation, and Open Spaces; Circulation; Safety; Conservation; and Housing.

### **2.2.1.1 Regional Transportation Plan**

The proposed project is listed in the 2016 financially constrained RTP/SCS Amendment No. 3, which was found to conform by the FHWA and FTA on September 6, 2018. The SCAG 2016 RTP/SCS establishes a transportation vision for Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial Counties. Major themes in the 2016–2040 RTP/SCS include integrating strategies for land use and transportation, striving for sustainability, protecting and preserving existing transportation infrastructure, and providing more transportation choices. SCAG updates the RTP every 4 years. The design concept and scope of the proposed project are consistent with the 2016 RTP/SCS and are intended to meet the traffic needs in the area based on local land use plans.

### **2.2.1.2 Federal Transportation Improvement Program**

The proposed project is programmed in the 2017 Federal Transportation Improvement Program (FTIP). The 2017 FTIP was found to conform by FHWA and FTA on December 16, 2016. The SCAG 2017 FTIP was prepared to implement projects and programs listed in the RTP. Amendments to the adopted FTIP are prepared and approved on a continual basis. The FTIP provides a listing of all capital transportation projects proposed over a 6-year period for the SCAG region. These funded projects include highway improvements; transit, rail, and bus facilities; carpool lanes; signal synchronization; intersection improvements; freeway ramps; and other related improvements. A new FTIP is prepared and approved every 2 years.

### **2.2.1.3 Riverside County Congestion Management Program**

The Riverside County Congestion Management Program (CMP) (2011) identifies the goals of the program, defines legal requirements, and provides background information and descriptions of each element, component, and requirement of the program. The CMP is currently under review and is planned to be incorporated into the County’s Long Range Transportation Plan (LRTP), which is anticipated to be completed by early 2019. The CMP defines the network of State highways and



arterials, describes LOS standards for major road facilities, and provides technical justification for the approach to congestion management. The decisions in the CMP are continuously reviewed through meetings of the Technical Advisory Committee and its subcommittees, the Plans and Programs Policy Committee, and the Riverside County Transportation Commission (RCTC) Board of Directors.

#### **2.2.1.4 City of Moreno Valley General Plan Circulation Element (2006)**

In the Circulation Element, Theodore Street (now WLC Pkwy) is defined as a Divided Major Arterial (88 ft wide right-of-way with a 64 ft wide improved section). A Class II bikeway (on-road striped) is also planned for the segment of Theodore Street/WLC Pkwy between Alessandro Boulevard and Ironwood Avenue. Circulation/transportation-related goals and policies in the City of Moreno Valley General Plan relevant to the Build Alternatives and Design Variations are described below.

**GOAL 5.1:** Develop a safe, efficient, environmentally and financially sound, integrated vehicular circulation system consistent with the City General Plan Circulation Element Map, Figure 9-1 [in the City’s General Plan], which provides access to development and supports mobility requirements of the system’s users.

**Objective 5.1:** Create a safe, efficient and neighborhood- friendly street system.

**Policy 5.1.2:** Plan the circulation system to reduce conflicts between vehicular, pedestrian and bicycle traffic.

**Objective 5.3:** Maintain Level of Service (LOS) “C” on roadway links, wherever possible, and LOS “D” in the vicinity of SR 60 and high employment centers. Figure 9-2 [in the City’s General Plan] depicts the LOS standards that are applicable to all segments of the General Plan Circulation Element Map.

**Policy 5.3.1:** Obtain right-of-way and construct roadways in accordance with the designations shown on the General Plan Circulation Element Map and the City street improvement standards.

**Policy 5.3.2:** Wherever feasible, promote the development of roadways in accordance with the City standard roadway cross-sections, as shown in Figure 9-3 [in the City’s General Plan]. Cross-sections range from two-lane undivided roadways to 8-lane divided facilities.

**Policy 5.3.8:** Pursue arterial improvements that link and/or cross the State route 60 (SR-60) Freeway, including an additional overcrossing at Graham Street.

**Objective 5.4:** Maximize efficiency of the regional circulation system through close coordination with state and regional agencies and implementation of regional transportation policies.

**Policy 5.4.1:** Coordinate with Caltrans and the Riverside County Transportation Commission (RCTC) to identify and protect ultimate rights-of-way, including those for freeways, regional arterial projects, transit, bikeways and interchange expansion.

**Policy 5.4.6:** Cooperatively participate with SCAG, RCTC, and WRCOG [Western Riverside Council of Governments] in the planning for a transportation system that anticipates regional needs for the safe and efficient movement of goods and people.

**Policy 5.4.7:** Utilizing a combination of regional, state and federal funds, development impact fees, and other locally generated funds, provide needed improvements along SR 60 and the associated interchanges, including interchange and grade separation improvements.

**Policy 5.4.8:** Reserve rights-of-way to accomplish future improvements as specified in the Caltrans District 8 Route Concept Fact Sheet for SR-60. Specifically, SR-60 shall be built to six general purpose lanes and two High Occupancy Vehicle (HOV) lanes through Moreno Valley. Additional auxiliary lanes may be required between interchanges. The need for auxiliary lanes will be determined from future studies.

**Objective 5.9:** Support and encourage development of safe, efficient and aesthetic pedestrian facilities.

**Policy 5.9.2:** Walkways shall be designed to minimize conflicts between vehicles and pedestrians.

**Objective 5.10:** Encourage bicycling as an alternative to single occupant vehicle travel for the purpose of reducing fuel consumption, traffic congestion, and air pollution. The Moreno Bikeway Plan is shown in Figure 9-4 [in the City’s General Plan].

**Policy 5.10.2:** Integrate bikeways, consistent with the Bikeway Plan, with the circulation system and maintain Class II and III bikeways as part of the City’s street system.

## **2.2.2 Environmental Consequences**

The Build Alternatives and Design Variations were analyzed based on consistency with the City of Moreno Valley General Plan, the 2016–2040 RTP/SCS, the 2017 FTIP, and the Riverside County CMP.

### **2.2.2.1 Alternative 1 (No Build Alternative)**

The existing condition of the SR-60/WLC Pkwy interchange is not consistent with the regional mobility goals and objectives of the City of Moreno Valley, the RCTC, and SCAG, and does not meet the standards and goals of the City’s General Plan to improve the interchange and local circulation in the area. Alternative 1 would not improve the SR-60/WLC Pkwy interchange and therefore would not be consistent with the goals of local and regional agencies.

### **2.2.2.2 Alternatives 2 and 6 (Build Alternatives)**

Under the Build Alternatives, local roadways would be designed consistent with the description identified in the City of Moreno Valley General Plan.

Alternatives 2 and 6 are consistent with the City’s General Plan Circulation Element, Goal 5.1, regarding the provision of a safe, efficient, environmentally and financially sound, integrated vehicular circulation system that provides access to development and supports mobility requirements of the system’s users because they would improve operation of and reduce congestion at the SR-60/WLC Pkwy interchange. Consistent with General Plan Objective 5.3 (and related Policies 5.3.1 and 5.3.2), the design of WLC Pkwy provided for by Alternatives 2 and 6 provides four travel lanes

and turn lanes and an 88 ft wide right-of-way, including sidewalks on both sides of the street, which is consistent with the General Plan designation of Theodore Street, a portion of which has been renamed to WLC Pkwy, as a Minor Arterial north of the SR-60/WLC Pkwy interchange and a Major Arterial south of the interchange.

The Build Alternatives are also consistent with: General Plan Objective 5.1 (and its related Policy 5.1.2) regarding the provision of a safe, efficient, and neighborhood-friendly street system in the city; General Plan Objective 5.9 (and its related Policy 5.9.2) regarding the development of safe, efficient, and aesthetic pedestrian facilities; and General Plan Objective 5.10 (and its related Policy 5.10.2) regarding encouraging bicycle travel because they would provide sidewalks along Theodore Street/WLC Pkwy and Eucalyptus Avenue, as well as a multi-use trail on the east side of Theodore Street between Eucalyptus Avenue and Ironwood Avenue. Consistent with General Plan Policy 5.3.8, the Build Alternatives would provide arterial improvements that link/cross SR-60. Consistent with General Plan Objective 5.4 (and its related Policies 5.4.1, 5.4.6, 5.4.7, and 5.4.8), the Build Alternatives include appropriate coordination with RCTC, SCAG, WRCOG, and Caltrans on this transportation project.

Because Alternatives 2 and 6 would improve LOS at the project area intersections, they are consistent with the Riverside County CMP. In addition, the proposed project is identified in the 2016 RTP/SCS and is programmed in the 2017 FTIP to reduce traffic congestion and improve operations.

Alternatives 2 and 6 are consistent with the regional mobility goals of the City, RCTC, and SCAG. Therefore, the land use changes associated with the Build Alternatives are consistent with the approved land use and transportation plans.

### ***Design Variations 2a and 6a (Design Variations)***

The Design Variations provide an option for the intersection of Eucalyptus Avenue and WLC Pkwy to be shifted south of its existing location. If selected, construction of the Design Variations would achieve the same objectives as the Build Alternatives. Refer to the discussion of consistency with State, Regional, and Local Plans for the Build Alternatives above.

### ***Cumulative Impacts***

The cumulative projects listed in Table 2.2 that are within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) would be required to comply with the requirements and provisions of the Western

Riverside County MSHCP. The transportation projects in Table 2.2 are expected to be consistent with the City’s General Plan Circulation Element (2006), the 2016–2040 RTP/SCS Amendment 3, the 2017 FTIP, and the Riverside County CMP (2011), as applicable. As a result, the cumulative projects listed in Table 2.2 would not contribute to a cumulative adverse effect related to consistency with applicable land use plans and policies.

### *Direct Project Impact*

The Build Alternatives and Design Variations are consistent with the City’s General Plan Circulation Element (2006), the 2016–2040 RTP/SCS Amendment 3, the 2017 FTIP, and the Riverside County CMP (2011). Alternatives 2 and 6 are a covered activity under, and are subject to provisions of, the Western Riverside County MSHCP, including payment of mitigation fees and compliance with Guidelines Pertaining to the Urban Wildlands Interface in Section 6.1.4 and the best management practices (BMPs) in Appendix C of the MSHCP. Therefore, the Build Alternatives would not contribute to cumulative adverse impacts related to consistency with land use plans and policies.

### *Indirect Project Impacts*

The Build Alternatives and Design Variations would not result in indirect impacts related to consistency with plans and policies, and therefore would not contribute to cumulative adverse effects related to consistency with plans and policies.

## **2.2.3 Avoidance, Minimization, and/or Mitigation Measures**

Because the proposed project is consistent with applicable State, Regional, and Local plans and programs, no avoidance, minimization, or mitigation measures are proposed.

## **2.3 Parks and Recreation**

### **2.3.1 Affected Environment**

As shown later on Figure 4-1 in Section 4.3.1.1, Community Facilities, there are no parks and recreation facilities within 0.5 mi of any parts of the project area except the proposed City Stockpile borrow site at the intersection of Alessandro Boulevard and Nason Street. Morrison Park is approximately 0.5 mi north/northwest of the borrow site.

## **2.3.2 Environmental Consequences**

### **2.3.2.1 Temporary Impacts**

#### ***Alternative 1 (No Build Alternative)***

Alternative 1 (No Build) does not include modifications to the SR-60/WLC Pkwy interchange other than routine maintenance. Therefore, the No Build Alternative would not result in temporary impacts to parks and recreation resources.

#### ***Alternatives 2 and 6 (Build Alternatives)***

Alternatives 2 and 6 would not result in any temporary use of land from any parks. Based on the distance from Morrison Park to the City Stockpile borrow site and the presence of intervening uses, the activities at the borrow site under Alternatives 2 and 6 would not result in indirect impacts on Morrison Park. As a result, Alternatives 2 and 6 would not result in direct or indirect temporary impacts on the Park.

#### ***Design Variations 2a and 6a (Design Variations)***

Similar to the Build Alternatives, Design Variations 2a and 6a would not result in any temporary use of land from any parks. Based on the distance from Morrison Park to the City Stockpile borrow site and the presence of intervening uses, the activities at the borrow site under Design Variations 2a and 6a would not result in indirect impacts on Morrison Park. As a result, Design Variations 2a and 6a would not result in direct or indirect temporary impacts on the Park.

### **2.3.2.2 Permanent Impacts**

#### ***Alternative 1 (No Build Alternative)***

Alternative 1 (No Build) does not include modifications to the SR-60/WLC Pkwy interchange other than routine maintenance. Therefore, the No Build Alternative would not result in permanent impacts to parks and recreation resources.

#### ***Alternatives 2 and 6 (Build Alternatives)***

Alternatives 2 and 6 would not result in any permanent use of land from any parks. Based on the distance from Morrison Park to the City Stockpile borrow site and the presence of intervening uses, the activities at the borrow site under Alternatives 2 and 6 would not result in indirect permanent impacts on Morrison Park. As a result, Alternatives 2 and 6 would not result in direct or indirect permanent impacts on this park. No Section 4(f) analysis is required for the Build Alternatives.

#### ***Design Variations 2a and 6a (Design Variations)***

Similar to the Build Alternatives, Design Variations 2a and 6a would not result in any permanent use of land from any parks. As a result, Design Variations 2a and 6a

would not result in direct or indirect permanent impacts to this park. No Section 4(f) analysis is required for the Design Variations.

### **2.3.2.3 Cumulative Impacts**

The cumulative projects listed in Table 2.2 that include residential uses would generate additional demand for existing or future parks and recreation facilities. However, the City has adopted an ordinance pursuant to the Quimby Act that requires new residential subdivisions to dedicate land for park and recreation facilities or provide in-lieu payments. Therefore, new residential development would be expected to offset the additional demand for park and recreation facilities through compliance with the City's Quimby Act ordinance. As a result, the cumulative projects listed in Table 2.2 would not contribute to cumulative adverse effects on parks and recreation facilities.

#### ***Direct Project Impacts***

There are no existing parks or recreational facilities within 0.5 mi of the Community Impacts Study Area. As a result, the Build Alternatives and Design Variations would not result in temporary or permanent impacts to parks and recreational facilities, and therefore would not contribute to cumulative adverse impacts to parks and recreational facilities.

#### ***Indirect Project Impacts***

The Build Alternatives and Design Variations would not result in indirect impacts related to parks and recreation facilities, and therefore would not result in indirect impacts that would contribute to cumulative adverse effects related to parks and recreation facilities.

### **2.3.3 Avoidance, Minimization, and/or Mitigation Measures**

Because the proposed project has no impacts to existing or planned parks and recreation facilities, no avoidance, minimization, or mitigation measures are proposed.

## **2.4 Farmlands**

Demographic and market forces increasingly exert pressure to convert rural areas for urban and suburban uses, including the infrastructure to support those uses. The conversion of agricultural land to nonagricultural uses represents an important environmental concern that requires appropriate discussion in environmental

documents. The purpose of this analysis is to evaluate impacts of the Build Alternatives and Design Variations on farmlands within the Farmlands Study Area.

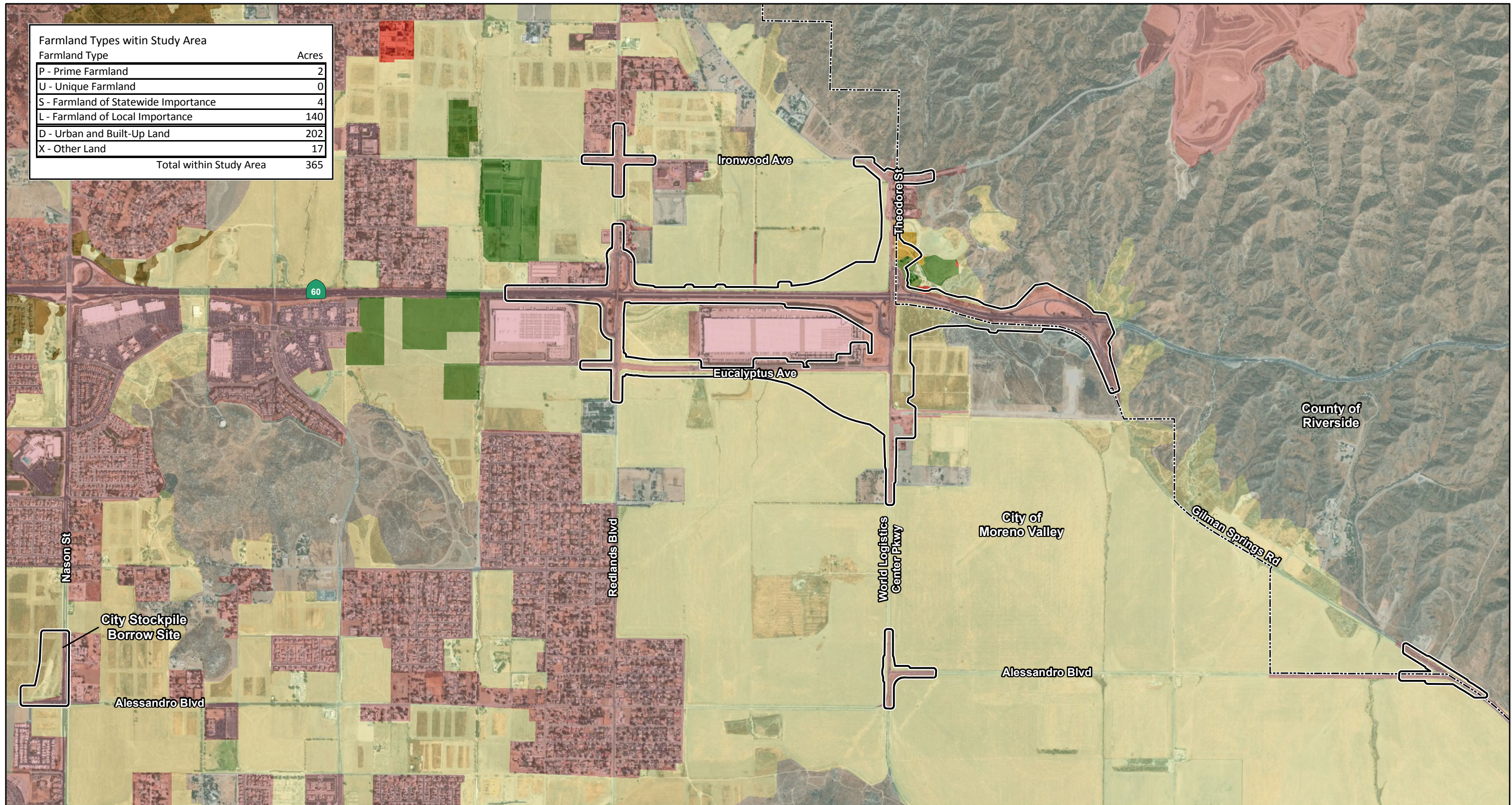
#### **2.4.1 Affected Environment**

According to the most recent California Agricultural Statistics Review, the County is ranked 14<sup>th</sup> among the State of California's counties in terms of total value of agricultural production. The leading agricultural commodities of Riverside County include milk, ornamental nursery plants, grapes, and hay. From 2010 to 2012, Riverside County lost approximately 2,761 ac of important farmland and 457 ac of grazing land. In addition to the permanent loss of important farmland, 7,799 ac of land were converted to a different land use category. For example, between 2010 and 2012, 1,871 ac of Farmland of Local Importance were converted to Prime Farmland. Conversions of lesser categories of Farmland to Prime Farmland were the result of adding irrigated row crops, field crops, and orchards (primarily palms). Conversions to Farmland of Local Importance were primarily the result of land left idle for three or more update cycles. Conversions between Prime Farmland and Unique Farmland were the result of conversions among in-ground, irrigated agriculture, and potted plant nurseries.

As identified in the Conservation Element of the City's General Plan, the main types of agriculture in the City include grazing, fruit orchards, dry-grain farming, potato and fruit crop farming, and poultry production. Over time, the land devoted to agricultural production within Moreno Valley has diminished as urban development has encroached on agricultural lands. Nearly all of the remaining agricultural uses occur in the eastern portion of the city. Agricultural land within Moreno Valley is generally leased to farm operators, few of which are owner-operated. Economic factors such as the high cost of land, water, and energy as well as fragmented ownership patterns and market conditions have limited the continued farming in Moreno Valley. In addition to the economic factors limiting the continued agricultural viability within the city, there is community concern regarding the dust, spray drift, and odors associated with agricultural production.

The Farmlands Study Area includes the areas temporarily and permanently impacted by the Build Alternatives and Design Variations, plus a 50 ft buffer. The Farmlands Study Area contains the following acreages of farmlands and non-farmlands as shown on the DOC FMMP Riverside County Important Farmland 2018 map (refer to Table 2.3 and Figure 2-3, Farmlands Study Area).

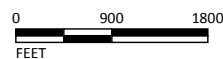




| Farmland Types within Study Area     |            |
|--------------------------------------|------------|
| Farmland Type                        | Acres      |
| P - Prime Farmland                   | 2          |
| U - Unique Farmland                  | 0          |
| S - Farmland of Statewide Importance | 4          |
| L - Farmland of Local Importance     | 140        |
| D - Urban and Built-Up Land          | 202        |
| X - Other Land                       | 17         |
| <b>Total within Study Area</b>       | <b>365</b> |

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- Farmland Study Area
- City/County Boundary
- S - Farmland of Statewide Importance
- U - Unique Farmland
- D - Urban and Built-Up Land
- X - Other Land
- L - Farmland of Local Importance
- P - Prime Farmland
- G - Grazing Land



SOURCE: RBF (9/2018); ESRI (07/2012); SCAG (2010); Riverside County (2016)

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FIGURE 2-3

SR-60/World Logistics Center Pkwy  
Interchange Project

Farmlands Study Area

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**Table 2.3: Farmland Acres by Category within the Farmlands Study Area**

| Land Mapping Category            | Acres within the Farmlands Study Area |
|----------------------------------|---------------------------------------|
| Prime Farmland                   | 2.2                                   |
| Unique Farmland                  | 0.3                                   |
| Farmland of Statewide Importance | 4.1                                   |
| Farmland of Local Importance     | 139.3                                 |
| Grazing Land                     | 0.0                                   |
| Urban and Built Up Land          | 202.0                                 |
| Other Land                       | 17.0                                  |
| <b>Total</b>                     | <b>364.9</b>                          |

Source: Riverside County Important Farmland Map (DOC FMMP 2016).  
DOC = California Department of Conservation

The Build Alternatives and Design Variations are located in a semi-rural area. In addition to the farmlands currently under cultivation within the Farmlands Study Area, there is a greenhouse located along the eastern side of WLC Pkwy, just south of the northernmost Eucalyptus Avenue and WLC Pkwy intersection. Based on aerial imagery (April 2018) and field observations on May 7, 2015 and October 4, 2018, the greenhouse is abandoned. Table 2.3 and Figure 2-3 show the acreages of farmlands and non-farmlands in the Farmlands Study Area. None of the land in the project area is designated in the City or County General Plans for agricultural use (although some of the land is designated for rural residential uses that would allow agricultural uses). There are no Williamson Act Contract lands within or adjacent to the project area. The closest Williamson Act Contract lands are approximately 2.7 mi southeast of the project area.

#### **2.4.2 Environmental Consequences**

The potential impacts to Important Farmlands from implementation of the Build Alternatives and Design Variations, as defined by CEQA and the FPPA, were evaluated on a quantitative and qualitative basis. Quantitative impacts were assessed by calculating the exact acreage of Important Farmlands that would be impacted by development of the Build Alternatives and Design Variations. Qualitative impacts were determined by assessing the potential impacts of the Build Alternatives and Design Variations on agricultural activities within the Farmlands Study Area.

A project that has federal involvement and may irreversibly convert farmland (directly or indirectly) to a non-agricultural use must comply with the federal FPPA. The FPPA calls for completing Form AD-1006, Farmland Conversion Impact Rating. For corridor-type projects, Form NRCS-CPA-106 is used in lieu of Form AD-1006.

The purpose of completing the Farmland Conversion Impact Rating form is to provide a quantitative and qualitative method of assessing farmland impacts in order to minimize the extent to which federal programs contribute to the unnecessary and irreversible conversion of farmland to nonagricultural uses and to ensure that federal programs are administered in a manner that, to the extent possible, will be compatible with State, local, and private programs and policies to protect farmlands.

Form NRCS-CPA-106 uses a point-based approach to assess the relative value of agricultural land resources. Completing the Farmland Conversion Impact Rating is an iterative process requiring both the NRCS (formerly the Soil Conservation Service, or SCS) and the federal agency (in this instance, Caltrans, acting for the FHWA) to complete specified portions of the form. For the first set of factors (i.e., Land Evaluation Criteria), the NRCS determines whether the project location includes farmland that is subject to the FPPA. If the project has farmland that is subject to the FPPA, the NRCS measures the relative value of the farmland in the project location on a numerical scale. Measuring and assigning point values to the second set of factors (i.e., Corridor Assessment Criteria) is the responsibility of the federal agency. A single score is generated for a given project after the relative value of the farmland and the Corridor Assessment Criteria are scored and weighted. Final project scoring is based on a scale of 260 points, with a maximum score of 100 points for the relative value of the farmland and a maximum score of 160 points for the Corridor Assessment Criteria. The total number of points is used to determine the level of significance a project has on farmland.

Based on review of the 2016 Riverside County Important Farmland map (DOC FMMP), Form NRCS-CPA-106 was submitted to the NRCS because farmland or agricultural land is present within the project footprint.

#### **2.4.2.1 Temporary Impacts**

##### ***Alternative 1 (No Build Alternative)***

Alternative 1 (No Build) does not include modifications to the SR-60/WLC Pkwy interchange other than routine maintenance; therefore, it would not result in any temporary impacts to farmland.

**Alternative 2 (Modified Partial Cloverleaf Interchange)**

As shown in Table 2.4 and on Figure 2-4, Alternative 2 would result in temporary impacts to approximately 1.2 ac of Prime Farmland, 2.9 ac of Farmland of Statewide Importance, and 26 ac of Farmland of Local Importance as a result of TCEs needed on those farmlands. There would be no temporary impacts to Unique Farmland. None of the land in the project area is zoned by the City or County for agricultural use (although some of the land is designated for rural residential uses that would allow agricultural uses). Therefore, no conflicts with existing zoning for agricultural use would occur. There are no Williamson Act Contract lands within or adjacent to the project area; therefore, no conflicts with Williamson Act Contract lands would occur.

**Table 2.4: Temporary Impacts by Alternative/Design Variation**

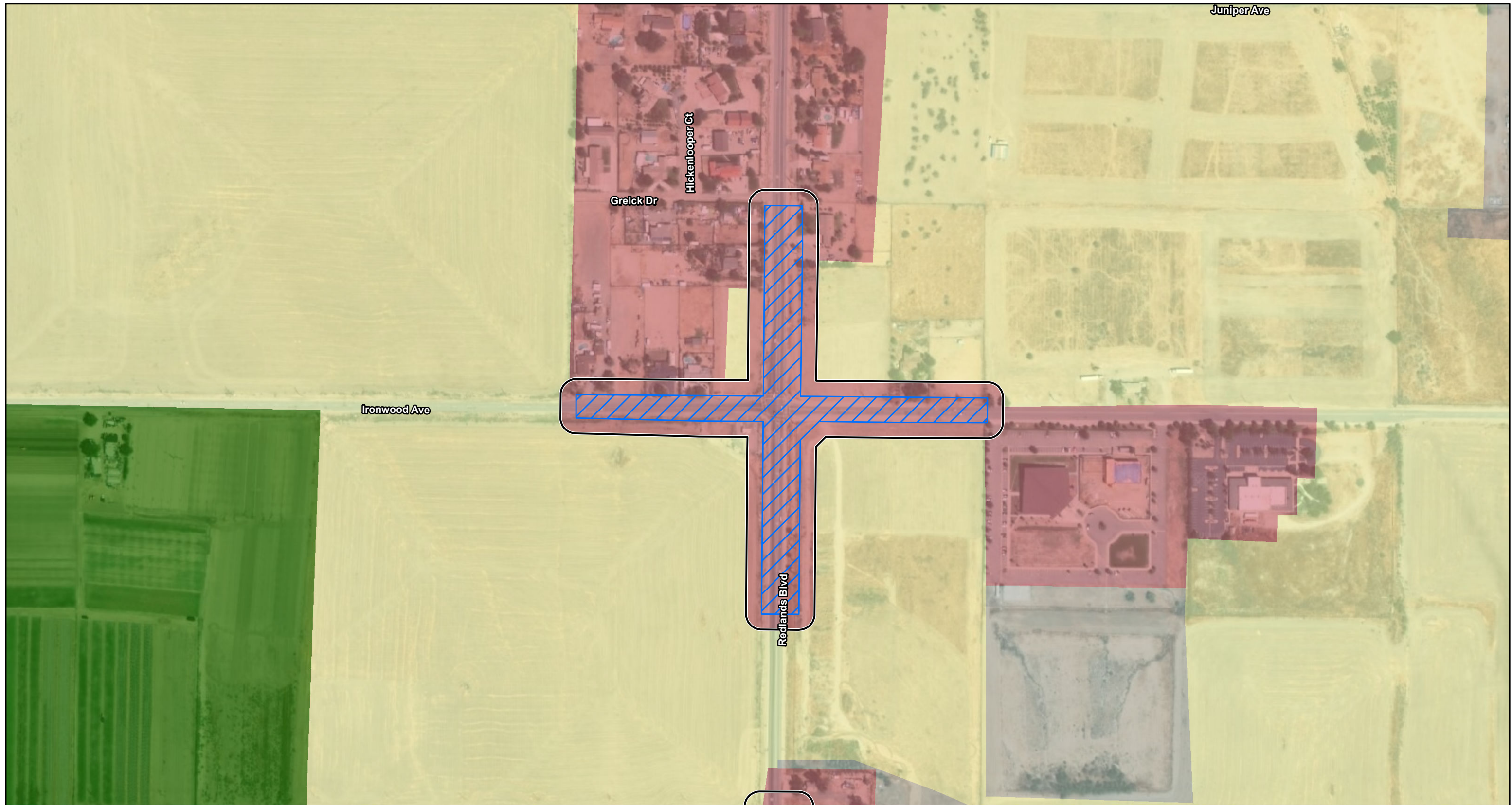
| Alternatives        | Prime Farmland (ac) | Unique Farmland (ac) | Farmland of Statewide Importance (ac) | Farmland of Local Importance (ac) | Total Farmland (ac) |
|---------------------|---------------------|----------------------|---------------------------------------|-----------------------------------|---------------------|
| Alternative 2       | 1.2                 | 0.0                  | 2.9                                   | 26                                | 30.1                |
| Alternative 6       | 0.7                 | 0.0                  | 2.9                                   | 26                                | 29.6                |
| Design Variation 2a | 1.1                 | 0.0                  | 2.9                                   | 21.3                              | 25.3                |
| Design Variation 6a | 0.7                 | 0.0                  | 2.9                                   | 21.2                              | 24.8                |

Source: Michael Baker International (2018).  
ac = acre/acres

**Alternative 6 (Modified Partial Cloverleaf with Roundabout Intersections)**

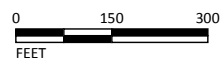
As shown in Table 2.4 and on Figure 2-5, Alternative 6 would result in temporary impacts to approximately 0.7 ac of Prime Farmland, 2.9 ac of Farmland of Statewide Importance, and 26 ac of Farmland of Local Importance as a result of TCEs needed on those farmlands. There would be no temporary impacts to Unique Farmland. None of the land in the project area is zoned by the City or County for agricultural use (although some of the land is designated for rural residential uses that would allow agricultural uses). Therefore, no conflicts with existing zoning for agricultural use would occur. There are no Williamson Act Contract lands within or adjacent to the project area; therefore, no conflicts with Williamson Act Contract lands would occur.

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|----------------------|-----------------------|--------------------------------------|-----------------------------|
| Farmlands Study Area | Alternative 2 Impacts | P - Prime Farmland                   | G - Grazing Land            |
| City/County Boundary | Permanent             | U - Unique Farmland                  | D - Urban and Built-Up Land |
|                      | Temporary             | S - Farmland of Statewide Importance | X - Other Land              |
|                      |                       | L - Farmland of Local Importance     |                             |



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)

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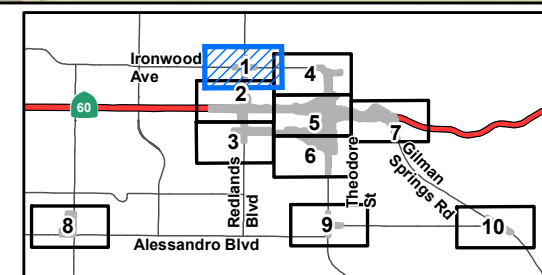


FIGURE 2-4  
Sheet 1 of 10

SR-60 / World Logistics Center Pkwy  
Interchange Project  
Alternative 2 - Farmlands Impacts

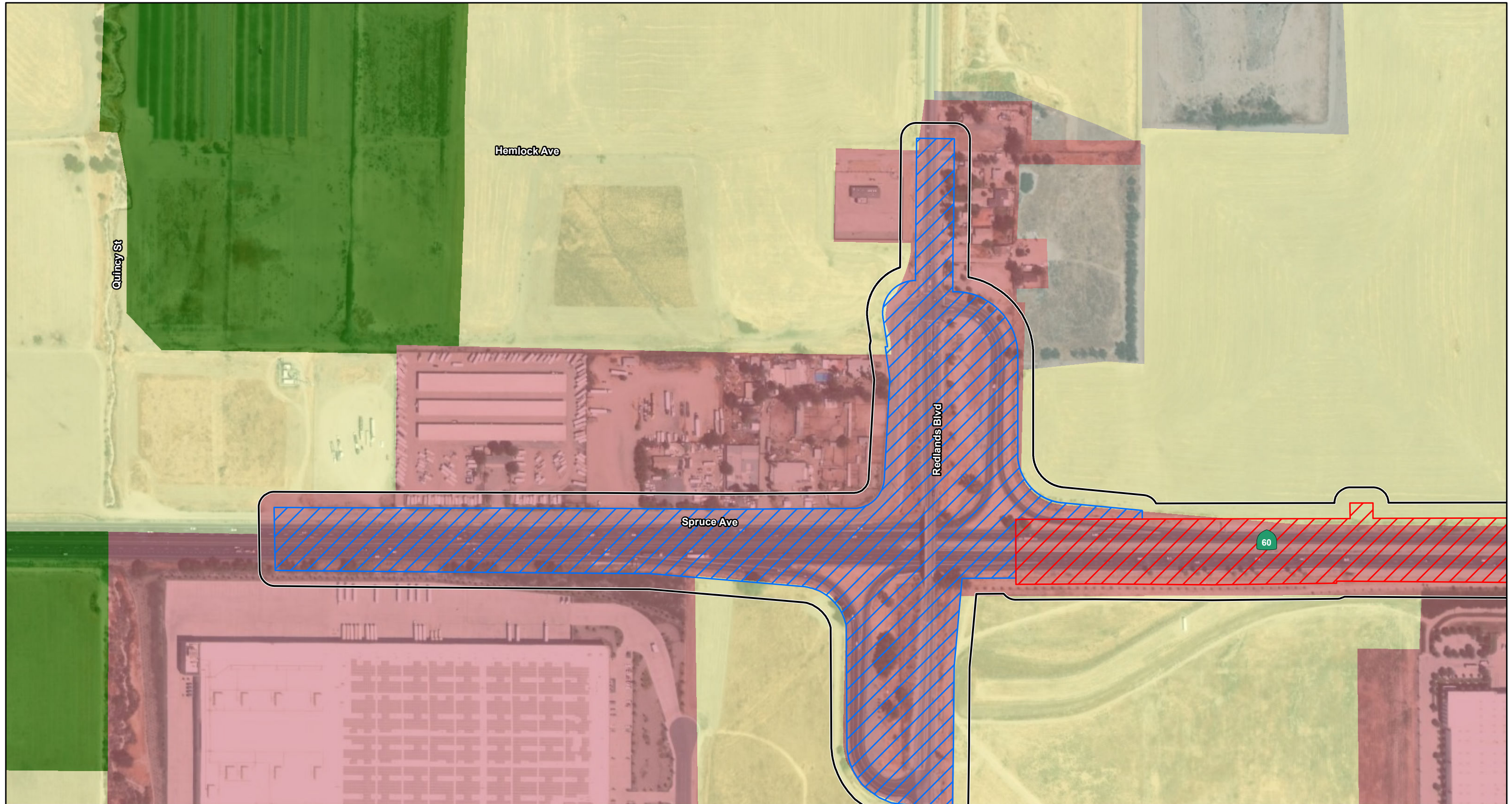
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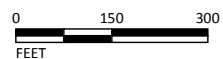
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|----------------------|-----------------------|--------------------------------------|-----------------------------|
| Farlands Study Area  | Alternative 2 Impacts | P - Prime Farmland                   | G - Grazing Land            |
| City/County Boundary | Permanent             | U - Unique Farmland                  | D - Urban and Built-Up Land |
|                      | Temporary             | S - Farmland of Statewide Importance | X - Other Land              |
|                      |                       | L - Farmland of Local Importance     |                             |



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)

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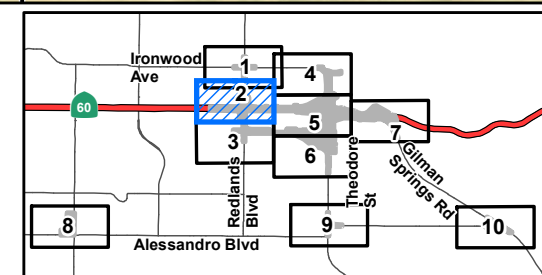


FIGURE 2-4  
Sheet 2 of 10

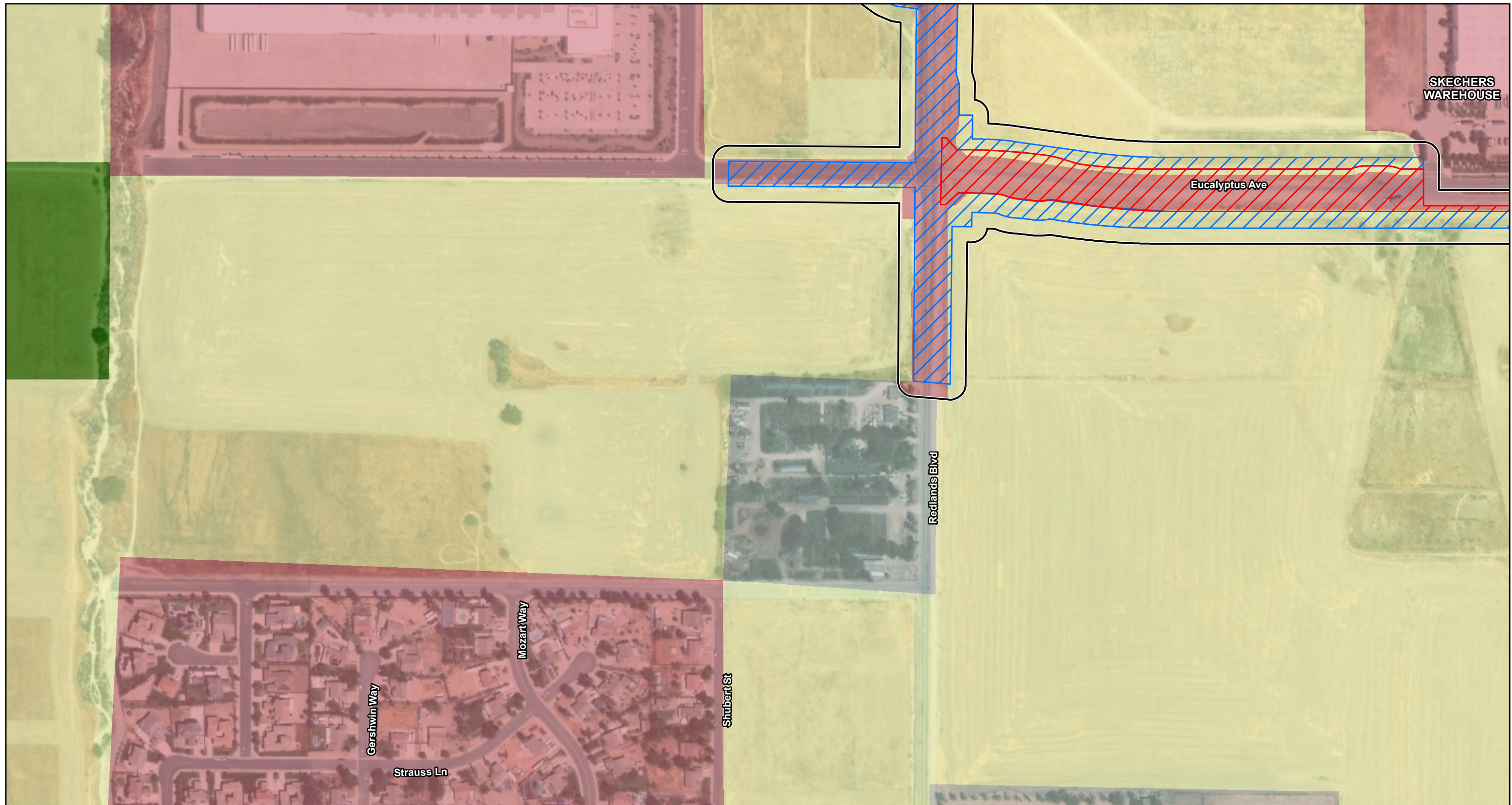
SR-60 /World Logistics Center Pkwy  
Interchange Project  
Alternative 2 - Farlands Impacts

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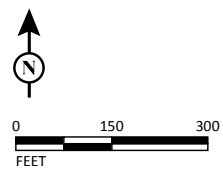
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|----------------------|-----------------------|--------------------------------------|-----------------------------|
| Farmlands Study Area | Alternative 2 Impacts | P - Prime Farmland                   | G - Grazing Land            |
| City/County Boundary | Permanent             | U - Unique Farmland                  | D - Urban and Built-Up Land |
|                      | Temporary             | S - Farmland of Statewide Importance | X - Other Land              |
|                      |                       | L - Farmland of Local Importance     |                             |



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)

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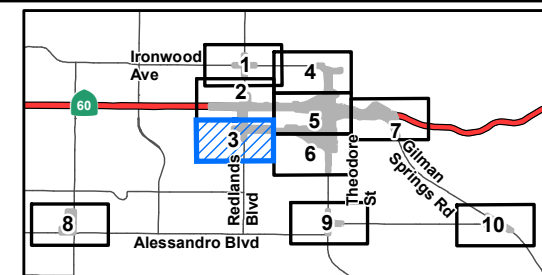


FIGURE 2-4  
Sheet 3 of 10

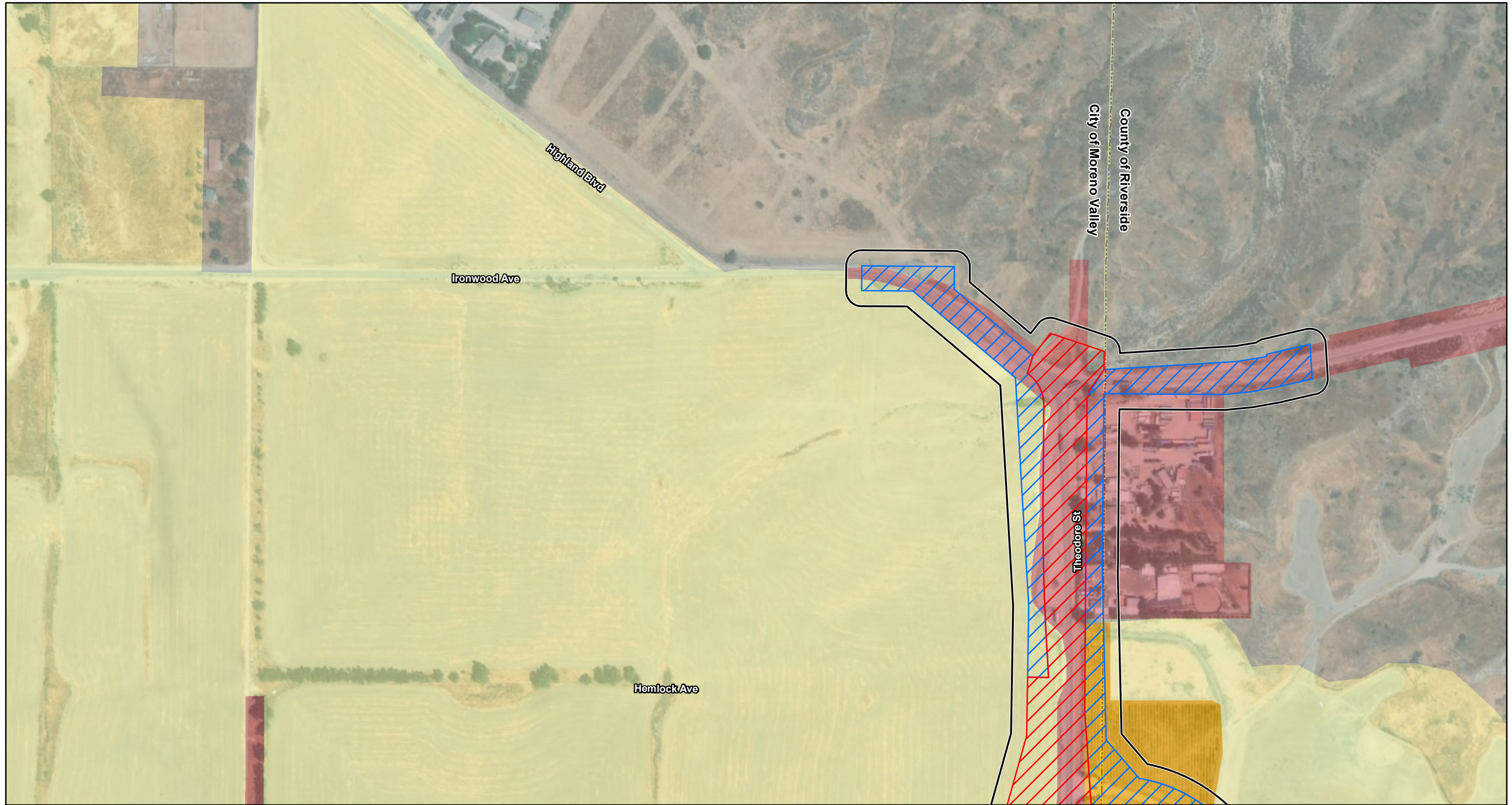
SR-60 /World Logistics Center Pkwy  
Interchange Project  
Alternative 2 - Farmlands Impacts

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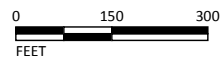
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|----------------------|-----------|--------------------------------------|-----------------------------|
| Farmlands Study Area | Permanent | P - Prime Farmland                   | G - Grazing Land            |
| City/County Boundary | Temporary | U - Unique Farmland                  | D - Urban and Built-Up Land |
|                      |           | S - Farmland of Statewide Importance | X - Other Land              |
|                      |           | L - Farmland of Local Importance     |                             |



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)

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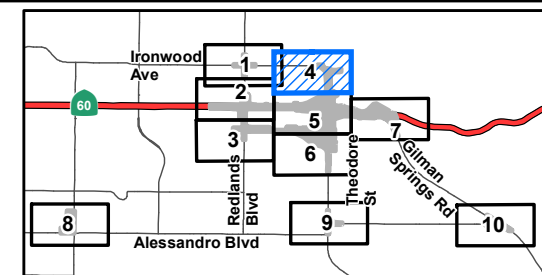


FIGURE 2-4  
Sheet 4 of 10

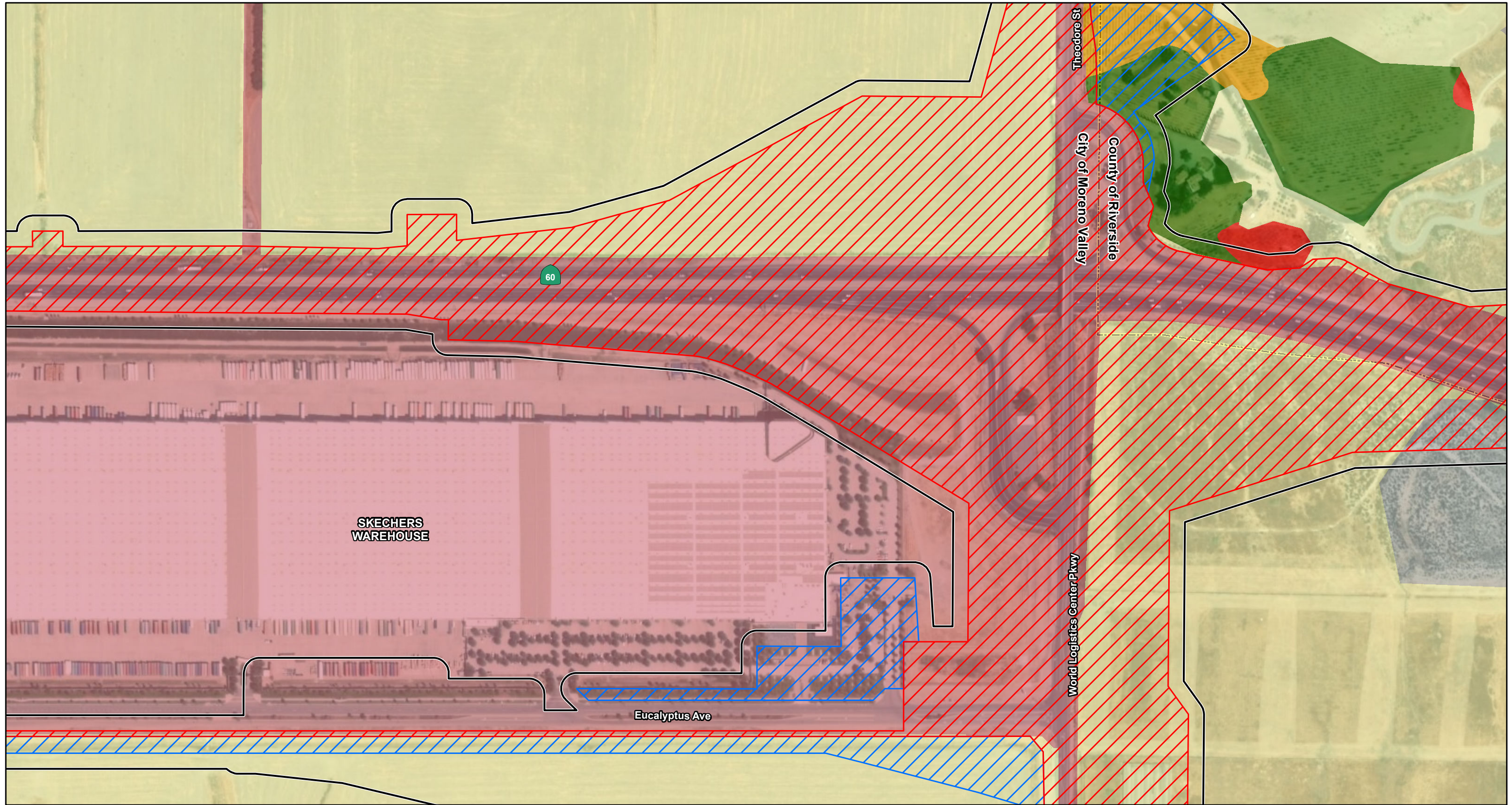
SR-60 /World Logistics Center Pkwy  
Interchange Project  
Alternative 2 - Farmlands Impacts

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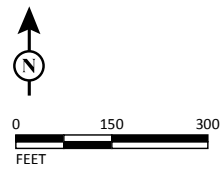
Project No. 0813000109

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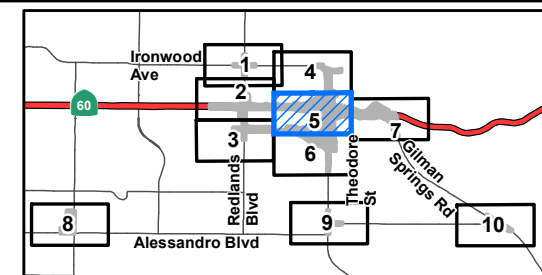


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|----------------------|------------------------------|--------------------------------------|-----------------------------|
| Farlands Study Area  | <b>Alternative 2 Impacts</b> | P - Prime Farmland                   | G - Grazing Land            |
| City/County Boundary | Permanent                    | U - Unique Farmland                  | D - Urban and Built-Up Land |
|                      | Temporary                    | S - Farmland of Statewide Importance | X - Other Land              |
|                      |                              | L - Farmland of Local Importance     |                             |



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)  
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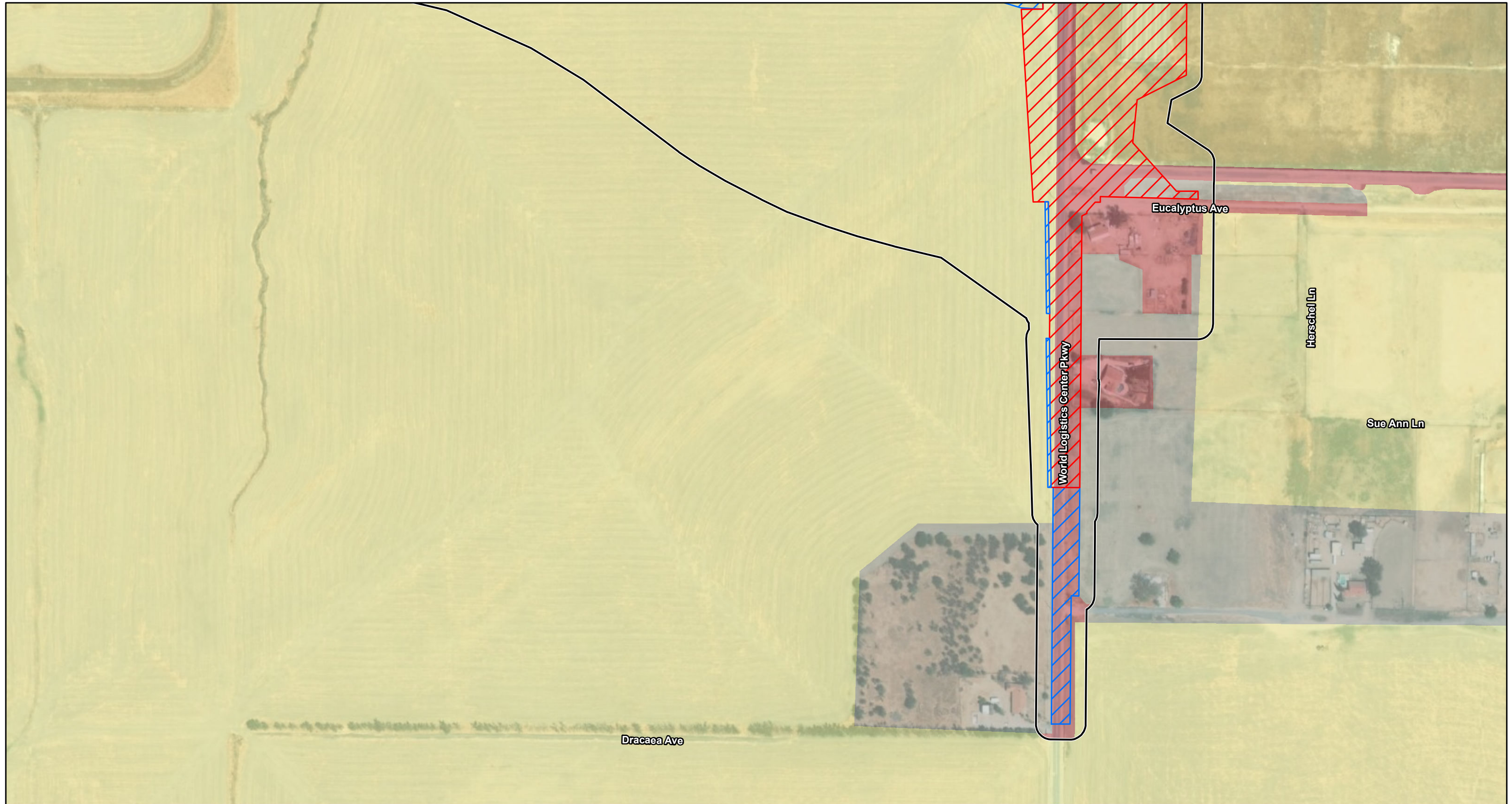


**FIGURE 2-4**  
 Sheet 5 of 10

*SR-60 / World Logistics Center Pkwy Interchange Project*  
**Alternative 2 - Farlands Impacts**  
 08-RIV-60 PM 20.0/22.0  
 EA No. 0M590  
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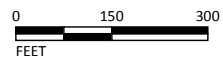
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|----------------------|------------------------------|--------------------------------------|-----------------------------|
| Farmlands Study Area | <b>Alternative 2 Impacts</b> | P - Prime Farmland                   | G - Grazing Land            |
| City/County Boundary | Permanent                    | U - Unique Farmland                  | D - Urban and Built-Up Land |
|                      | Temporary                    | S - Farmland of Statewide Importance | X - Other Land              |
|                      |                              | L - Farmland of Local Importance     |                             |



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)

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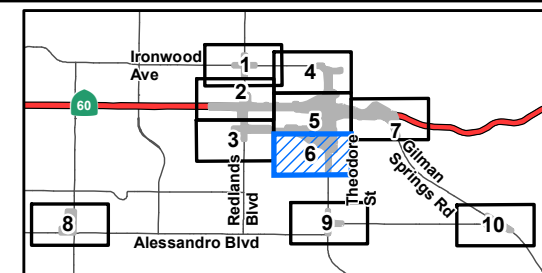


FIGURE 2-4  
Sheet 6 of 10

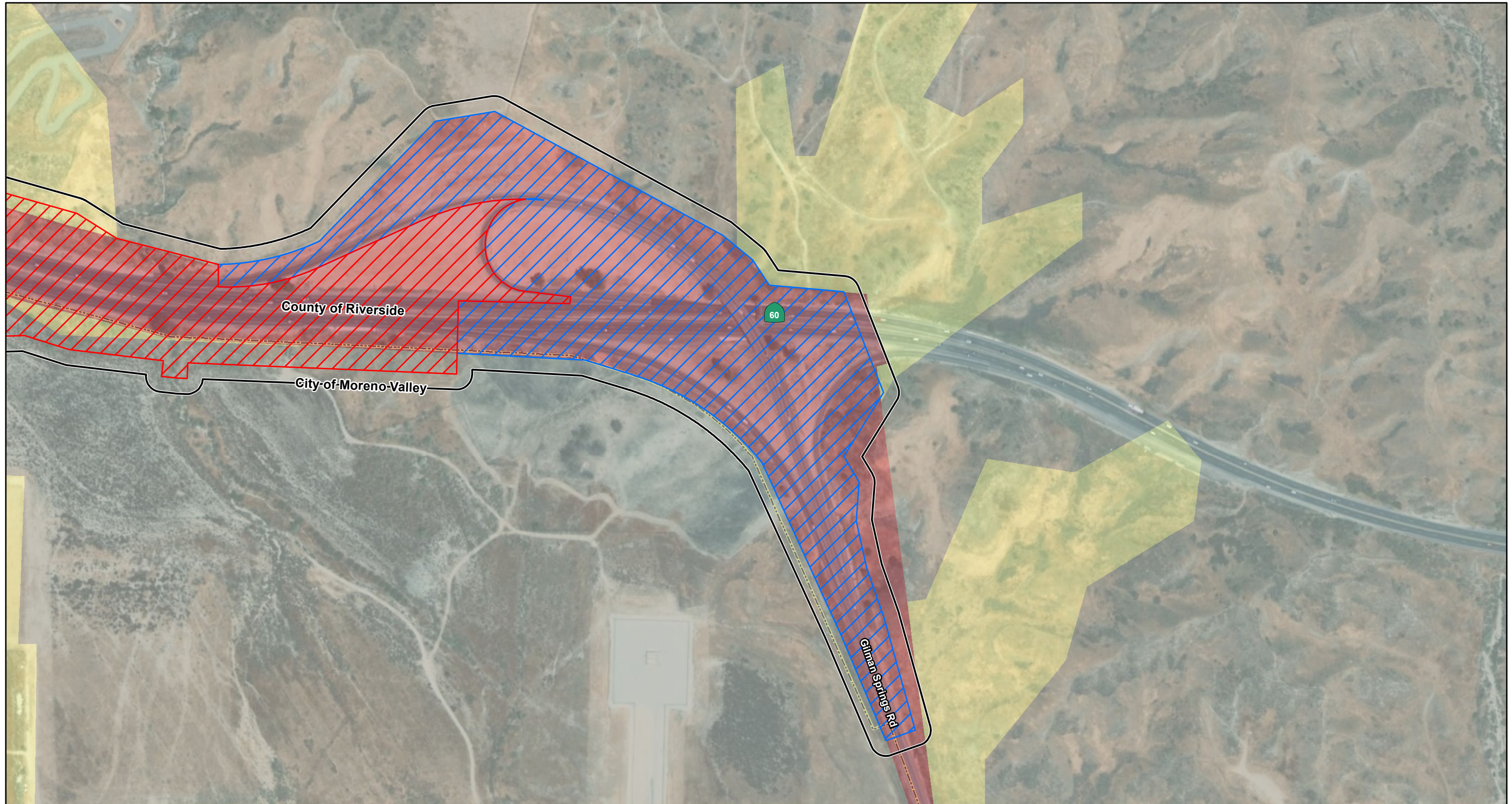
*SR-60 /World Logistics Center Pkwy  
Interchange Project*  
Alternative 2 - Farmlands Impacts

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Project No. 0813000109

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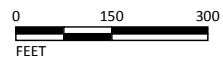
- Farlands Study Area
- City/County Boundary

**Design Variation 2a Impacts**

- Permanent
- Temporary

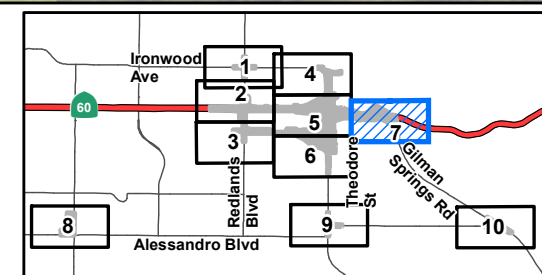
- P - Prime Farmland
- U - Unique Farmland
- S - Farmland of Statewide Importance
- L - Farmland of Local Importance

- G - Grazing Land
- D - Urban and Built-Up Land
- X - Other Land



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)

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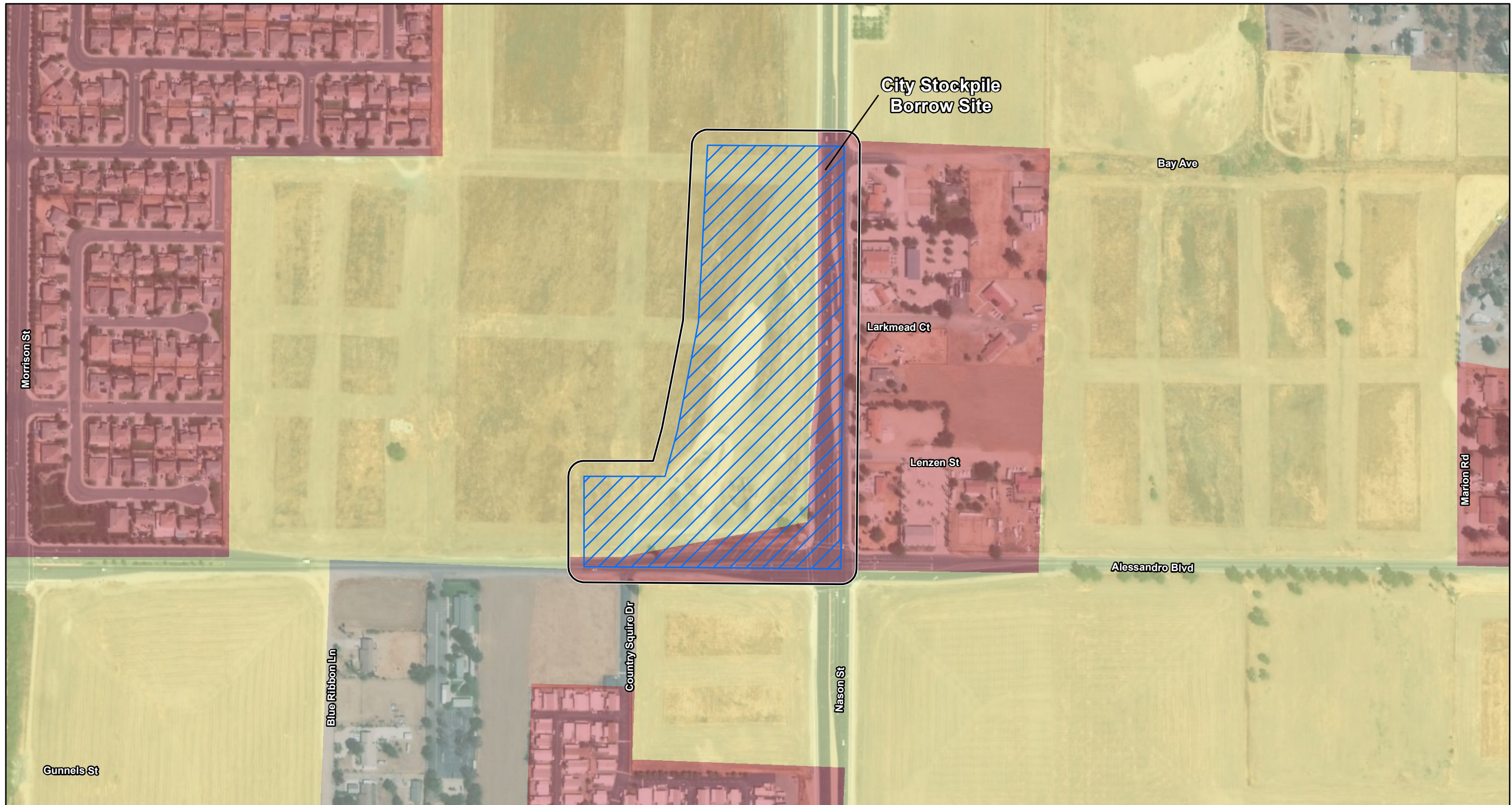


**FIGURE 2-6**  
Sheet 7 of 10

*SR-60 /World Logistics Center Pkwy Interchange Project*  
**Design Variation 2a - Farlands Impacts**

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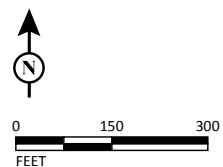
LEGEND

- Farmlands Study Area
- City/County Boundary

- Alternative 2 Impacts
- Permanent
  - Temporary

- P - Prime Farmland
- U - Unique Farmland
- S - Farmland of Statewide Importance
- L - Farmland of Local Importance

- G - Grazing Land
- D - Urban and Built-Up Land
- X - Other Land



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)  
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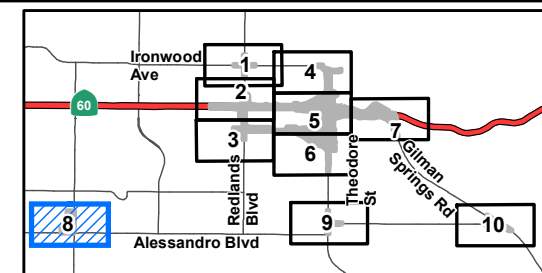
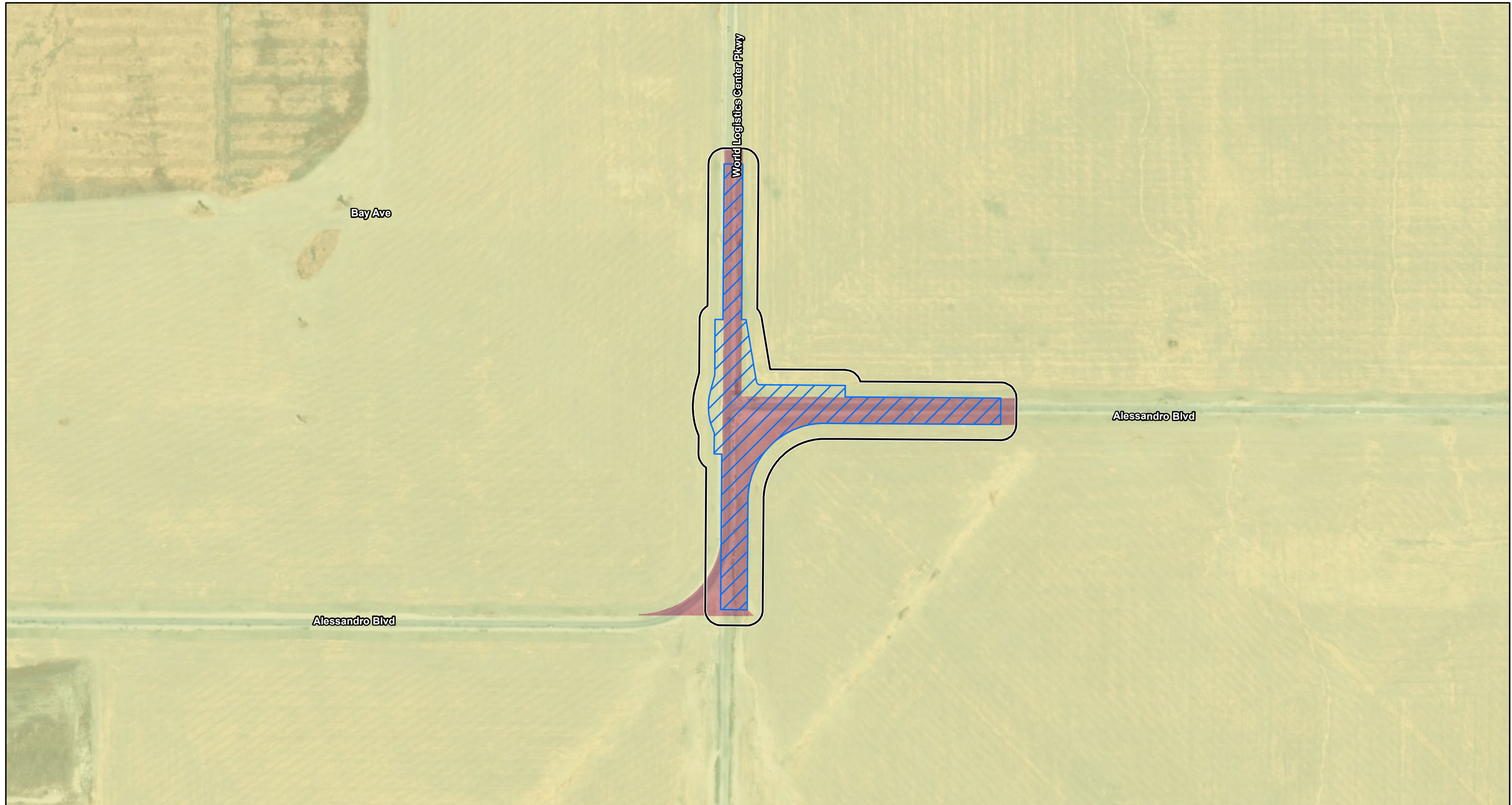


FIGURE 2-4  
 Sheet 8 of 10

SR-60 / World Logistics Center Pkwy Interchange Project  
 Alternative 2 - Farmlands Impacts  
 08-RIV-60 PM 20.0/22.0  
 EA No. 0M590  
 Project No. 0813000109

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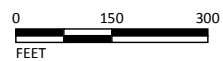
LEGEND

- Farmlands Study Area
- City/County Boundary

- Alternative 2 Impacts
- Permanent
  - Temporary

- P - Prime Farmland
- U - Unique Farmland
- S - Farmland of Statewide Importance
- L - Farmland of Local Importance

- G - Grazing Land
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SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)

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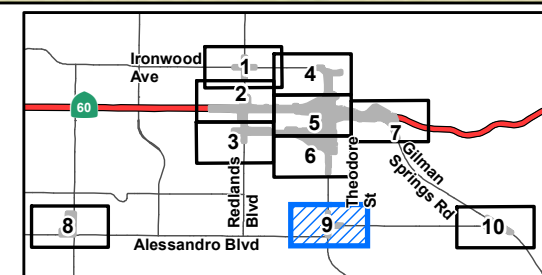


FIGURE 2-4  
Sheet 9 of 10

*SR-60 /World Logistics Center Pkwy  
Interchange Project*  
Alternative 2 - Farmlands Impacts

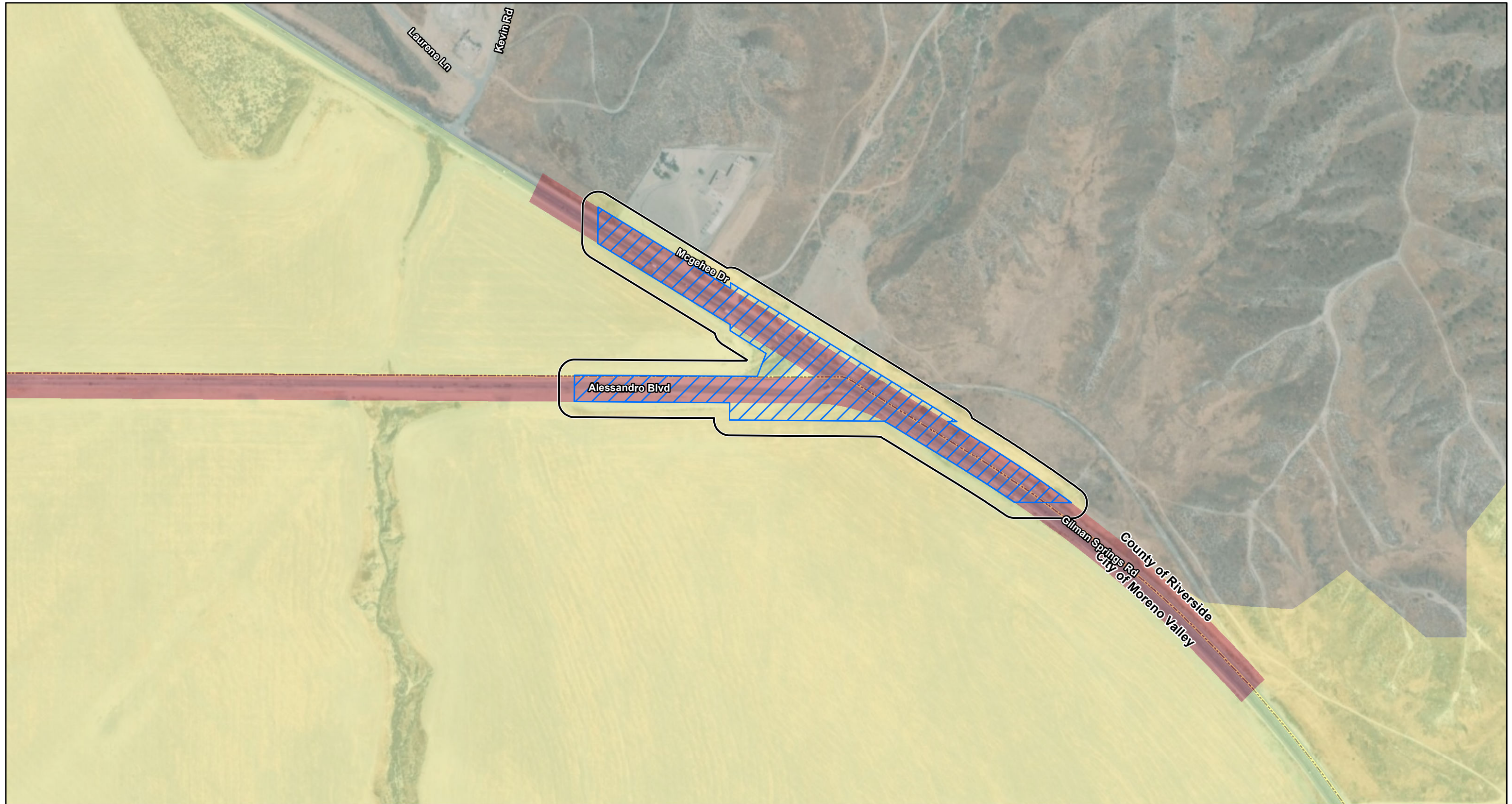
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EA No. 0M590

Project No. 0813000109

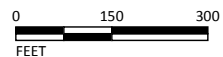
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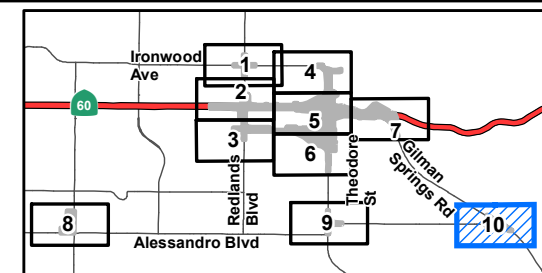
**LEGEND**

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|----------------------|------------------------------|--------------------------------------|-----------------------------|
| Farmlands Study Area | <b>Alternative 2 Impacts</b> | P - Prime Farmland                   | G - Grazing Land            |
| City/County Boundary | Permanent                    | U - Unique Farmland                  | D - Urban and Built-Up Land |
|                      | Temporary                    | S - Farmland of Statewide Importance | X - Other Land              |
|                      |                              | L - Farmland of Local Importance     |                             |



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)

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**FIGURE 2-4**  
Sheet 10 of 10

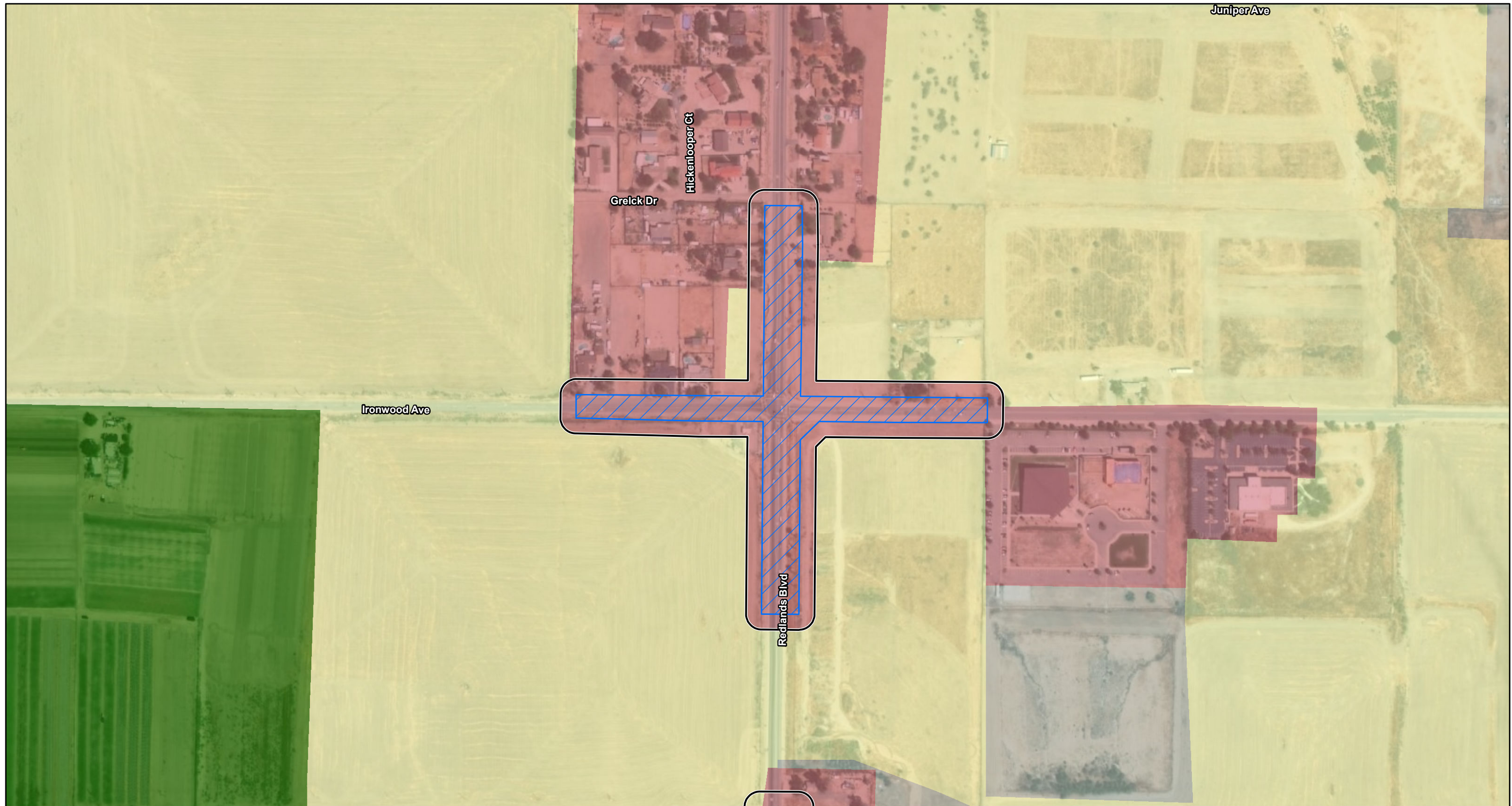
*SR-60 /World Logistics Center Pkwy  
Interchange Project*  
**Alternative 2 - Farmlands Impacts**

08-RIV-60 PM 20.0/22.0

EA No. 0M590

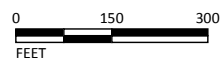
Project No. 0813000109

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LEGEND

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|----------------------|-----------------------|--------------------------------------|-----------------------------|
| Farlands Study Area  | Alternative 6 Impacts | P - Prime Farmland                   | G - Grazing Land            |
| City/County Boundary | Permanent             | U - Unique Farmland                  | D - Urban and Built-Up Land |
|                      | Temporary             | S - Farmland of Statewide Importance | X - Other Land              |
|                      |                       | L - Farmland of Local Importance     |                             |



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)

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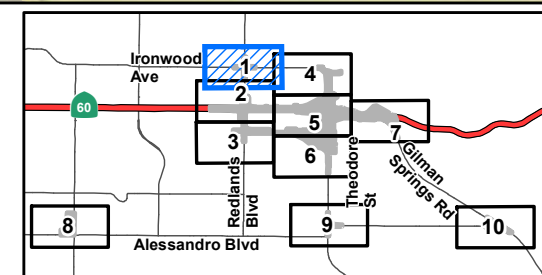
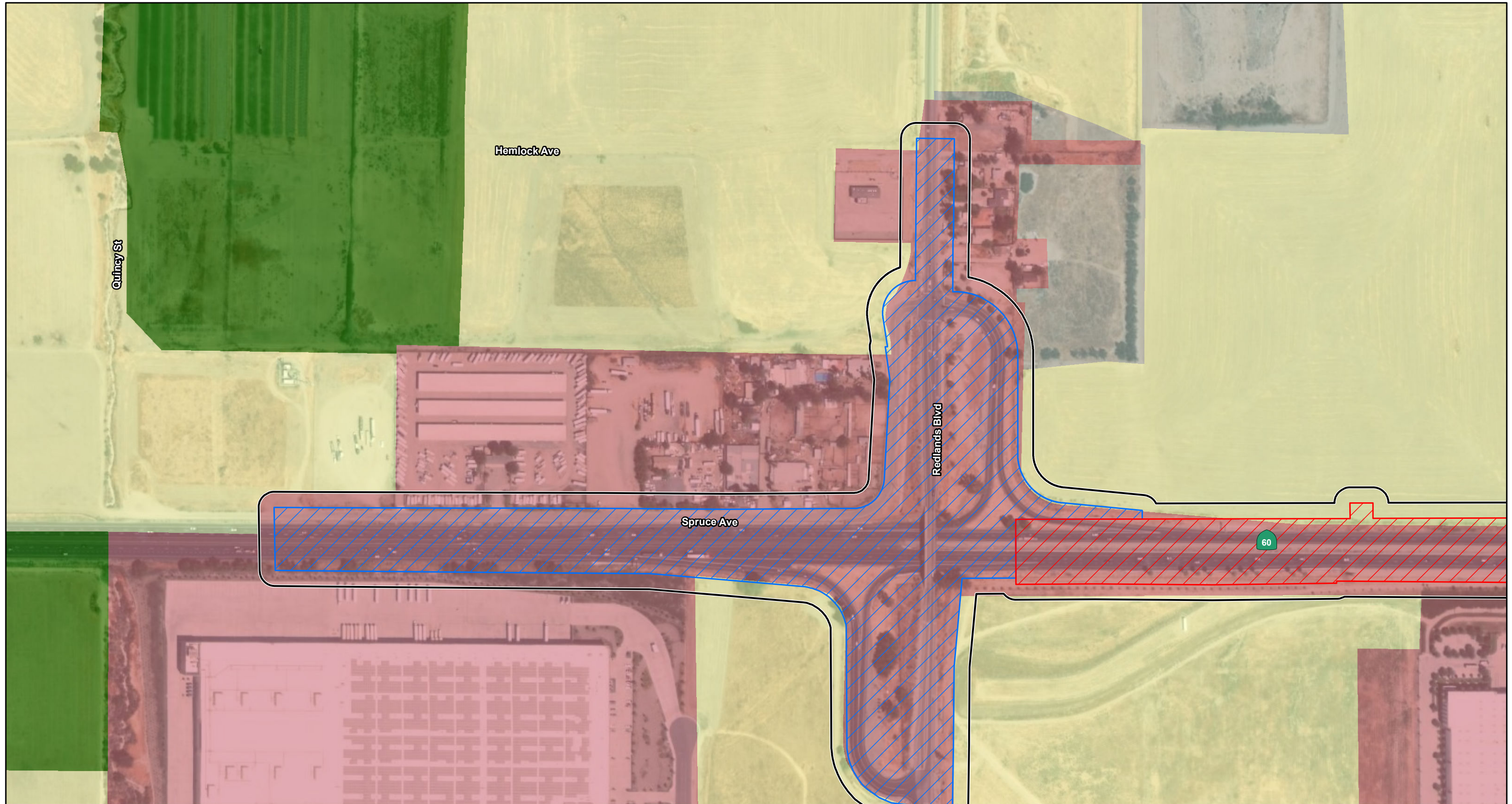


FIGURE 2-5  
Sheet 1 of 10

SR-60 / World Logistics Center Pkwy Interchange Project  
Alternative 6 - Farlands Impacts

08-RIV-60 PM 20.0/22.0  
EA No. 0M590  
Project No. 0813000109

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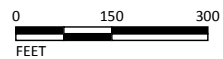
LEGEND

- Farlands Study Area
- City/County Boundary

- Alternative 6 Impacts
- Permanent
  - Temporary

- P - Prime Farmland
- U - Unique Farmland
- S - Farmland of Statewide Importance
- L - Farmland of Local Importance

- G - Grazing Land
- D - Urban and Built-Up Land
- X - Other Land



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)

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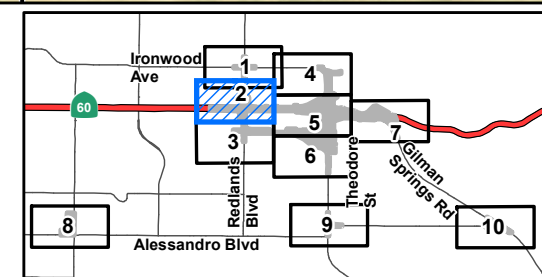
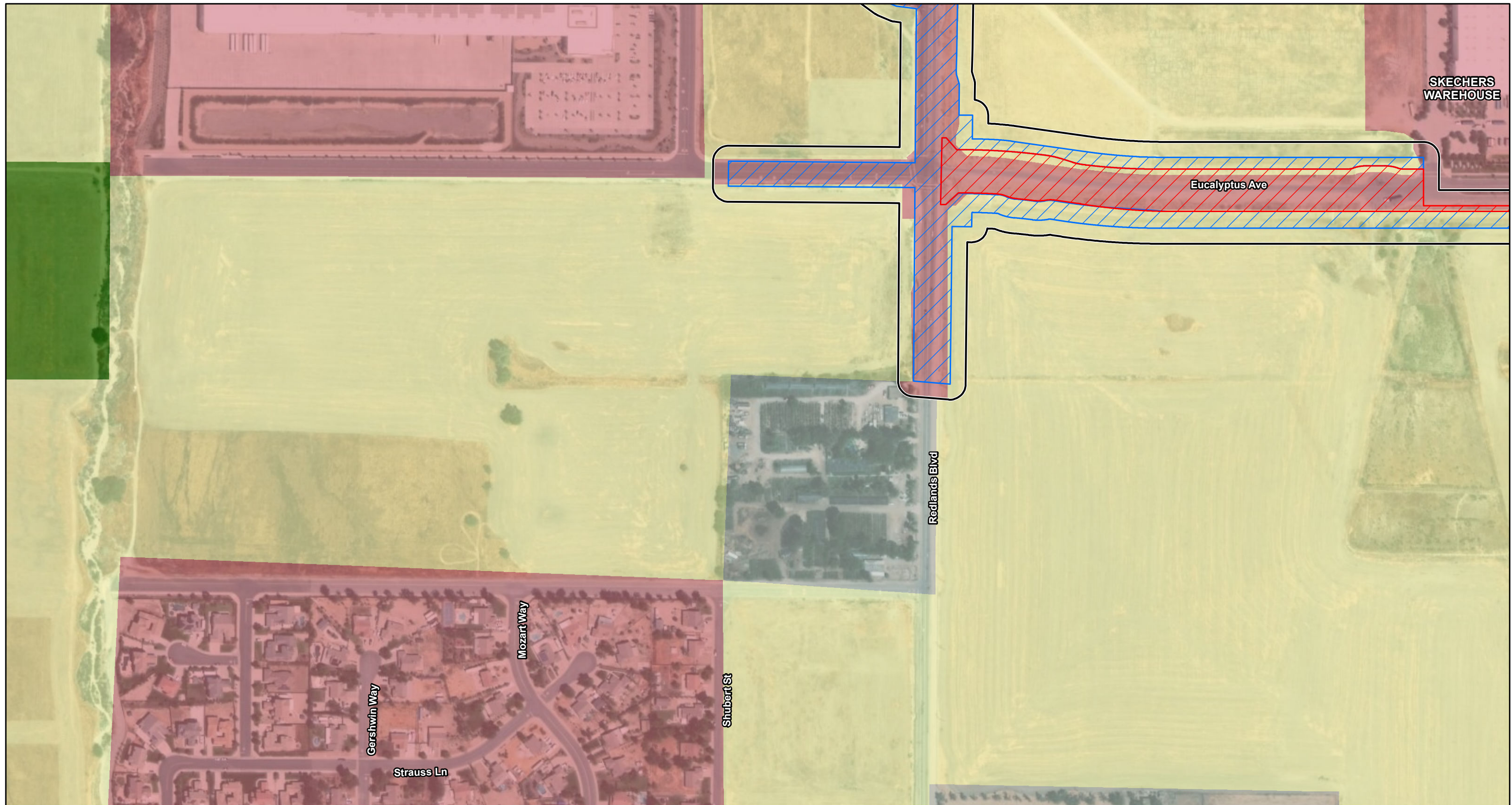


FIGURE 2-5  
Sheet 2 of 10

SR-60 /World Logistics Center Pkwy  
Interchange Project  
Alternative 6 - Farlands Impacts

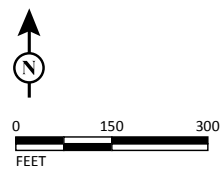
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EA No. 0M590  
Project No. 0813000109

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LEGEND

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|----------------------|-----------------------|--------------------------------------|-----------------------------|
| Farlands Study Area  | Alternative 6 Impacts | P - Prime Farmland                   | G - Grazing Land            |
| City/County Boundary | Permanent             | U - Unique Farmland                  | D - Urban and Built-Up Land |
|                      | Temporary             | S - Farmland of Statewide Importance | X - Other Land              |
|                      |                       | L - Farmland of Local Importance     |                             |



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)

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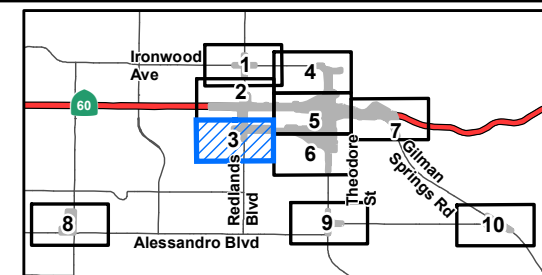


FIGURE 2-5  
Sheet 3 of 10

SR-60 /World Logistics Center Pkwy  
Interchange Project  
Alternative 6 - Farlands Impacts

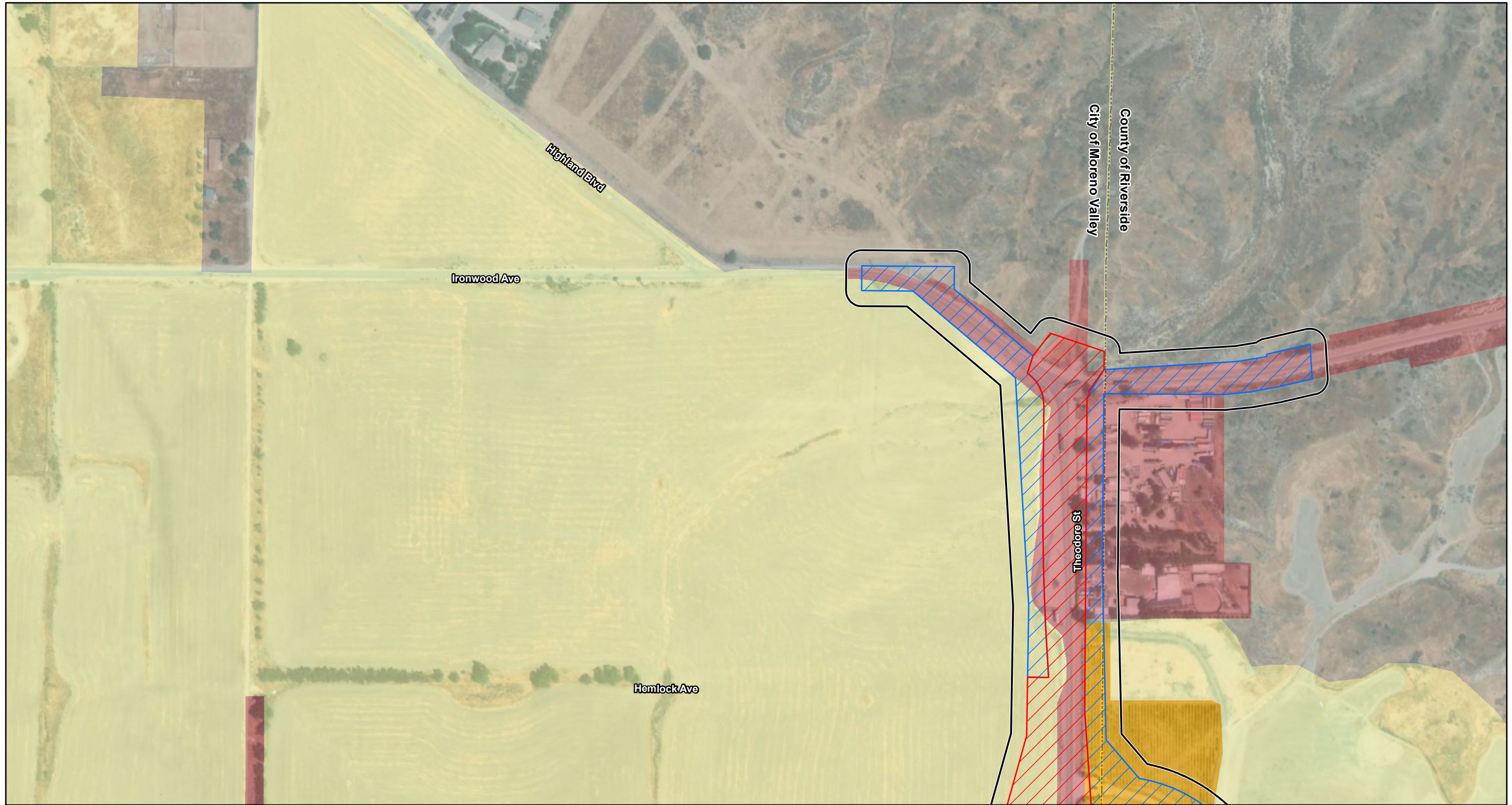
08-RIV-60 PM 20.0/22.0

EA No. 0M590

Project No. 0813000109

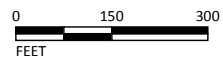
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LEGEND

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|----------------------|-----------------------|--------------------------------------|-----------------------------|
| Farmlands Study Area | Alternative 6 Impacts | P - Prime Farmland                   | G - Grazing Land            |
| City/County Boundary | Permanent             | U - Unique Farmland                  | D - Urban and Built-Up Land |
|                      | Temporary             | S - Farmland of Statewide Importance | X - Other Land              |
|                      |                       | L - Farmland of Local Importance     |                             |



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)

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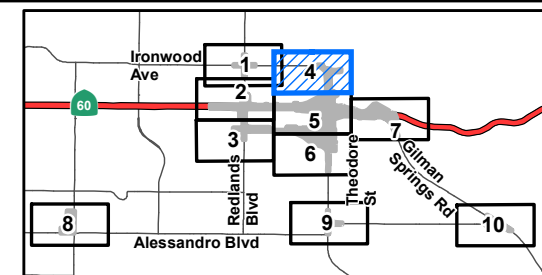


FIGURE 2-5  
Sheet 4 of 10

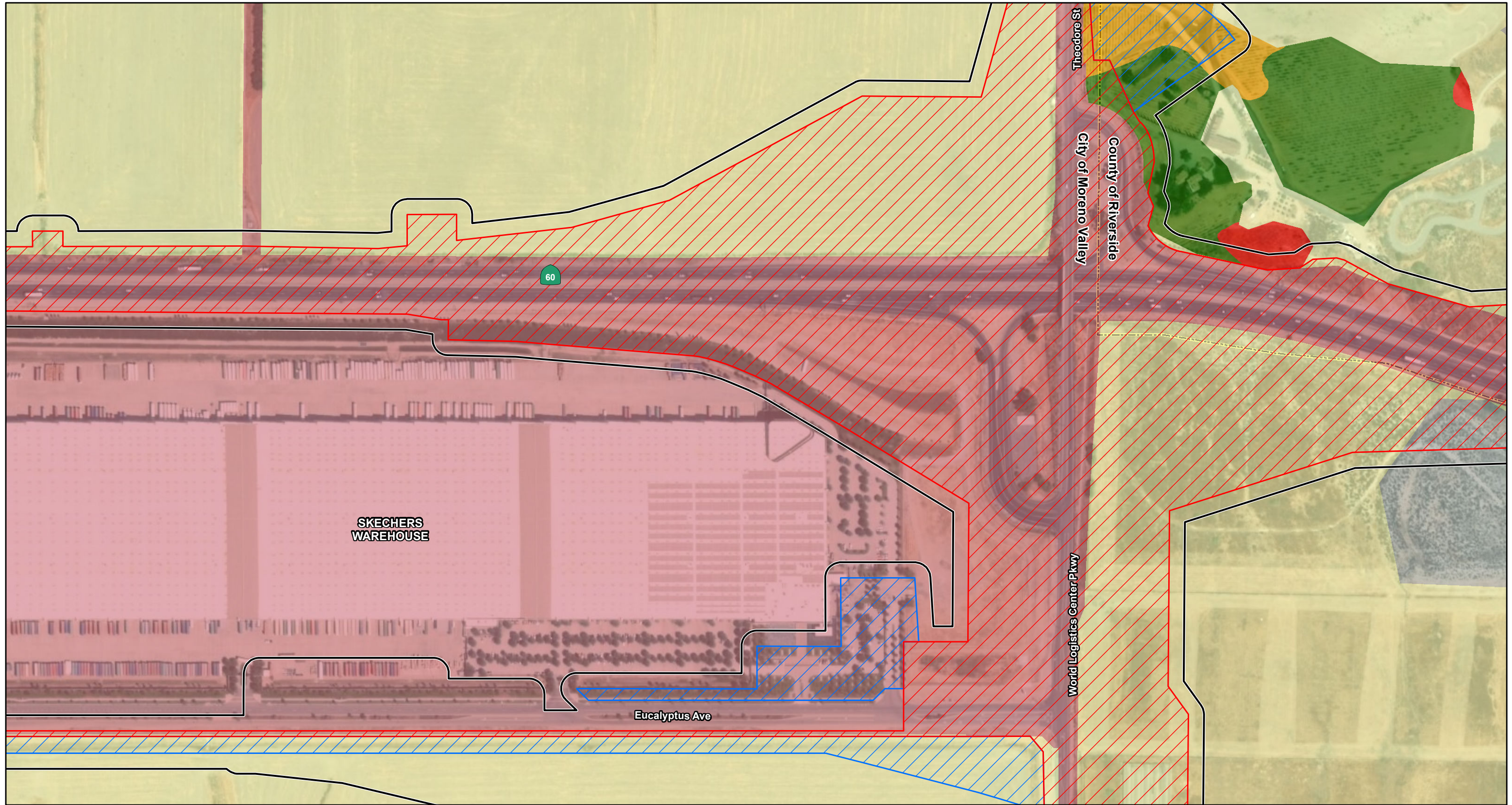
SR-60 /World Logistics Center Pkwy  
Interchange Project  
Alternative 6 - Farmlands Impacts

08-RIV-60 PM 20.0/22.0

EA No. 0M590

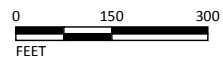
Project No. 0813000109

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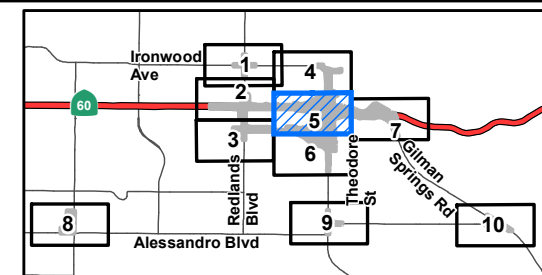
**LEGEND**

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|----------------------|------------------------------|--------------------------------------|-----------------------------|
| Farlands Study Area  | <b>Alternative 6 Impacts</b> | P - Prime Farmland                   | G - Grazing Land            |
| City/County Boundary | Permanent                    | U - Unique Farmland                  | D - Urban and Built-Up Land |
|                      | Temporary                    | S - Farmland of Statewide Importance | X - Other Land              |
|                      |                              | L - Farmland of Local Importance     |                             |



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)

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**FIGURE 2-5**  
Sheet 5 of 10

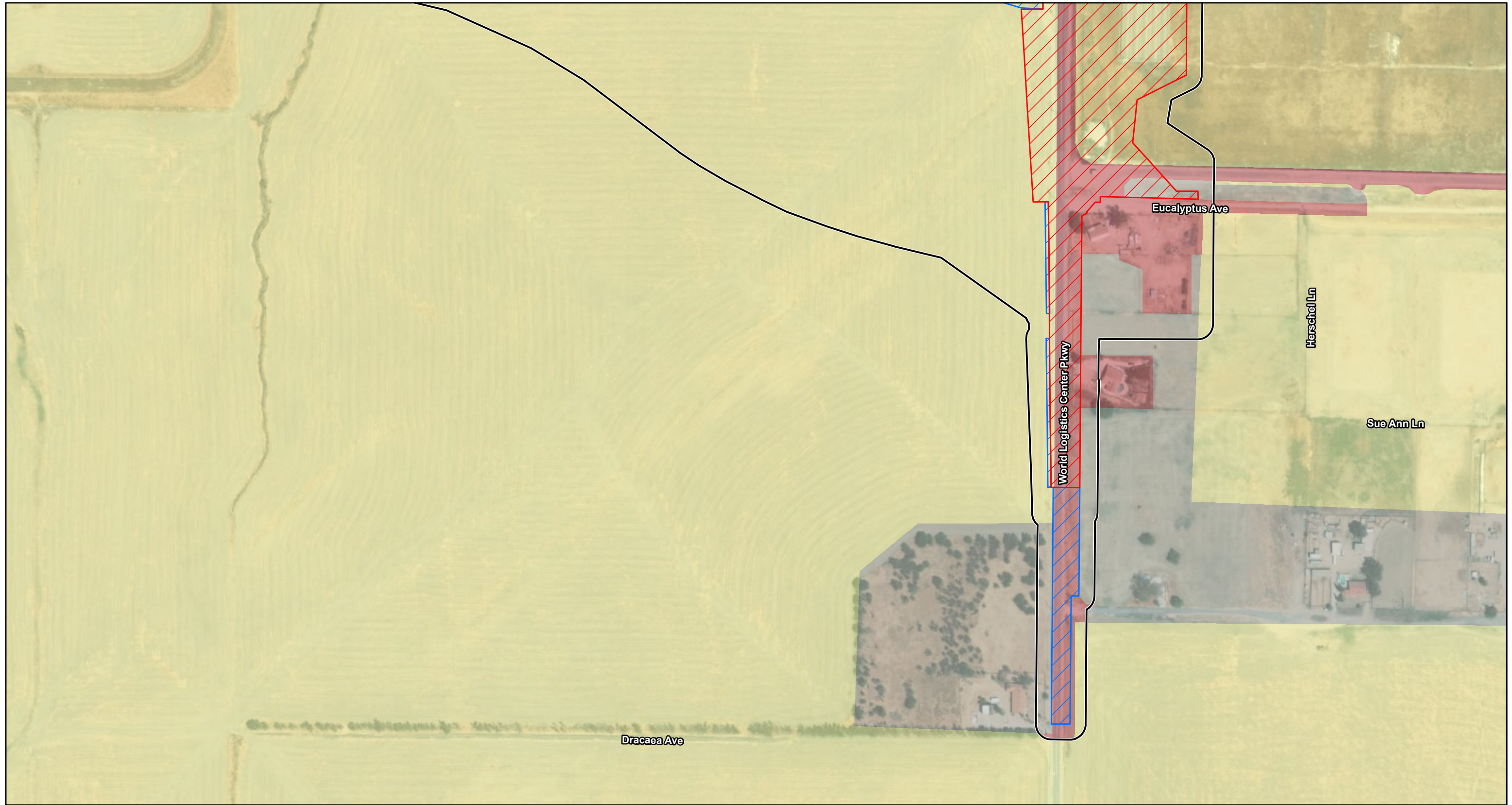
*SR-60 /World Logistics Center Pkwy  
Interchange Project*  
**Alternative 6 - Farlands Impacts**

08-RIV-60 PM 20.0/22.0

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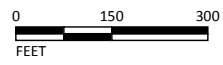
Project No. 0813000109

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**LEGEND**

- |                      |                              |                                      |                             |
|----------------------|------------------------------|--------------------------------------|-----------------------------|
| Farlands Study Area  | <b>Alternative 6 Impacts</b> | P - Prime Farmland                   | G - Grazing Land            |
| City/County Boundary | Permanent                    | U - Unique Farmland                  | D - Urban and Built-Up Land |
|                      | Temporary                    | S - Farmland of Statewide Importance | X - Other Land              |
|                      |                              | L - Farmland of Local Importance     |                             |



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)

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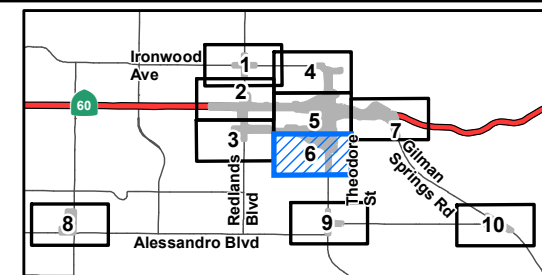


FIGURE 2-5  
Sheet 6 of 10

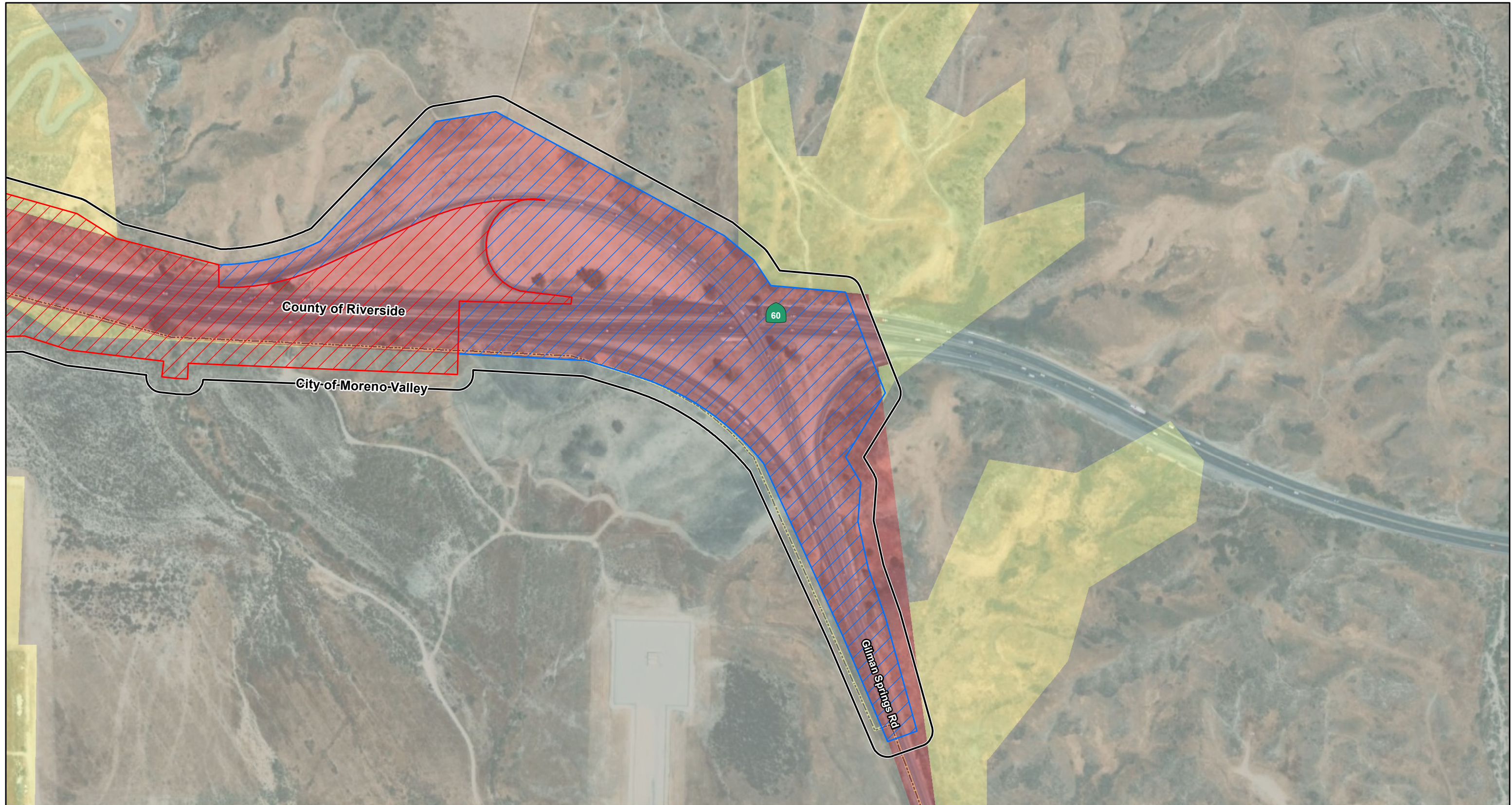
*SR-60 /World Logistics Center Pkwy  
Interchange Project*  
Alternative 6 - Farlands Impacts

08-RIV-60 PM 20.0/22.0

EA No. 0M590

Project No. 0813000109

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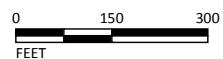
LEGEND

- Farmlands Study Area
- City/County Boundary

- Alternative 6 Impacts
- Permanent
  - Temporary

- P - Prime Farmland
- U - Unique Farmland
- S - Farmland of Statewide Importance
- L - Farmland of Local Importance

- G - Grazing Land
- D - Urban and Built-Up Land
- X - Other Land



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)

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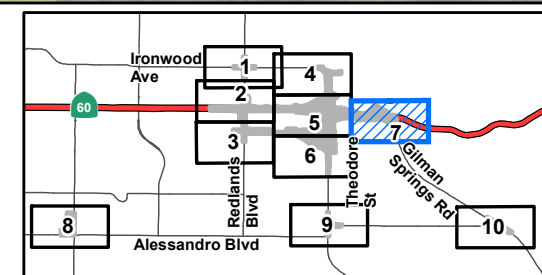


FIGURE 2-5  
Sheet 7 of 10

SR-60 /World Logistics Center Pkwy  
Interchange Project  
Alternative 6 - Farmlands Impacts

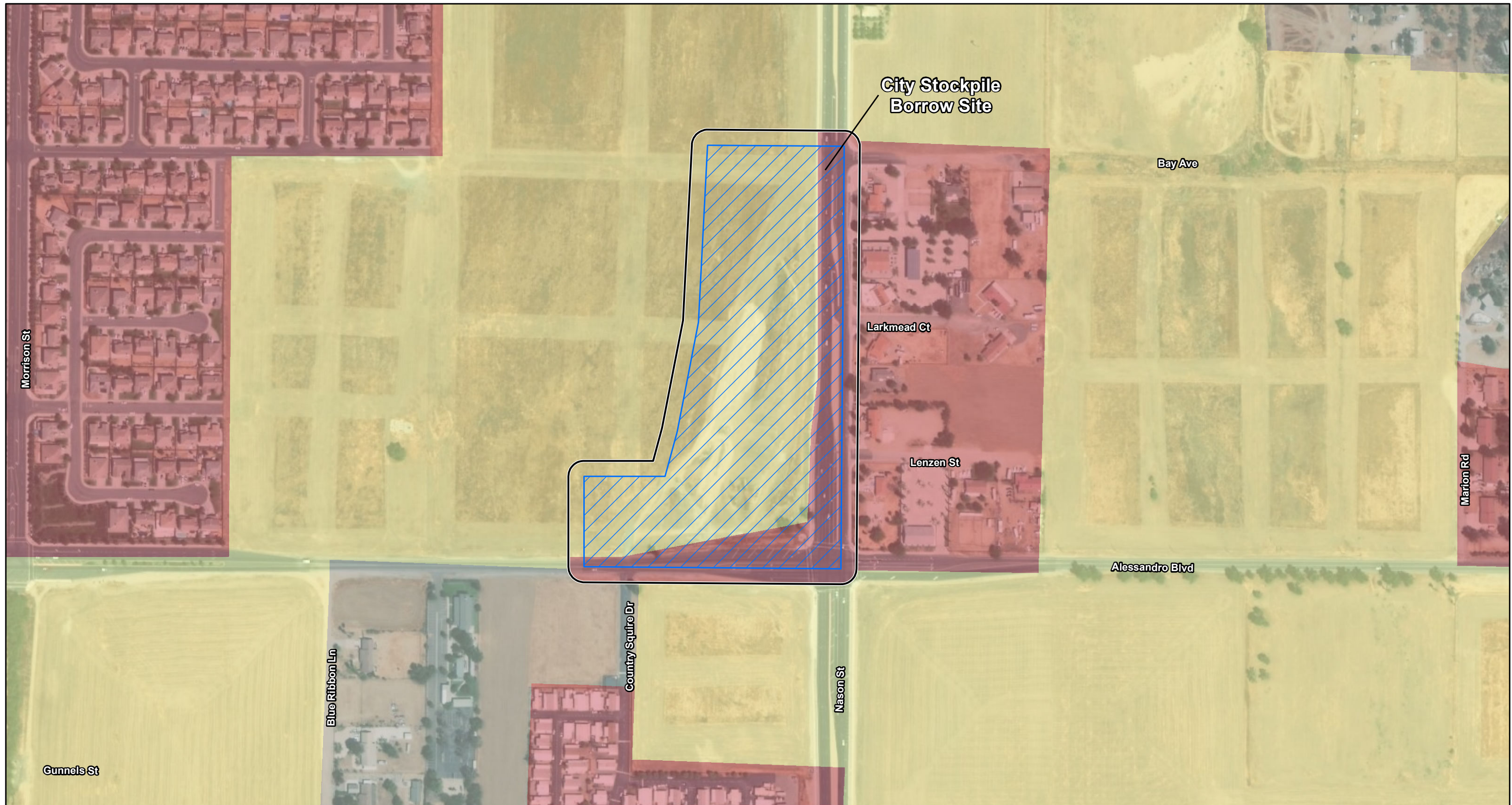
08-RIV-60 PM 20.0/22.0

EA No. 0M590

Project No. 0813000109

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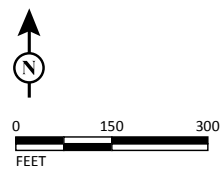
LEGEND

- Farmlands Study Area
- City/County Boundary

- Alternative 6 Impacts
- Permanent
  - Temporary

- P - Prime Farmland
- U - Unique Farmland
- S - Farmland of Statewide Importance
- L - Farmland of Local Importance

- G - Grazing Land
- D - Urban and Built-Up Land
- X - Other Land



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)  
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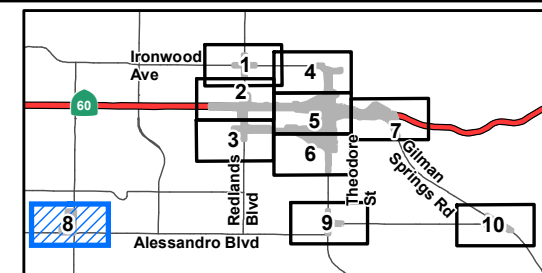
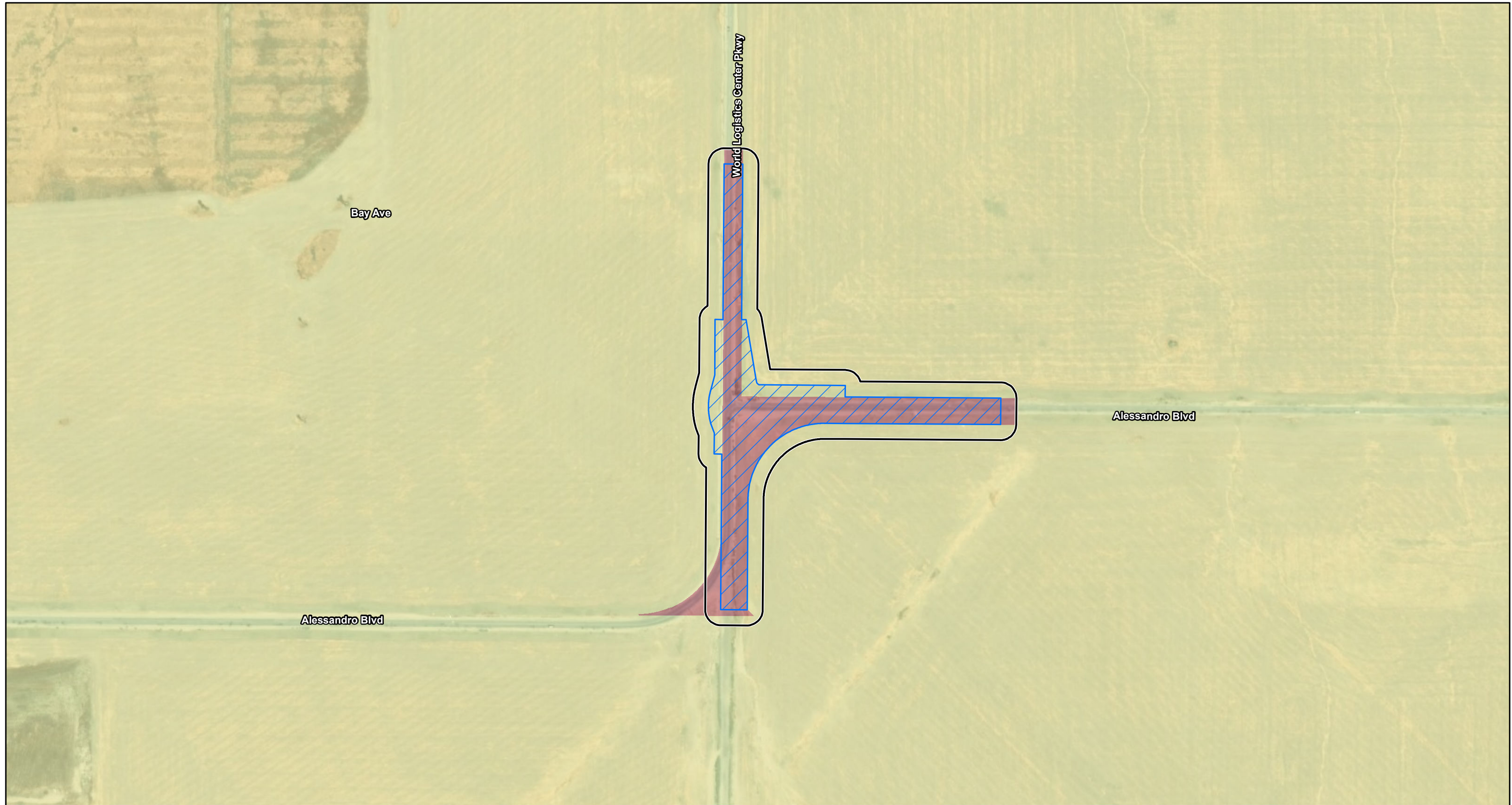


FIGURE 2-5  
 Sheet 8 of 10

SR-60 / World Logistics Center Pkwy Interchange Project  
 Alternative 6 - Farmlands Impacts  
 08-RIV-60 PM 20.0/22.0  
 EA No. 0M590  
 Project No. 0813000109

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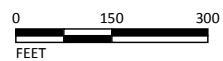
LEGEND

- Farmlands Study Area
- City/County Boundary

- Alternative 6 Impacts
- Permanent
  - Temporary

- P - Prime Farmland
- U - Unique Farmland
- S - Farmland of Statewide Importance
- L - Farmland of Local Importance

- G - Grazing Land
- D - Urban and Built-Up Land
- X - Other Land



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)

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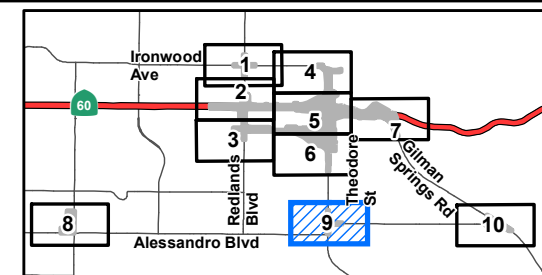
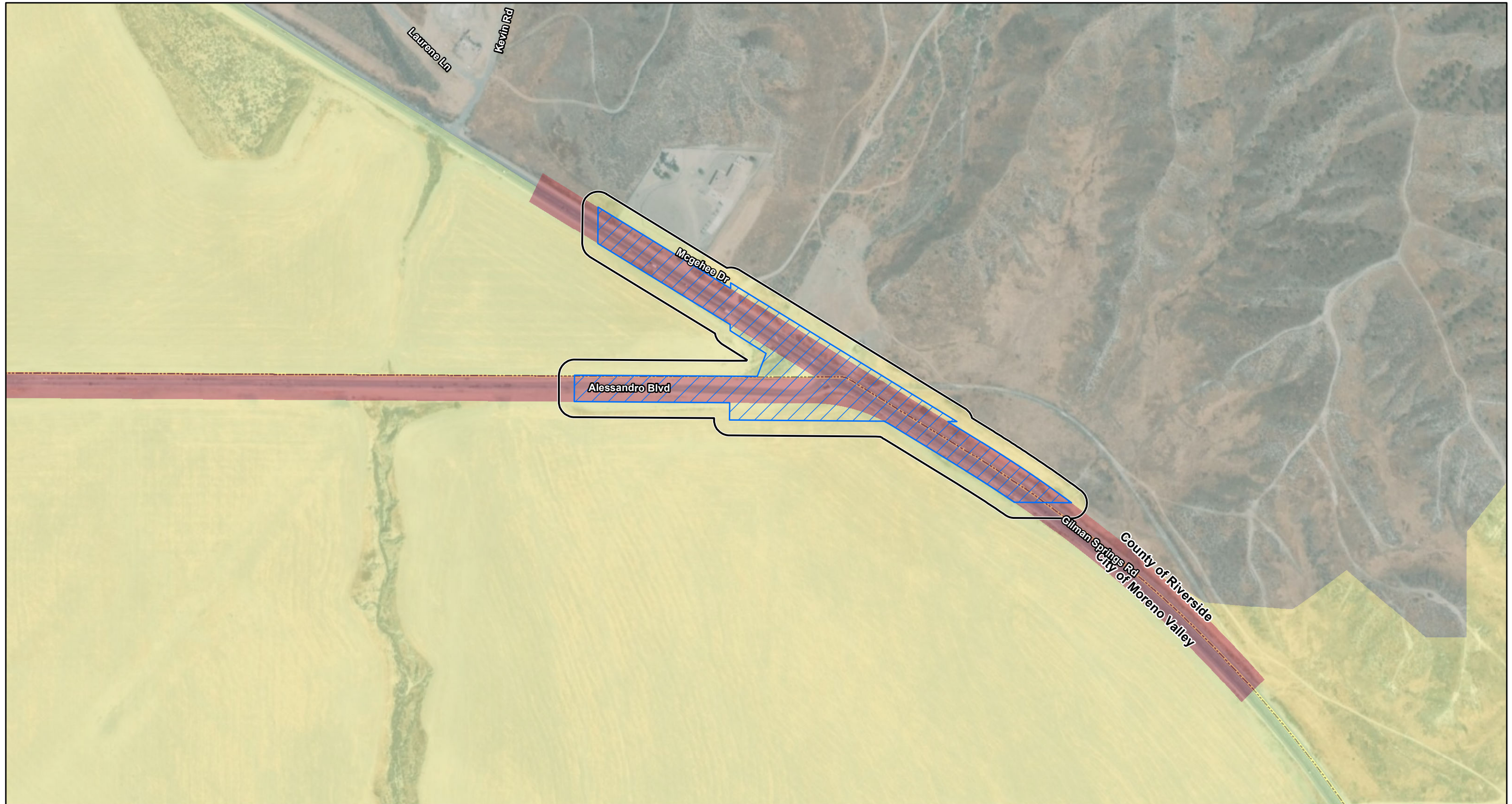


FIGURE 2-5  
Sheet 9 of 10

*SR-60 /World Logistics Center Pkwy Interchange Project*  
Alternative 6 - Farmlands Impacts

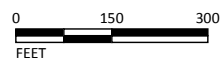
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EA No. 0M590  
Project No. 0813000109

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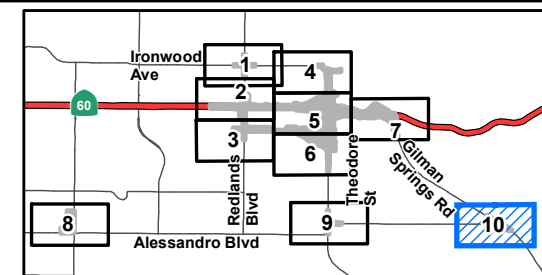
**LEGEND**

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|----------------------|------------------------------|--------------------------------------|-----------------------------|
| Farmlands Study Area | <b>Alternative 6 Impacts</b> | P - Prime Farmland                   | G - Grazing Land            |
| City/County Boundary | Permanent                    | U - Unique Farmland                  | D - Urban and Built-Up Land |
|                      | Temporary                    | S - Farmland of Statewide Importance | X - Other Land              |
|                      |                              | L - Farmland of Local Importance     |                             |



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)

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**FIGURE 2-5**  
Sheet 10 of 10

*SR-60 /World Logistics Center Pkwy Interchange Project*  
**Alternative 6 - Farmlands Impacts**

08-RIV-60 PM 20.0/22.0

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***Design Variation 2a (Alternative 2 with Design Variation)***

As shown in Table 2.4 and on Figure 2-6, Design Variation 2a would result in temporary impacts to approximately 1.1 ac of Prime Farmland, 2.9 ac of Farmland of Statewide Importance, and 21.3 ac of Farmland of Local Importance. As with the Build Alternatives, there would be no temporary impacts to Unique Farmland and none of the land in the project area is zoned for agricultural use (although some land is designated for rural residential uses that would allow agricultural uses), and there are no Williamson Act Contract lands within or adjacent to the project area.

Therefore, no conflicts with existing zoning for agricultural use or Williamson Act Contract lands would occur.

***Design Variation 6a (Alternative 6 with Design Variation)***

As shown in Table 2.4 and on Figure 2-7, Design Variation 6a would result in temporary impacts to approximately 0.7 ac of Prime Farmland, 2.9 ac of Farmland of Statewide Importance, and 21.2 ac of Farmland of Local Importance. As with the Build Alternatives, there would be no temporary impacts to Unique Farmland and none of the land in the project area is zoned for agricultural use (although some land is designated for rural residential uses that would allow agricultural uses), and there are no Williamson Act Contract lands within or adjacent to the project area.

Therefore, no conflicts with existing zoning for agricultural use or Williamson Act Contract lands would occur.

**2.4.2.2 Permanent Impacts**

***Alternative 1 (No Build Alternative)***

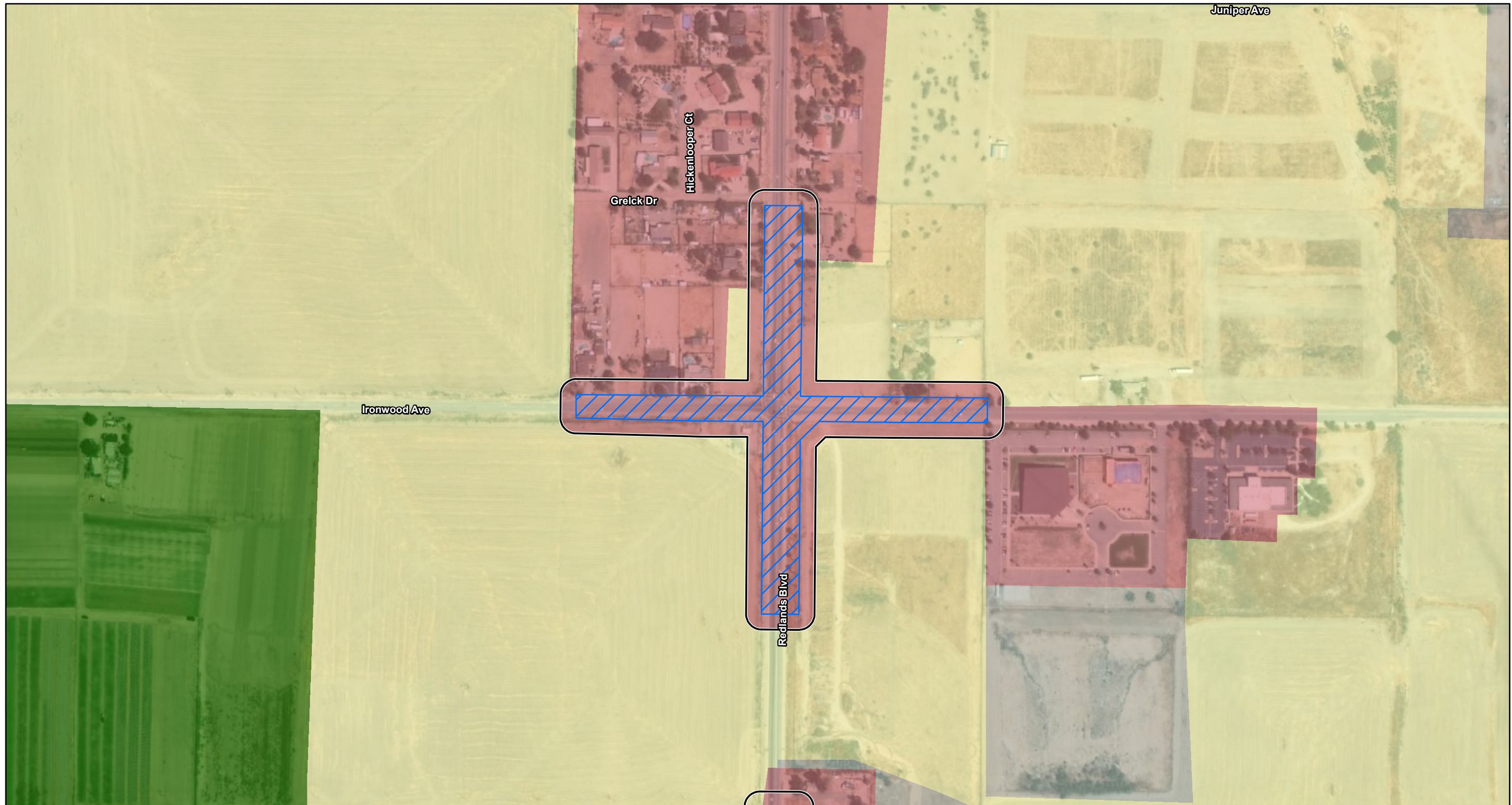
Alternative 1 (No Build) does not include modifications to the SR-60/WLC Pkwy interchange other than routine maintenance. Therefore, it would not result in any permanent impacts to farmland.

***Alternative 2 (Modified Partial Cloverleaf Interchange)***

As shown in Table 2.5, Alternative 2 would result in permanent impacts to approximately 0.1 ac of Prime Farmland, 0.3 ac of Farmland of Statewide Importance, and 43.7 ac of Farmland of Local Importance as a result of the permanent conversion of that land into transportation facilities. Because Alternative 2 involves the widening of an existing road, these impacts would primarily be limited to the edge of the existing roadway, primarily on the east side of WLC Pkwy and Theodore Street, both north and south of SR-60.

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LEGEND

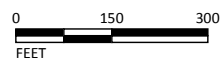
- Farmlands Study Area
- City/County Boundary

Design Variation 2a Impacts

- Permanent
- Temporary

- P - Prime Farmland
- U - Unique Farmland
- S - Farmland of Statewide Importance
- L - Farmland of Local Importance

- G - Grazing Land
- D - Urban and Built-Up Land
- X - Other Land



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)

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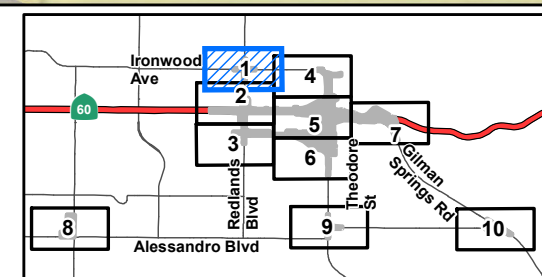
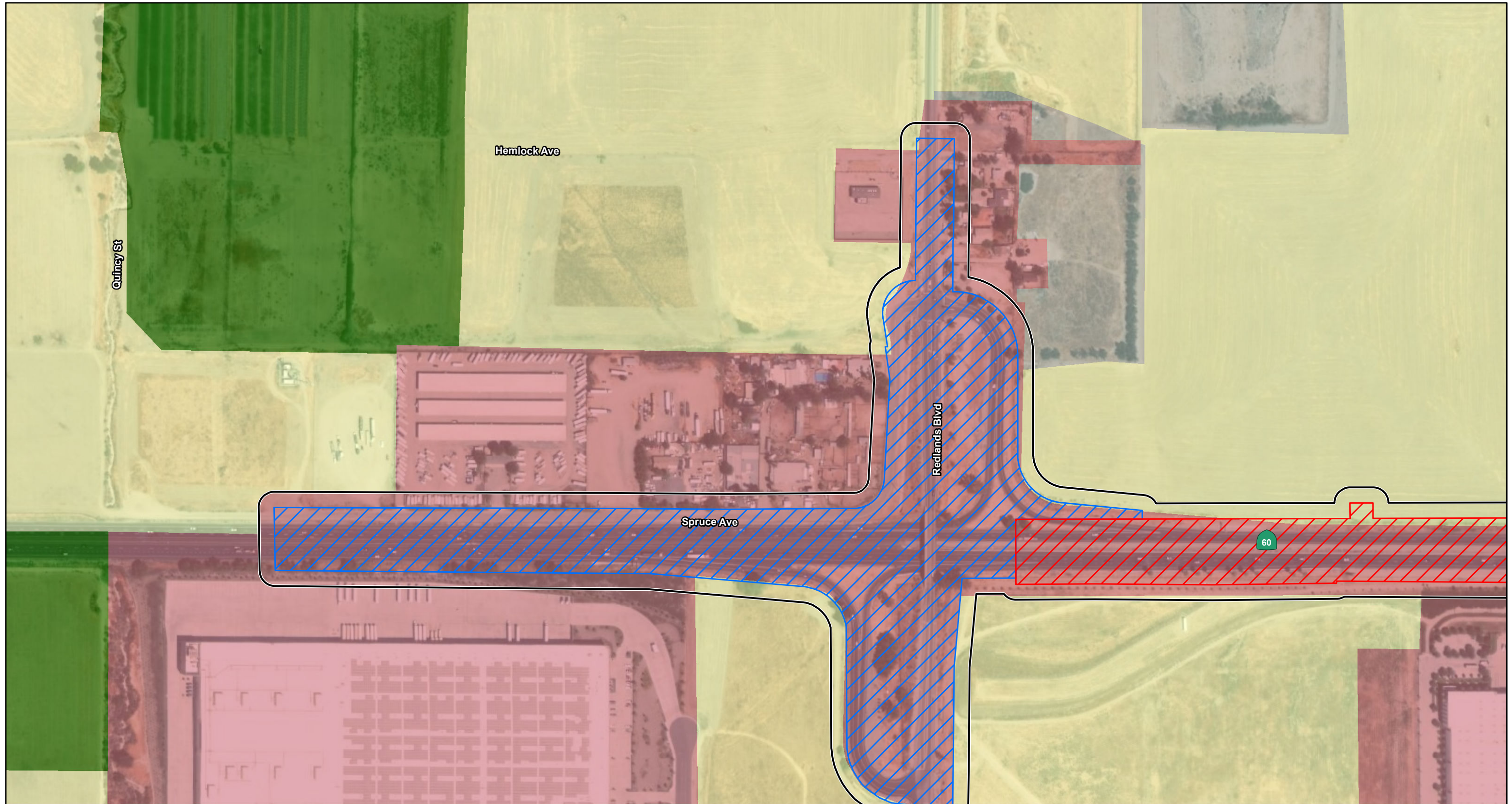


FIGURE 2-6  
Sheet 1 of 10

SR-60 /World Logistics Center Pkwy  
Interchange Project  
Design Variation 2a - Farmlands Impacts

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EA No. 0M590  
Project No. 0813000109

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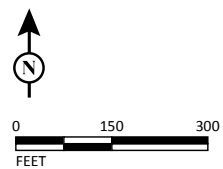


LEGEND

- Farlands Study Area
- City/County Boundary

- Design Variation 2a Impacts
- Permanent
  - Temporary

- P - Prime Farmland
- U - Unique Farmland
- S - Farmland of Statewide Importance
- L - Farmland of Local Importance
- G - Grazing Land
- D - Urban and Built-Up Land
- X - Other Land



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)  
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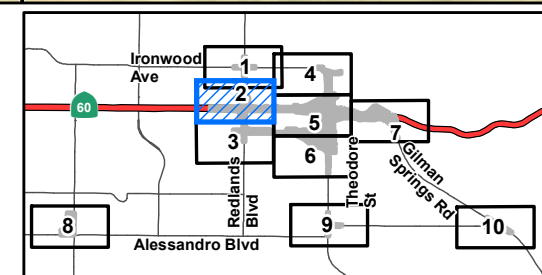
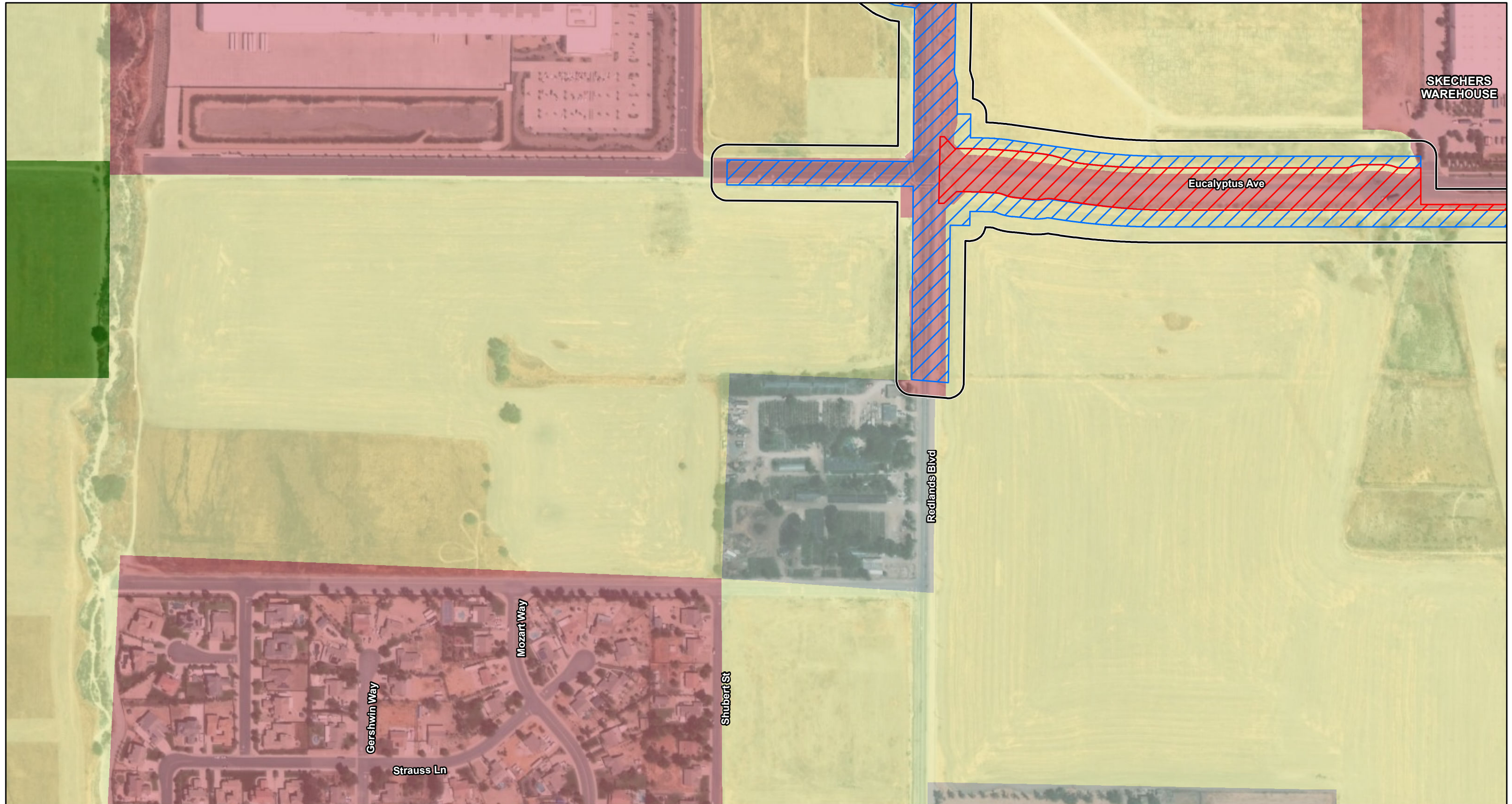


FIGURE 2-6  
 Sheet 2 of 10

SR-60 /World Logistics Center Pkwy  
 Interchange Project  
 Design Variation 2a - Farlands Impacts

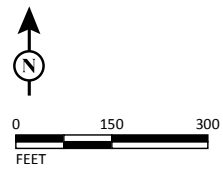
08-RIV-60 PM 20.0/22.0  
 EA No. 0M590  
 Project No. 0813000109

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- |                      |           |                                      |                             |
|----------------------|-----------|--------------------------------------|-----------------------------|
| Farlands Study Area  | Permanent | P - Prime Farmland                   | G - Grazing Land            |
| City/County Boundary | Temporary | U - Unique Farmland                  | D - Urban and Built-Up Land |
|                      |           | S - Farmland of Statewide Importance | X - Other Land              |
|                      |           | L - Farmland of Local Importance     |                             |



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)

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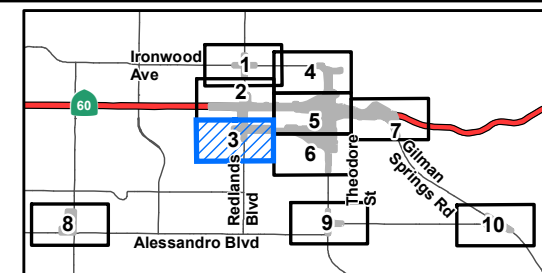


FIGURE 2-6  
Sheet 3 of 10

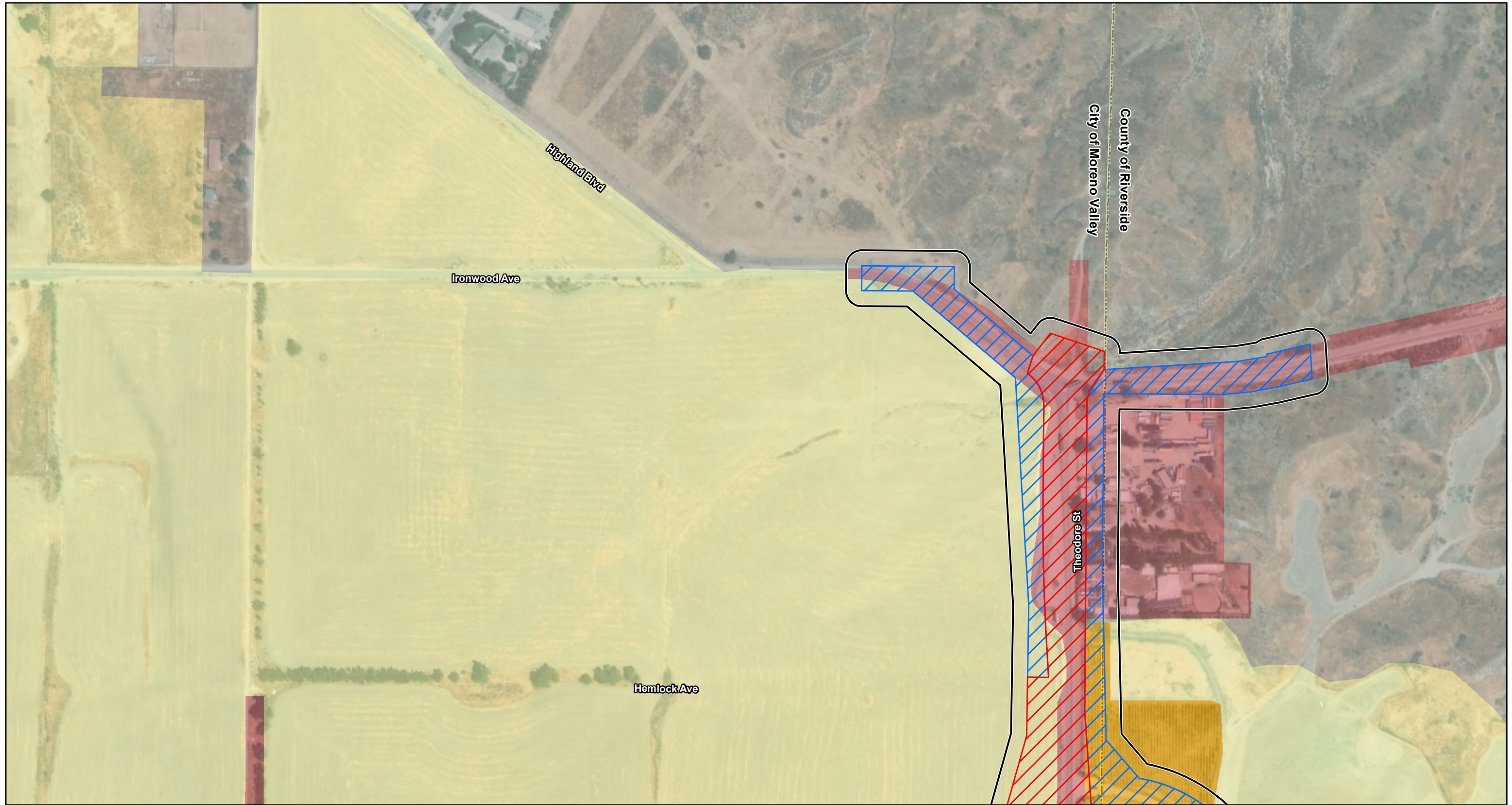
SR-60 /World Logistics Center Pkwy  
Interchange Project  
Design Variation 2a - Farlands Impacts

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EA No. 0M590

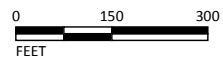
Project No. 0813000109

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**LEGEND**

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|----------------------|------------------------------------|--------------------------------------|-----------------------------|
| Farmlands Study Area | <b>Design Variation 2a Impacts</b> | P - Prime Farmland                   | G - Grazing Land            |
| City/County Boundary | Permanent                          | U - Unique Farmland                  | D - Urban and Built-Up Land |
|                      | Temporary                          | S - Farmland of Statewide Importance | X - Other Land              |
|                      |                                    | L - Farmland of Local Importance     |                             |



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)

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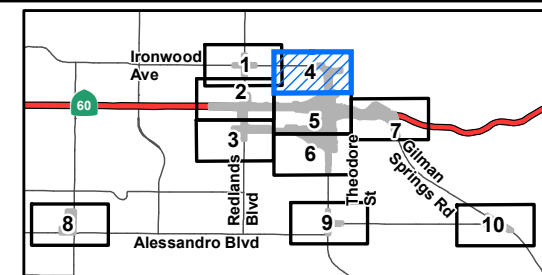


FIGURE 2-6  
Sheet 4 of 10

SR-60 /World Logistics Center Pkwy  
Interchange Project  
Design Variation 2a - Farmlands Impacts

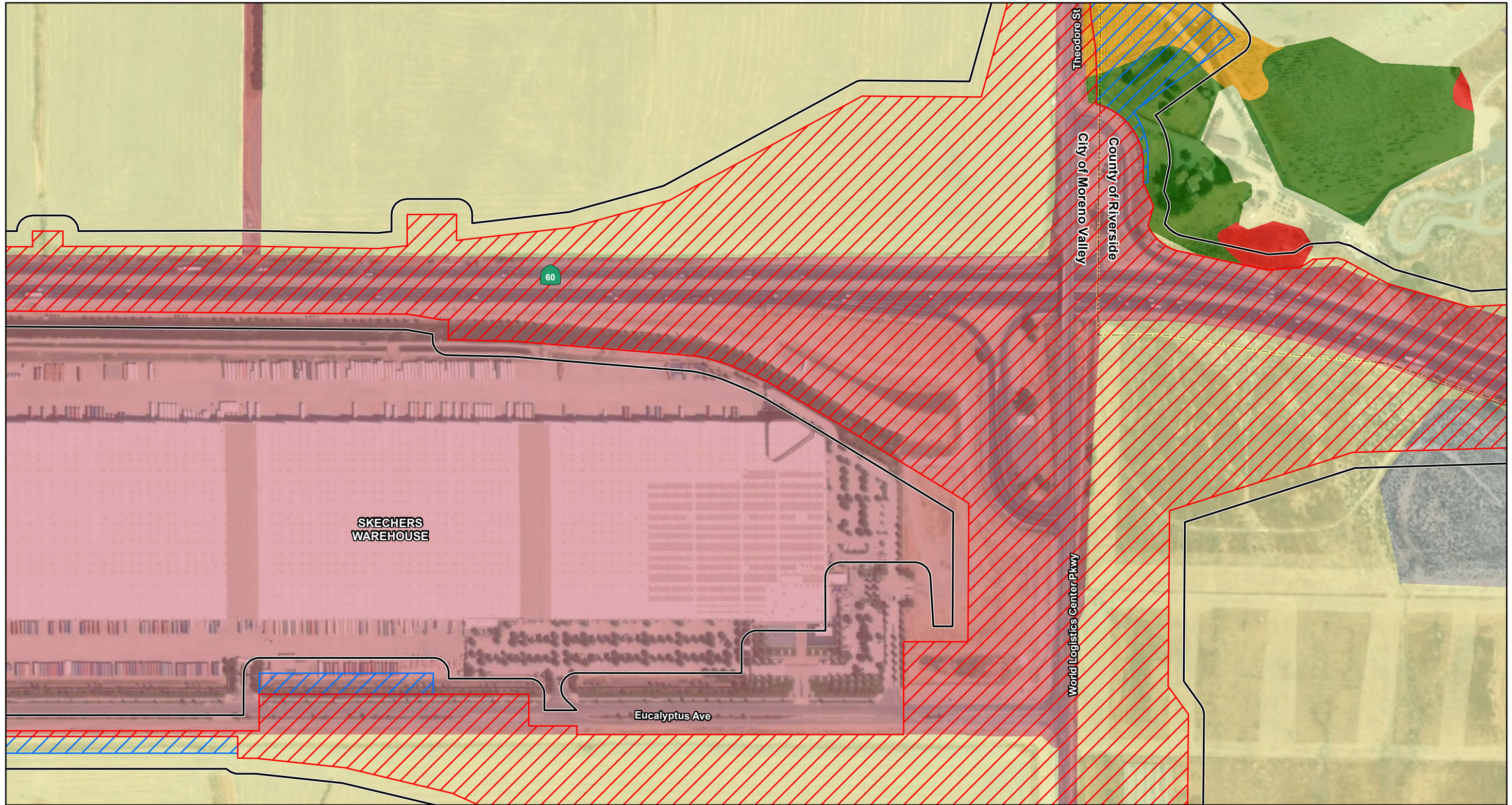
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EA No. 0M590

Project No. 0813000109

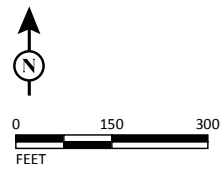
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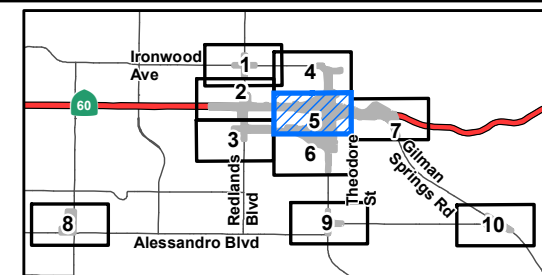


**LEGEND**

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|----------------------|------------------------------------|--------------------------------------|-----------------------------|
| Farlands Study Area  | <b>Design Variation 2a Impacts</b> | P - Prime Farmland                   | G - Grazing Land            |
| City/County Boundary | Permanent                          | U - Unique Farmland                  | D - Urban and Built-Up Land |
|                      | Temporary                          | S - Farmland of Statewide Importance | X - Other Land              |
|                      |                                    | L - Farmland of Local Importance     |                             |



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)  
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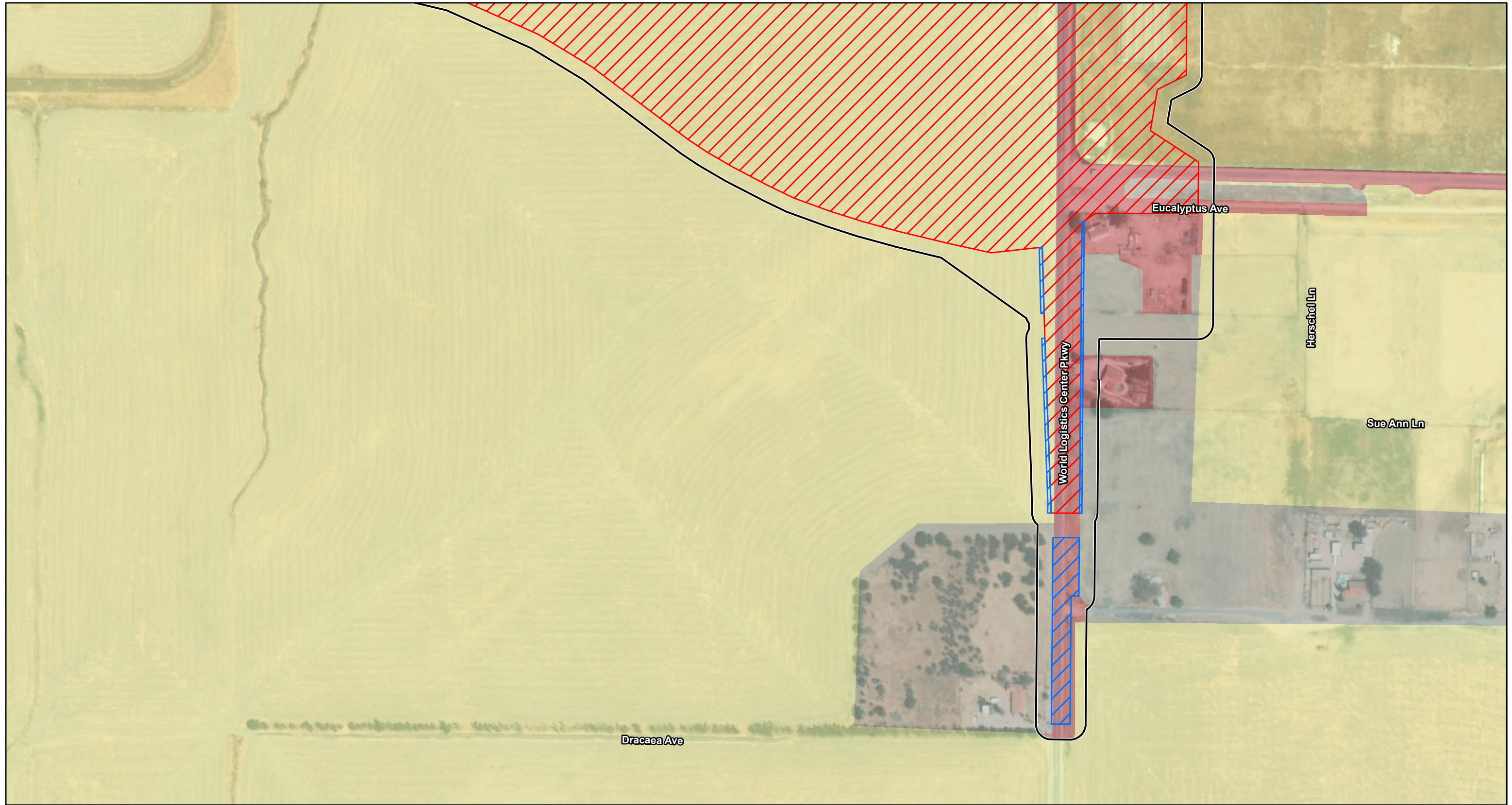


**FIGURE 2-6**  
 Sheet 5 of 10

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 Interchange Project*  
**Design Variation 2a - Farlands Impacts**

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 EA No. 0M590  
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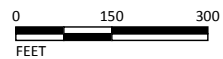
- Farlands Study Area
- City/County Boundary

**Design Variation 2a Impacts**

- Permanent
- Temporary

- P - Prime Farmland
- U - Unique Farmland
- S - Farmland of Statewide Importance
- L - Farmland of Local Importance

- G - Grazing Land
- D - Urban and Built-Up Land
- X - Other Land



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)

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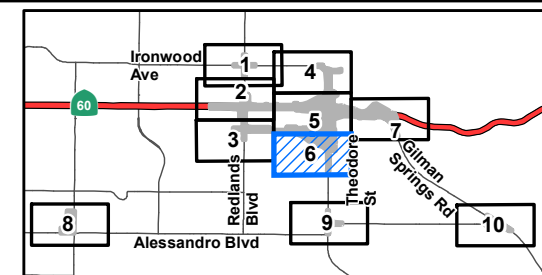


FIGURE 2-6  
Sheet 6 of 10

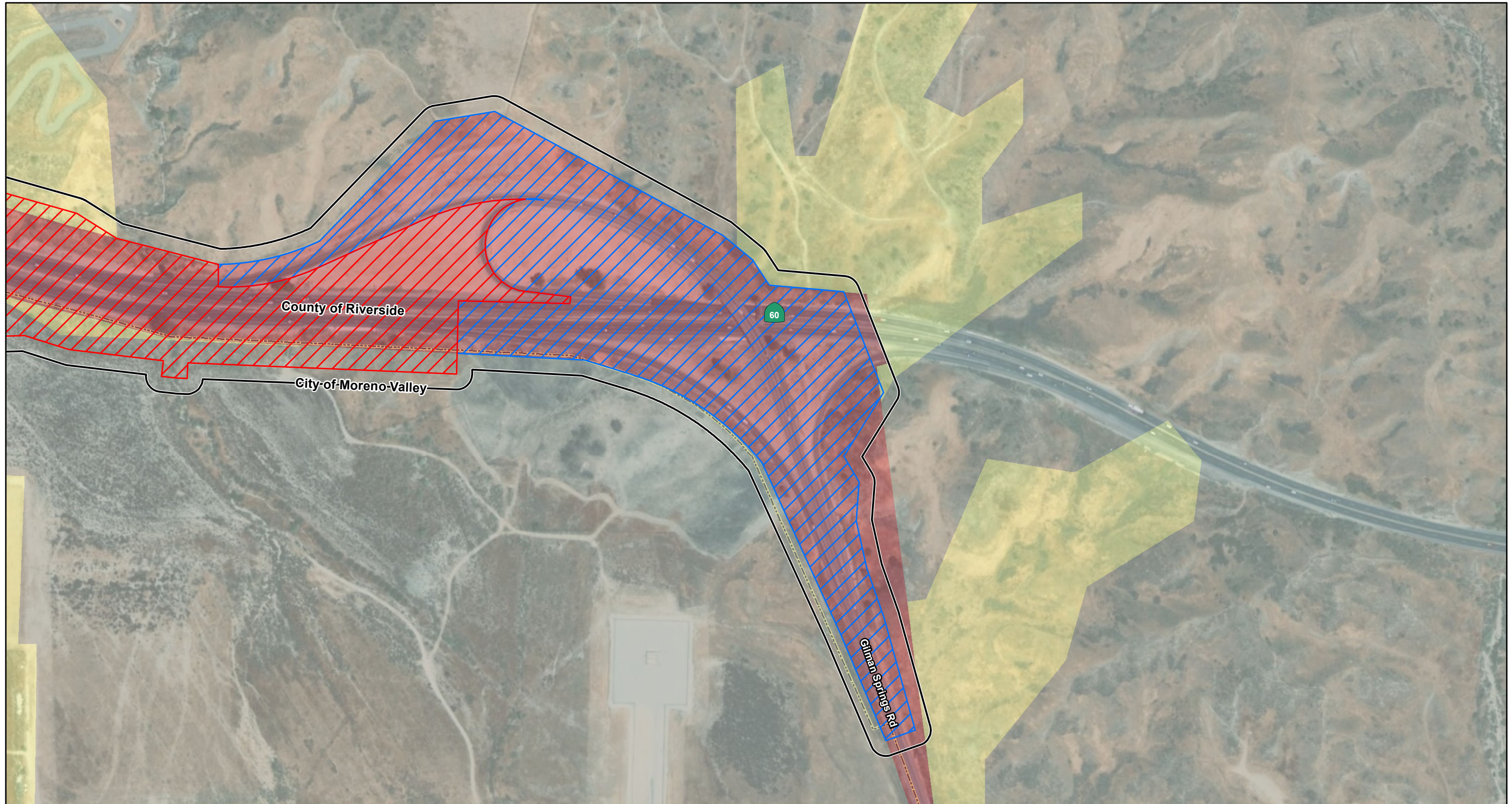
*SR-60 / World Logistics Center Pkwy  
Interchange Project*  
**Design Variation 2a - Farlands Impacts**

08-RIV-60 PM 20.0/22.0

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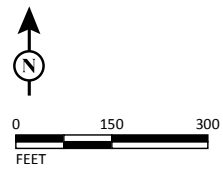
Project No. 0813000109

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**LEGEND**

- |                      |                                    |                                      |                             |
|----------------------|------------------------------------|--------------------------------------|-----------------------------|
| Farlands Study Area  | <b>Design Variation 2a Impacts</b> | P - Prime Farmland                   | G - Grazing Land            |
| City/County Boundary | Permanent                          | U - Unique Farmland                  | D - Urban and Built-Up Land |
|                      | Temporary                          | S - Farmland of Statewide Importance | X - Other Land              |
|                      |                                    | L - Farmland of Local Importance     |                             |



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)  
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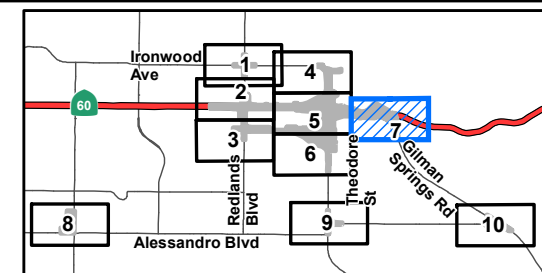
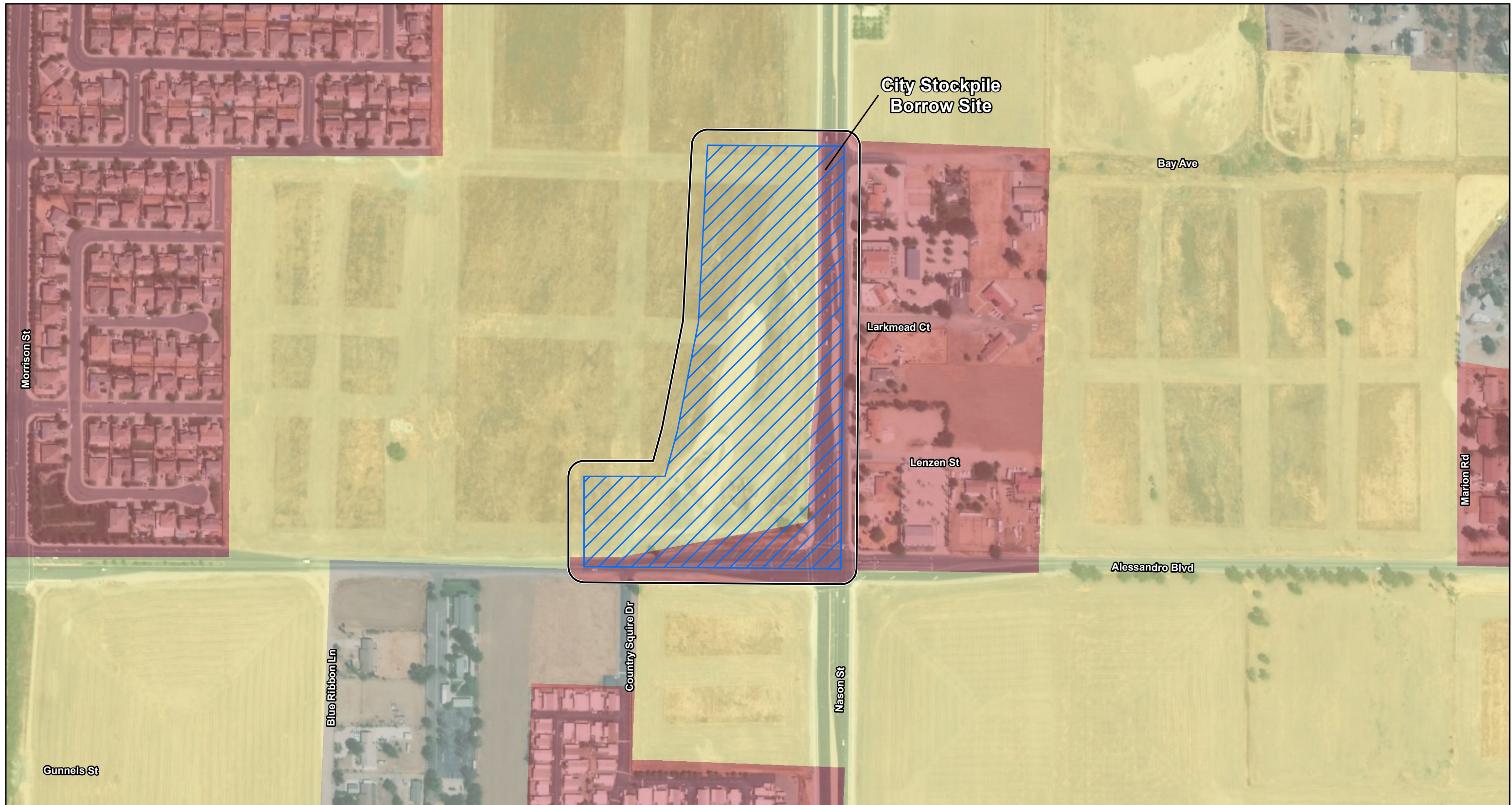


FIGURE 2-6  
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*SR-60 /World Logistics Center Pkwy Interchange Project*  
**Design Variation 2a - Farlands Impacts**

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 EA No. 0M590  
 Project No. 0813000109

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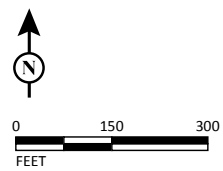


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- Farmlands Study Area
- City/County Boundary

- Design Variation 2a Impacts
- Permanent
  - Temporary

- |                                      |                             |
|--------------------------------------|-----------------------------|
| P - Prime Farmland                   | G - Grazing Land            |
| U - Unique Farmland                  | D - Urban and Built-Up Land |
| S - Farmland of Statewide Importance | X - Other Land              |
| L - Farmland of Local Importance     |                             |



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)

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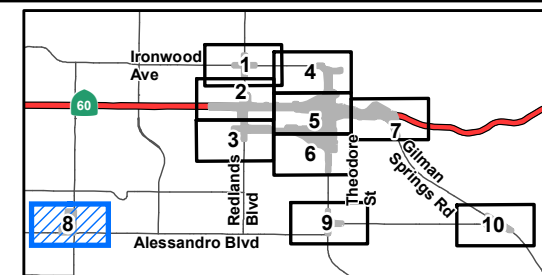


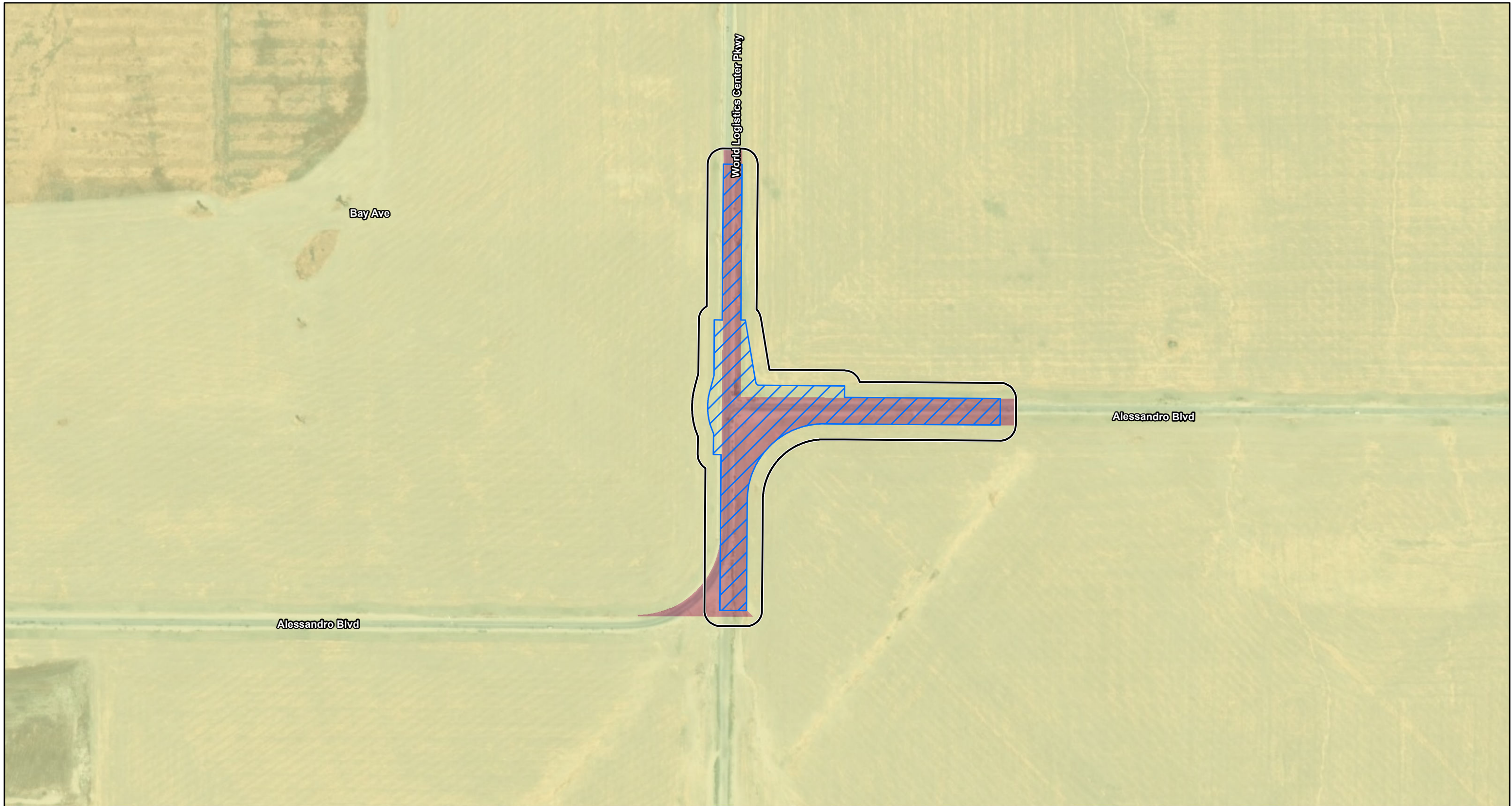
FIGURE 2-6  
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Interchange Project  
Design Variation 2a - Farmlands Impacts

08-RIV-60 PM 20.0/22.0  
EA No. 0M590  
Project No. 0813000109

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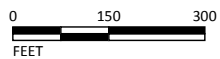
**LEGEND**

- Farmlands Study Area
- City/County Boundary

**Design Variation 2a Impacts**

- Permanent
- Temporary

- |                                      |                             |
|--------------------------------------|-----------------------------|
| P - Prime Farmland                   | G - Grazing Land            |
| U - Unique Farmland                  | D - Urban and Built-Up Land |
| S - Farmland of Statewide Importance | X - Other Land              |
| L - Farmland of Local Importance     |                             |



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)

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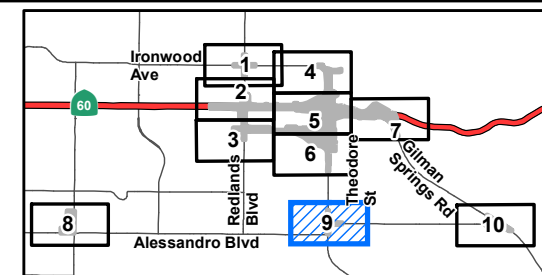
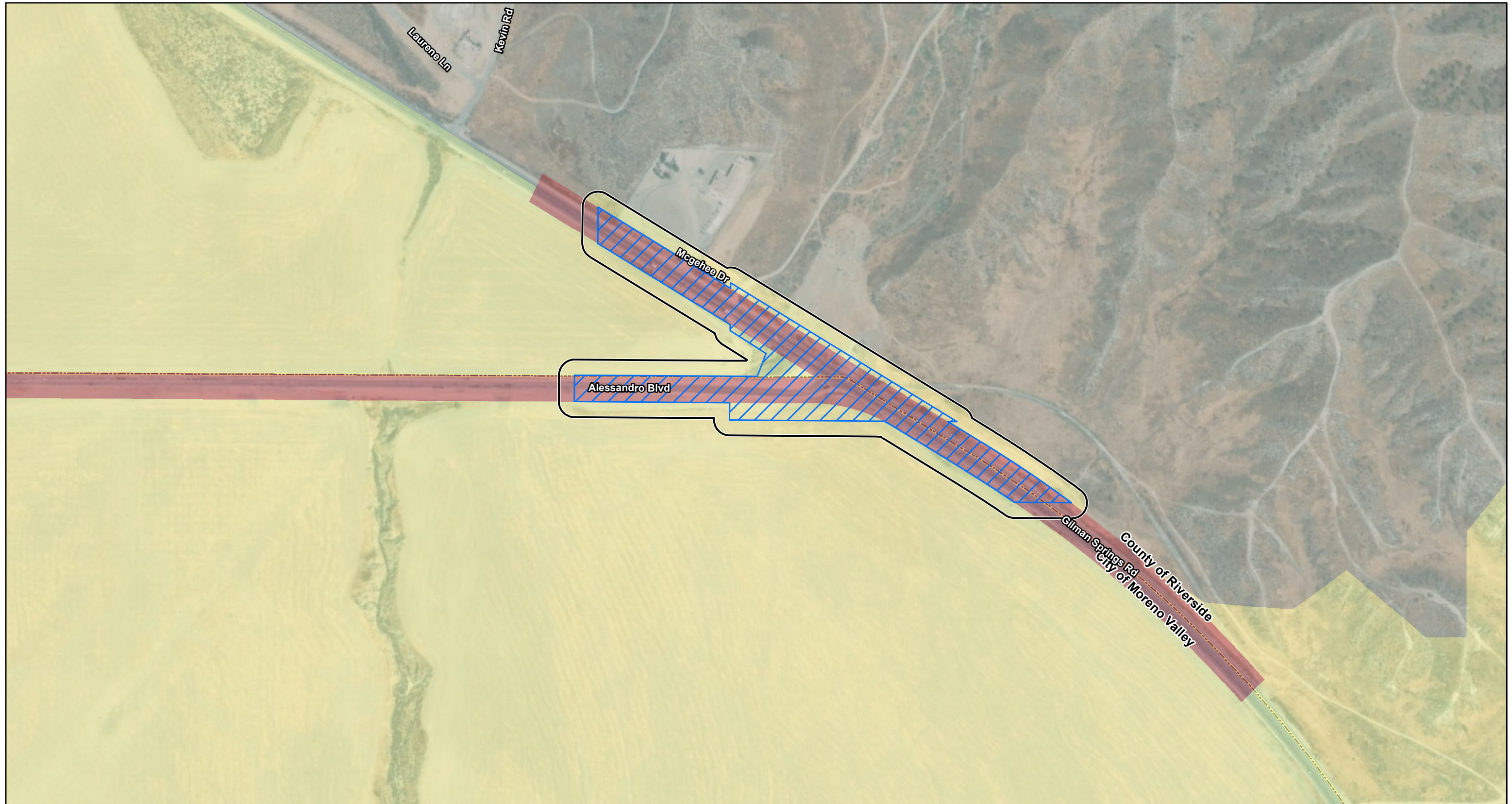


FIGURE 2-6  
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*SR-60 / World Logistics Center Pkwy  
Interchange Project*  
**Design Variation 2a - Farmlands Impacts**

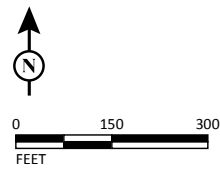
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EA No. 0M590  
Project No. 0813000109

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**LEGEND**

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|----------------------|------------------------------------|--------------------------------------|-----------------------------|
| Farmlands Study Area | <b>Design Variation 2a Impacts</b> | P - Prime Farmland                   | G - Grazing Land            |
| City/County Boundary | Permanent                          | U - Unique Farmland                  | D - Urban and Built-Up Land |
|                      | Temporary                          | S - Farmland of Statewide Importance | X - Other Land              |
|                      |                                    | L - Farmland of Local Importance     |                             |



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)  
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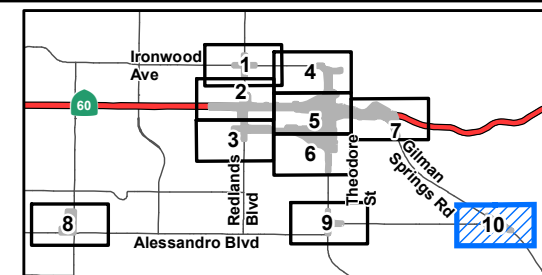
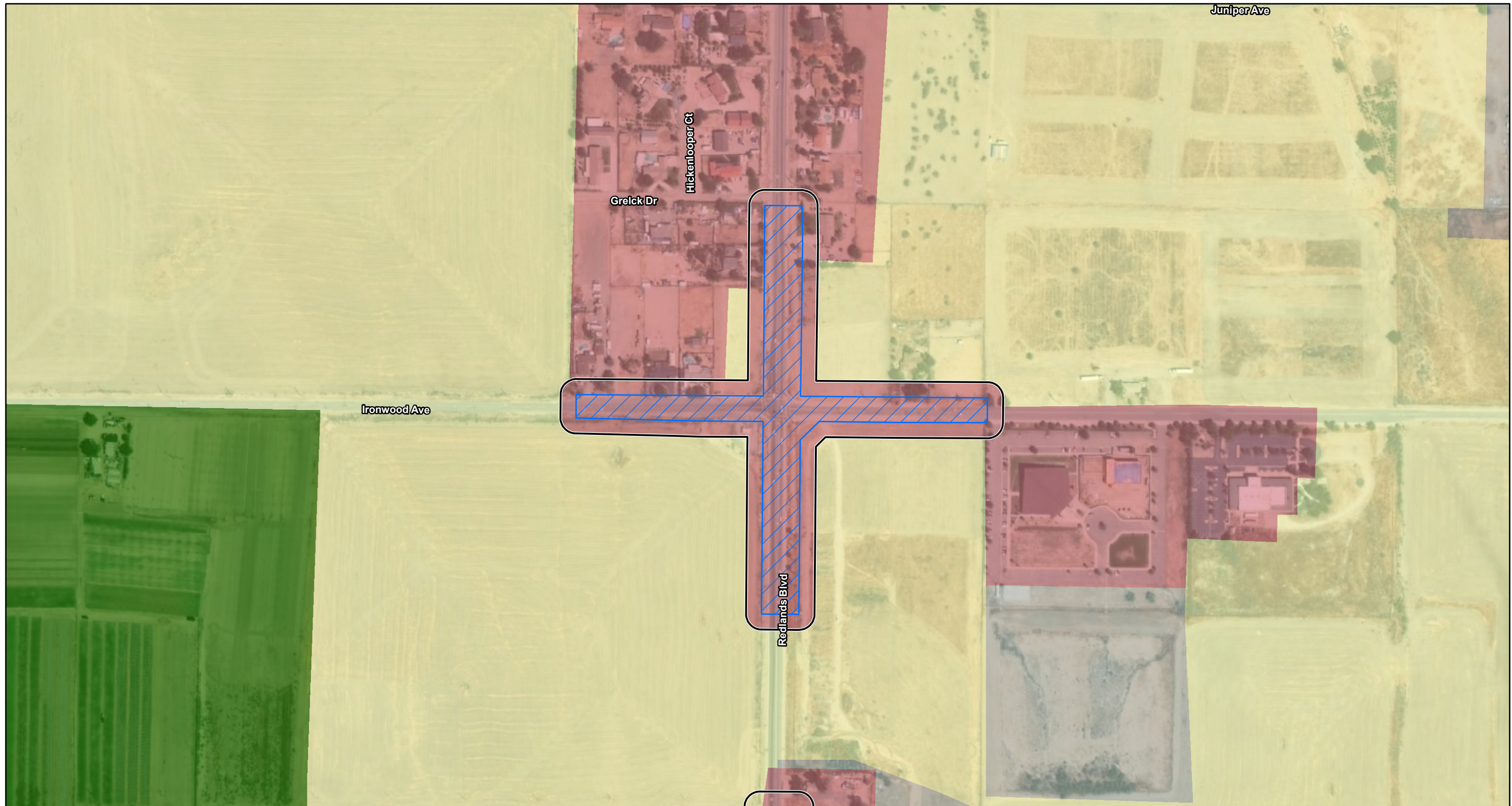


FIGURE 2-6  
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*SR-60 /World Logistics Center Pkwy  
 Interchange Project*  
**Design Variation 2a - Farmlands Impacts**

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 EA No. 0M590  
 Project No. 0813000109

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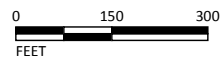
- Farlands Study Area
- City/County Boundary

Design Variation 6a Impacts

- Permanent
- Temporary

- P - Prime Farmland
- U - Unique Farmland
- S - Farmland of Statewide Importance
- L - Farmland of Local Importance

- G - Grazing Land
- D - Urban and Built-Up Land
- X - Other Land



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)

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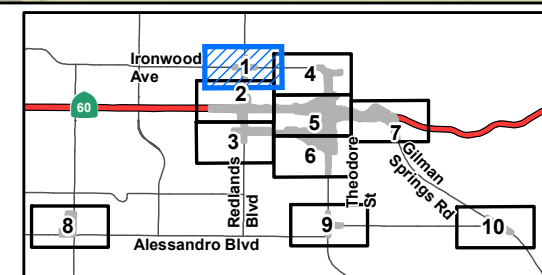


FIGURE 2-7  
Sheet 1 of 10

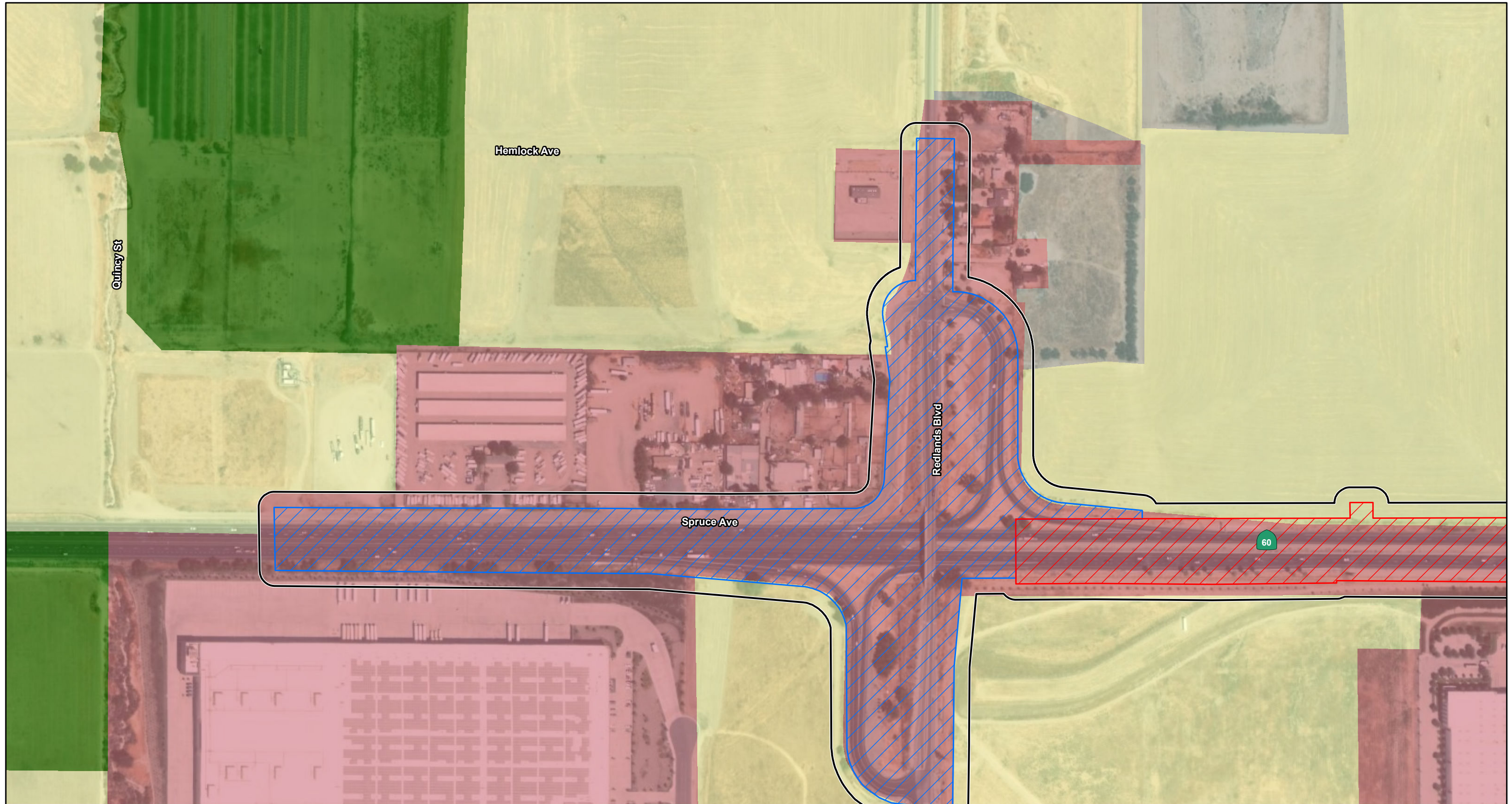
SR-60 /World Logistics Center Pkwy  
Interchange Project  
Design Variation 6a - Farlands Impacts

08-RIV-60 PM 20.0/22.0

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Project No. 0813000109

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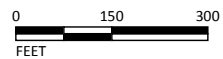
- Farlands Study Area
- City/County Boundary

Design Variation 6a Impacts

- Permanent
- Temporary

- P - Prime Farmland
- U - Unique Farmland
- S - Farmland of Statewide Importance
- L - Farmland of Local Importance

- G - Grazing Land
- D - Urban and Built-Up Land
- X - Other Land



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)

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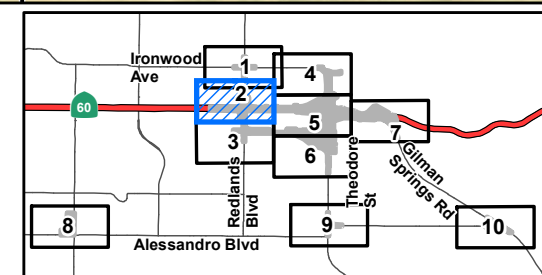


FIGURE 2-7  
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SR-60 /World Logistics Center Pkwy  
Interchange Project  
Design Variation 6a - Farlands Impacts

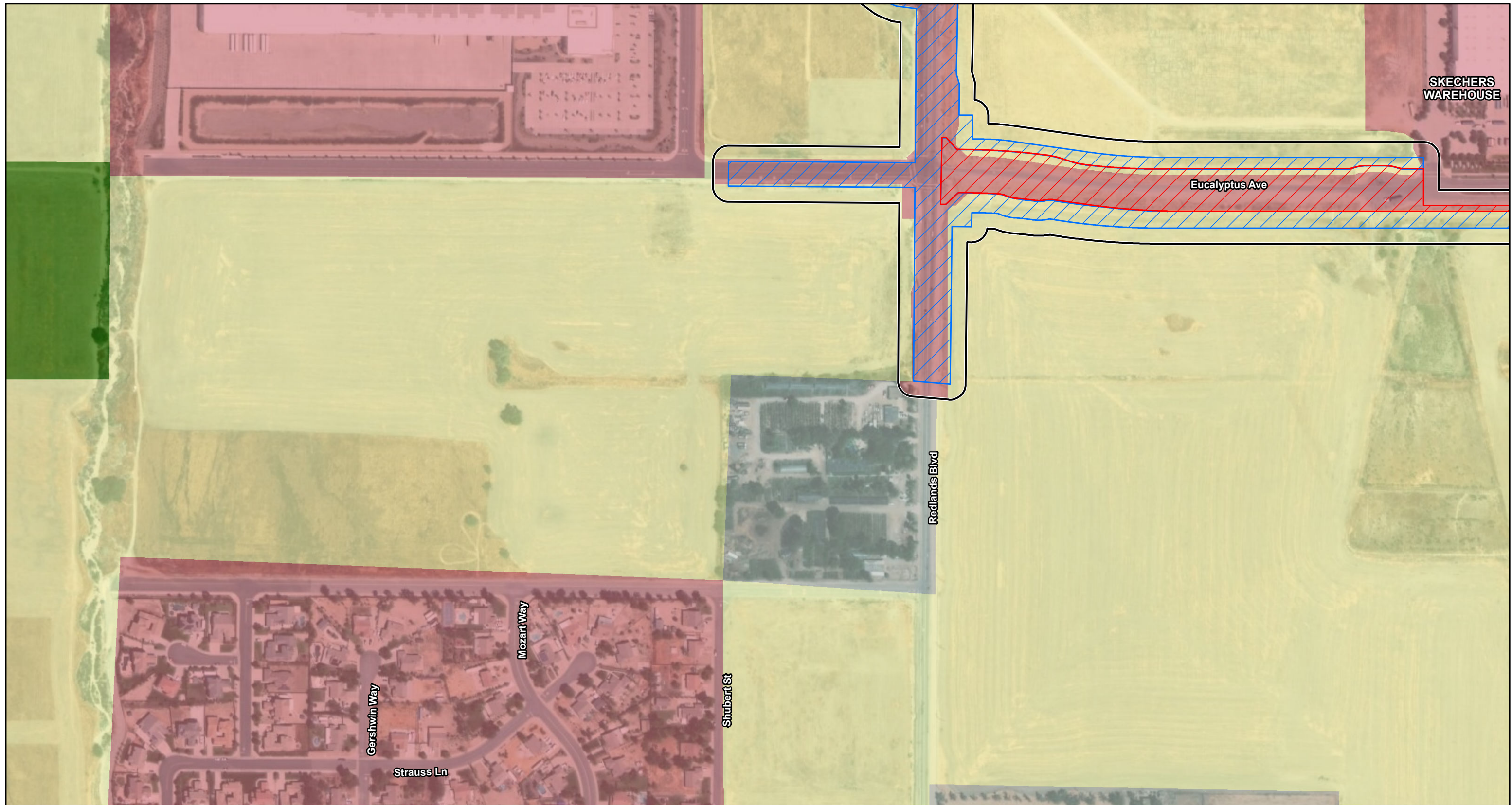
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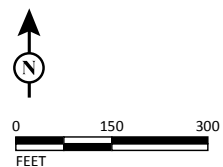
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|----------------------|---------------------------------------|--------------------------------------|-----------------------------|
| Farlands Study Area  | Design Variation 6a Impacts Permanent | P - Prime Farmland                   | G - Grazing Land            |
| City/County Boundary | Design Variation 6a Impacts Temporary | U - Unique Farmland                  | D - Urban and Built-Up Land |
|                      |                                       | S - Farmland of Statewide Importance | X - Other Land              |
|                      |                                       | L - Farmland of Local Importance     |                             |



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)  
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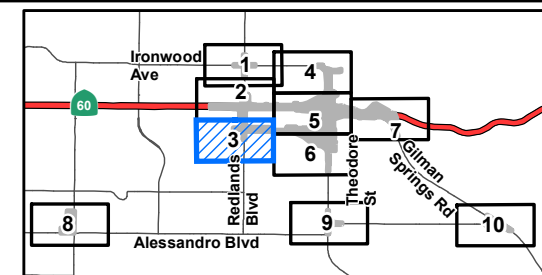
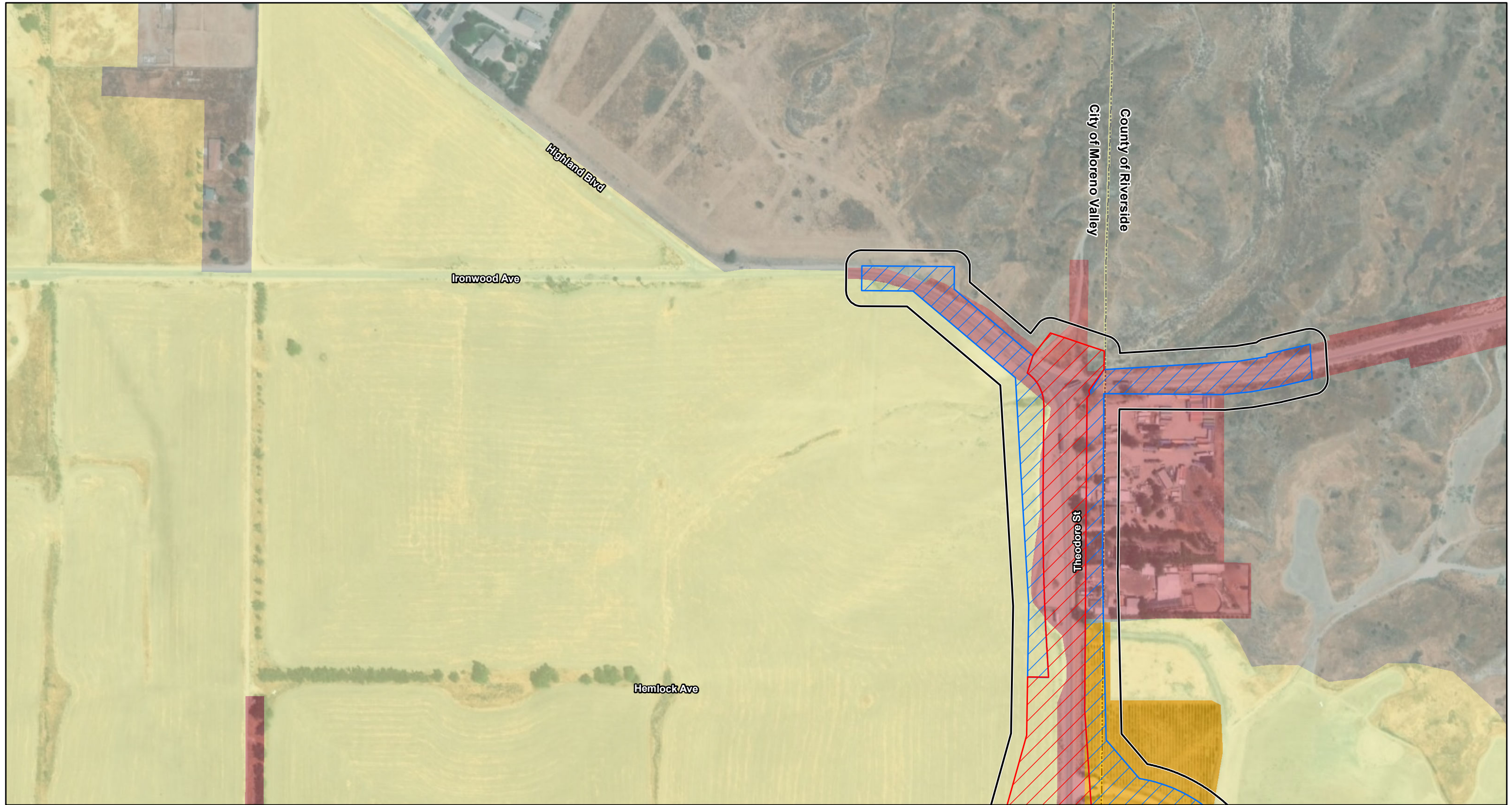


FIGURE 2-7  
 Sheet 3 of 10

SR-60 / World Logistics Center Pkwy  
 Interchange Project  
 Design Variation 6a - Farlands Impacts

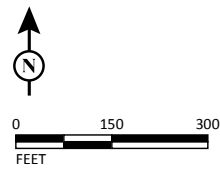
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 EA No. 0M590  
 Project No. 0813000109

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**LEGEND**

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|----------------------|--|--------------------------------------|-----------------------------|
| Farlands Study Area  | Design Variation 6a Impacts: Permanent | P - Prime Farmland                   | G - Grazing Land            |
| City/County Boundary | Design Variation 6a Impacts: Temporary | U - Unique Farmland                  | D - Urban and Built-Up Land |
|                      |  | S - Farmland of Statewide Importance | X - Other Land              |
|                      |  | L - Farmland of Local Importance     |                             |



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)  
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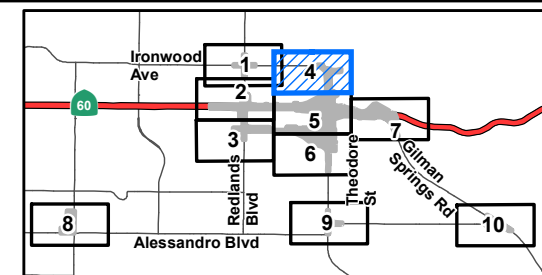
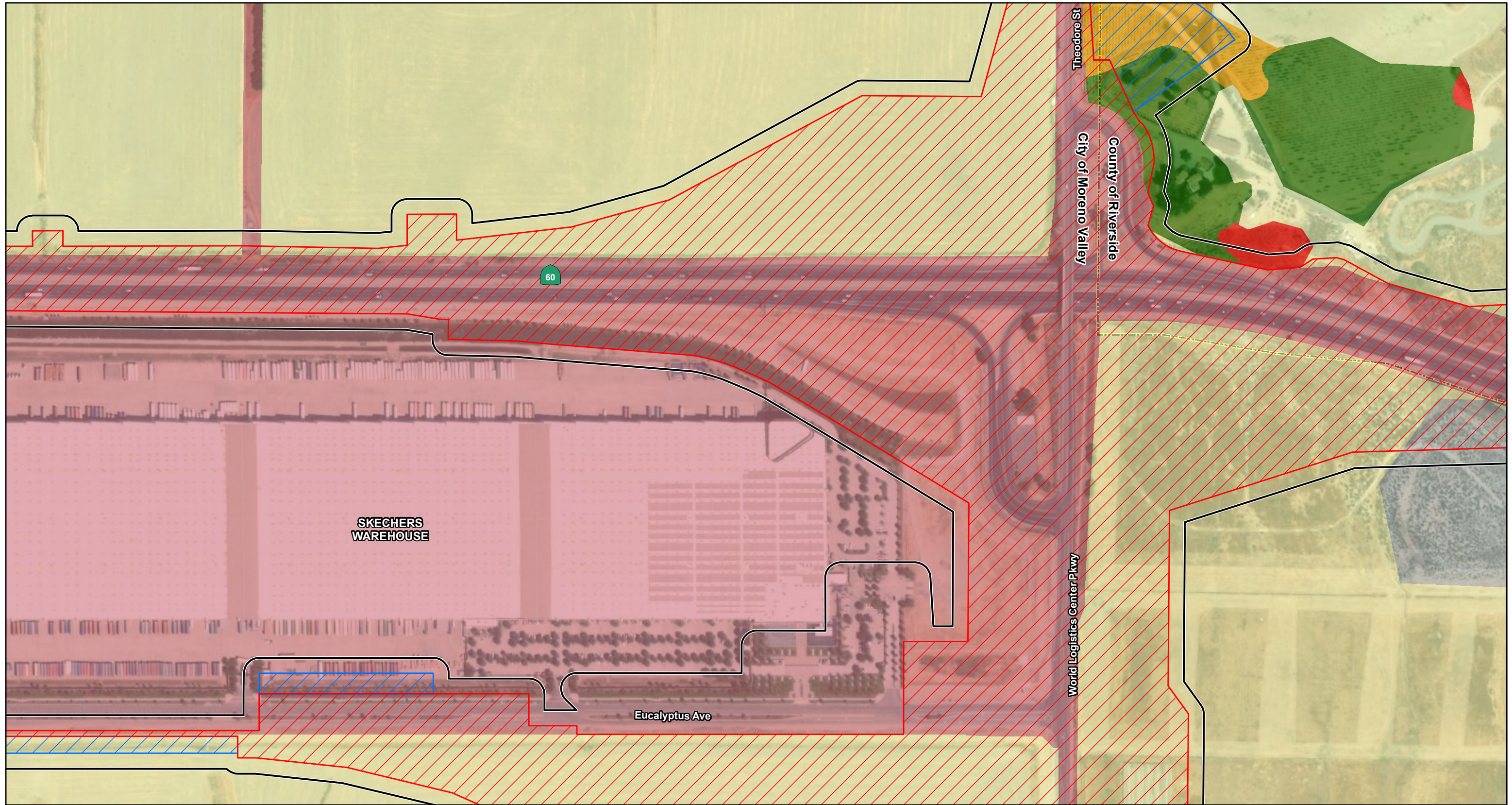


FIGURE 2-7  
 Sheet 4 of 10

*SR-60 / World Logistics Center Pkwy Interchange Project*  
**Design Variation 6a - Farlands Impacts**

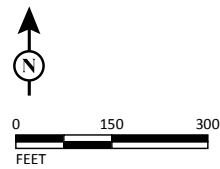
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 Project No. 0813000109

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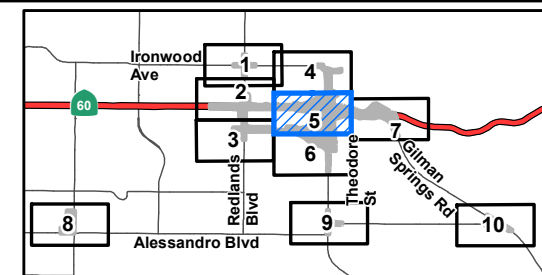


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|----------------------|--|--------------------------------------|-----------------------------|
| Farlands Study Area  | Design Variation 6a Impacts: Permanent | P - Prime Farmland                   | G - Grazing Land            |
| City/County Boundary | Design Variation 6a Impacts: Temporary | U - Unique Farmland                  | D - Urban and Built-Up Land |
|                      |  | S - Farmland of Statewide Importance | X - Other Land              |
|                      |  | L - Farmland of Local Importance     |                             |



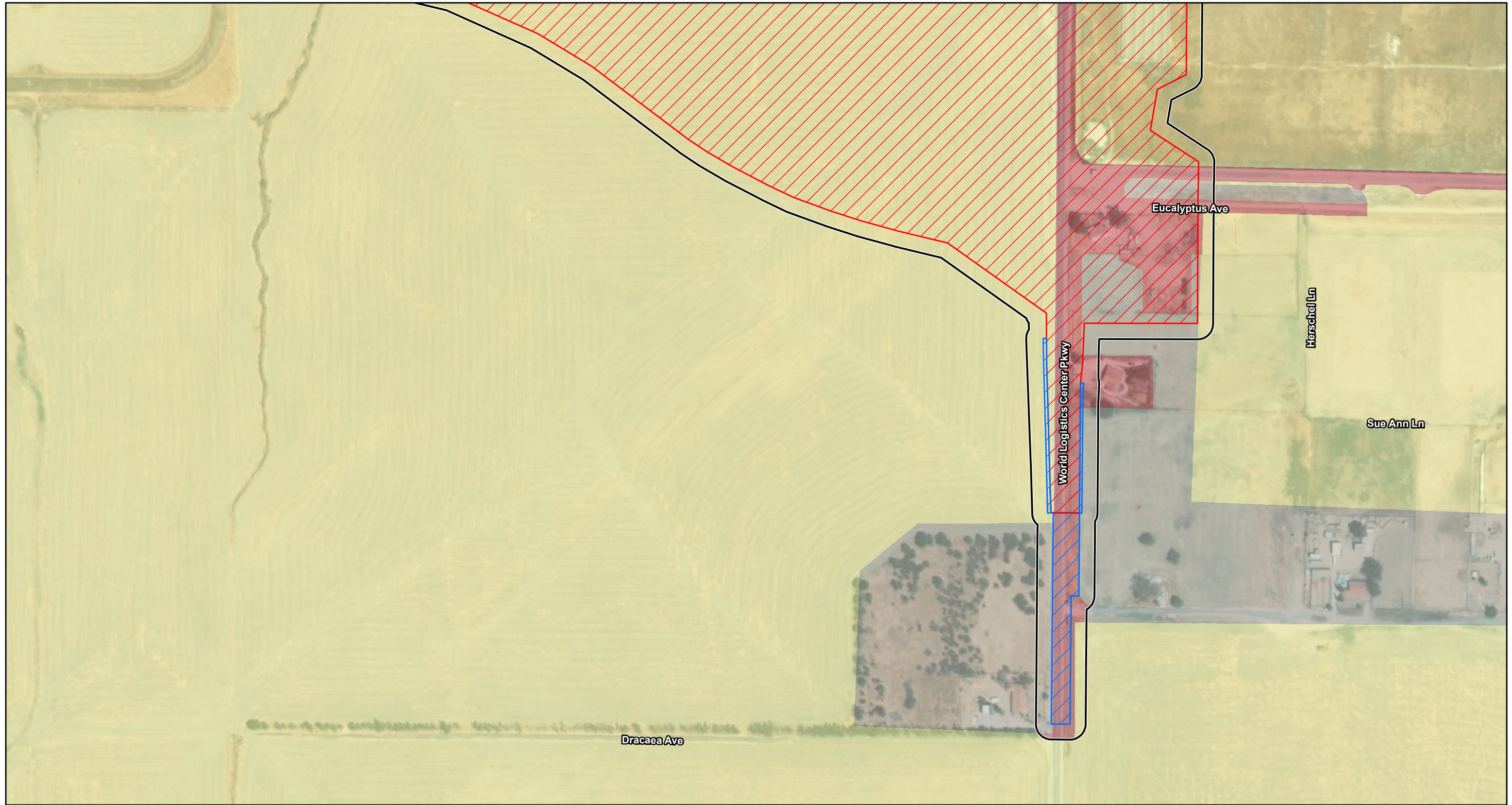
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**FIGURE 2-7**  
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*SR-60 /World Logistics Center Pkwy Interchange Project*  
**Design Variation 6a - Farlands Impacts**  
 08-RIV-60 PM 20.0/22.0  
 EA No. 0M590  
 Project No. 0813000109

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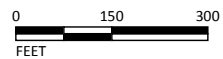
- Farmlands Study Area
- City/County Boundary

**Design Variation 6a Impacts**

- Permanent
- Temporary

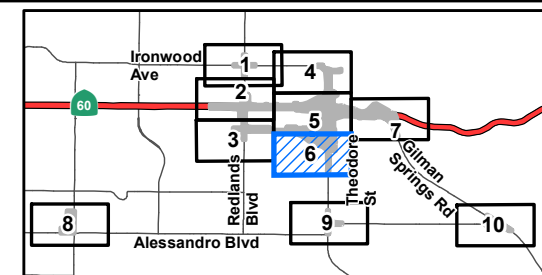
- P - Prime Farmland
- U - Unique Farmland
- S - Farmland of Statewide Importance
- L - Farmland of Local Importance

- G - Grazing Land
- D - Urban and Built-Up Land
- X - Other Land



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)

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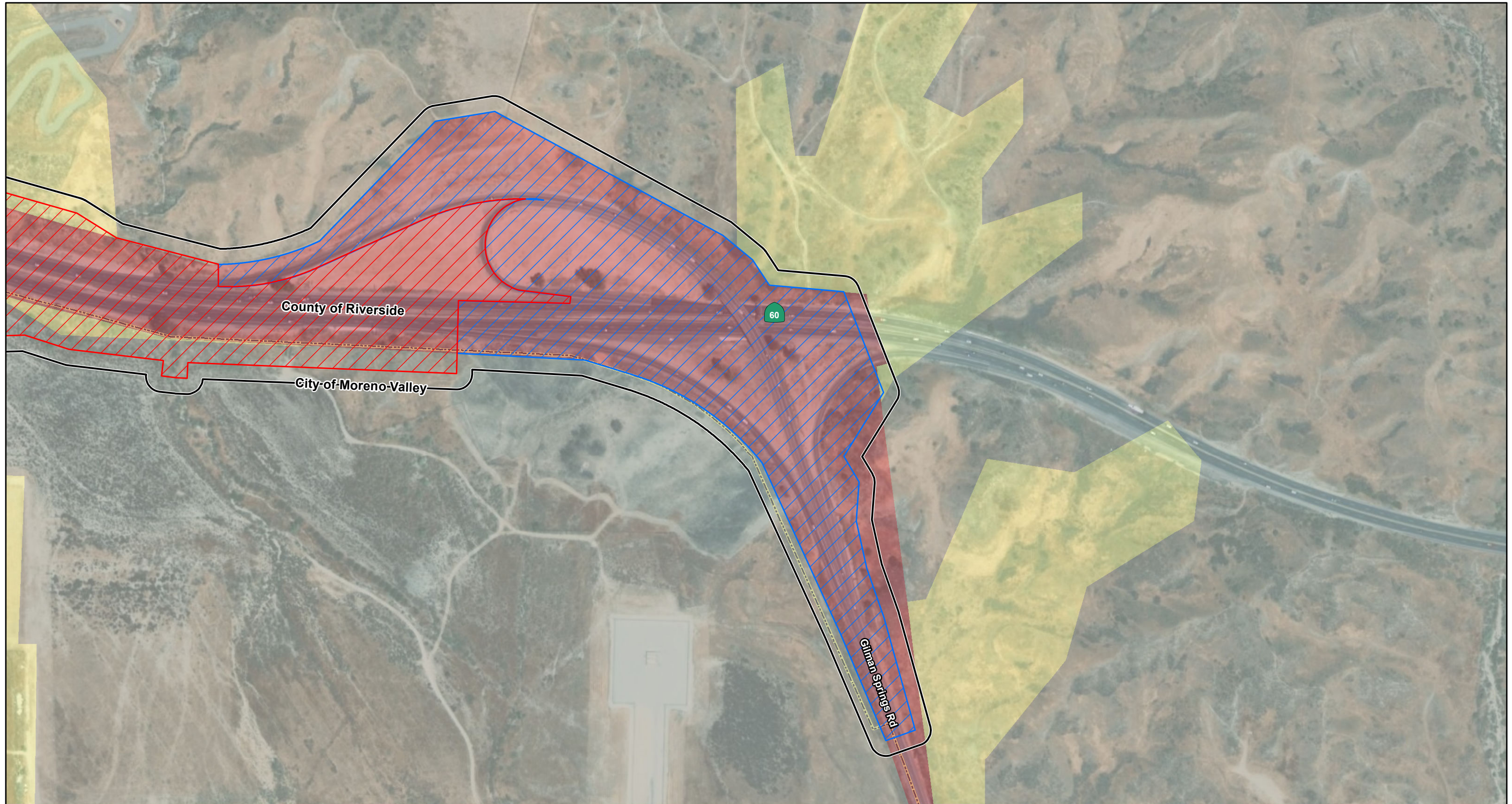
**FIGURE 2-7**  
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*SR-60 /World Logistics Center Pkwy Interchange Project*  
**Design Variation 6a - Farmlands Impacts**

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EA No. 0M590  
Project No. 0813000109

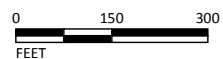
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LEGEND

- |                      |  |                                      |                             |
|----------------------|--|--------------------------------------|-----------------------------|
| Farlands Study Area  | Design Variation 6a Impacts: Permanent | P - Prime Farmland                   | G - Grazing Land            |
| City/County Boundary | Design Variation 6a Impacts: Temporary | U - Unique Farmland                  | D - Urban and Built-Up Land |
|                      |  | S - Farmland of Statewide Importance | X - Other Land              |
|                      |  | L - Farmland of Local Importance     |                             |



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)

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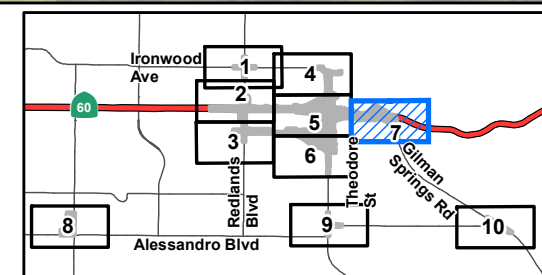


FIGURE 2-7  
Sheet 7 of 10

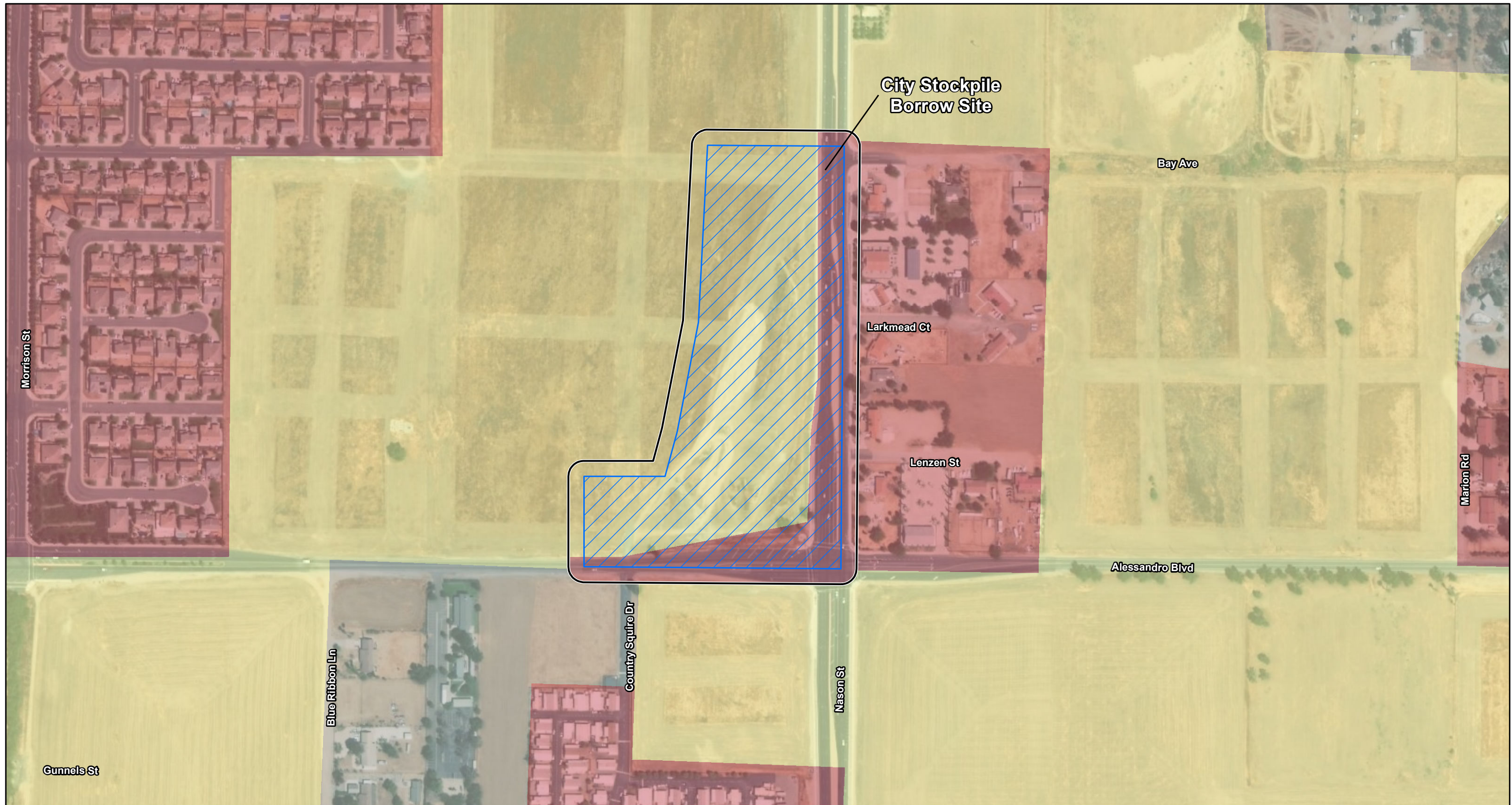
SR-60 /World Logistics Center Pkwy  
Interchange Project  
Design Variation 6a - Farlands Impacts

08-RIV-60 PM 20.0/22.0

EA No. 0M590

Project No. 0813000109

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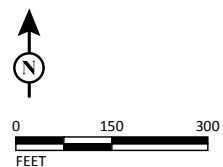


LEGEND

- Farmlands Study Area
- City/County Boundary

- Design Variation 6a Impacts
- Permanent
  - Temporary

- |  |   |
|--|---|
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| <span style="display: inline-block; width: 15px; height: 10px; background-color: #F44336; margin-right: 5px;"></span> U - Unique Farmland                  | <span style="display: inline-block; width: 15px; height: 10px; background-color: #E91E63; margin-right: 5px;"></span> D - Urban and Built-Up Land |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #FFC107; margin-right: 5px;"></span> S - Farmland of Statewide Importance | <span style="display: inline-block; width: 15px; height: 10px; background-color: #9E9E9E; margin-right: 5px;"></span> X - Other Land              |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #FFF176; margin-right: 5px;"></span> L - Farmland of Local Importance     |   |



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)  
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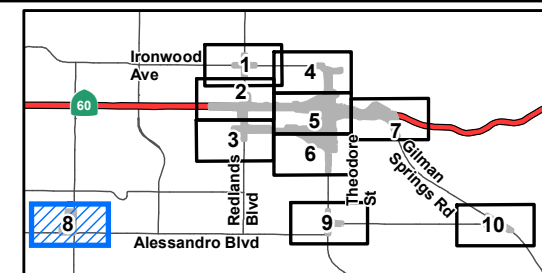
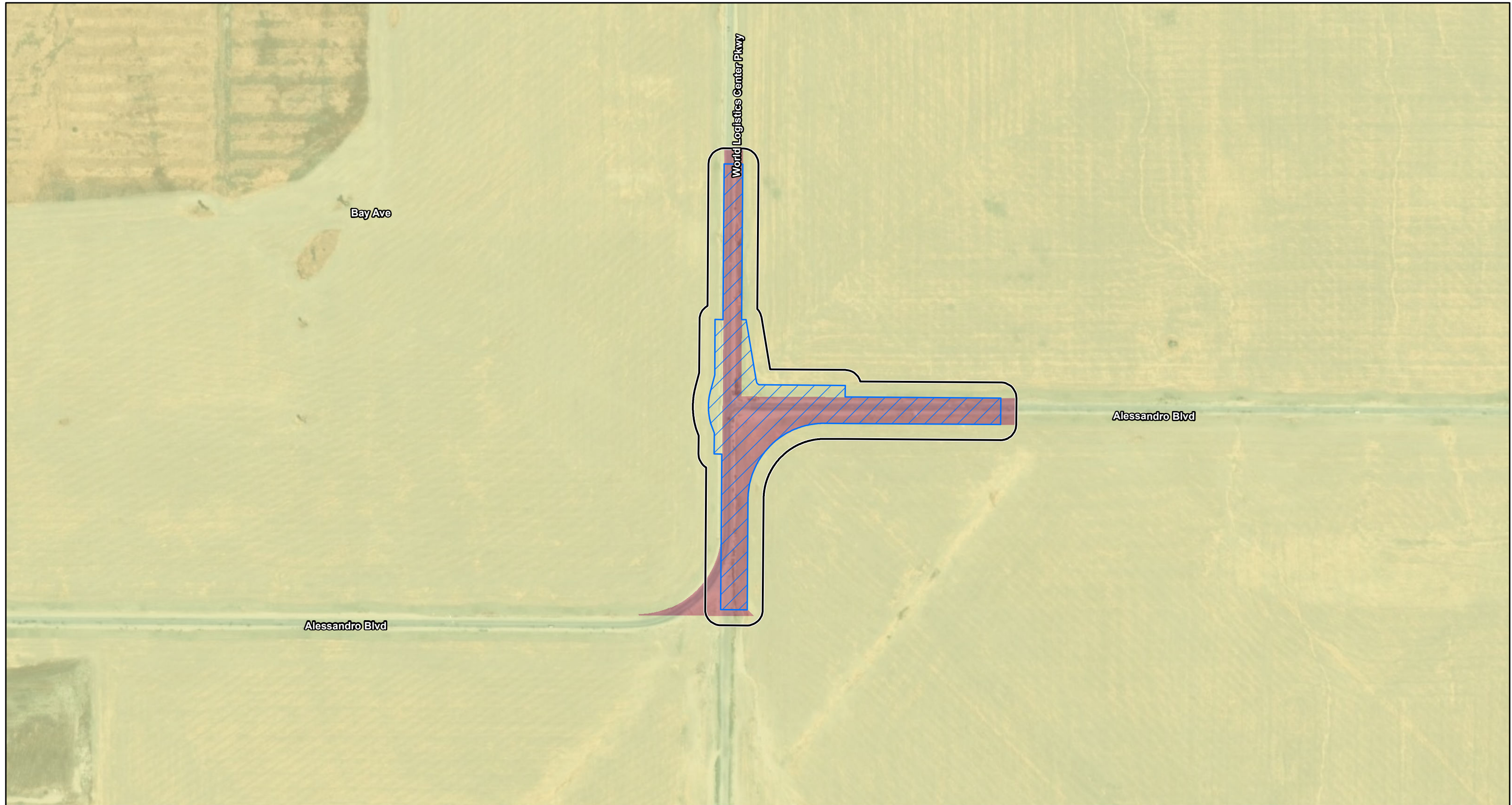


FIGURE 2-7  
 Sheet 8 of 10

SR-60 / World Logistics Center Pkwy Interchange Project  
 Design Variation 6a - Farmlands Impacts

08-RIV-60 PM 20.0/22.0  
 EA No. 0M590  
 Project No. 0813000109

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**LEGEND**

- Farmlands Study Area
- City/County Boundary

**Design Variation 6a Impacts**

- Permanent
- Temporary

P - Prime Farmland

U - Unique Farmland

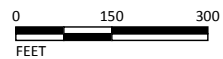
S - Farmland of Statewide Importance

L - Farmland of Local Importance

G - Grazing Land

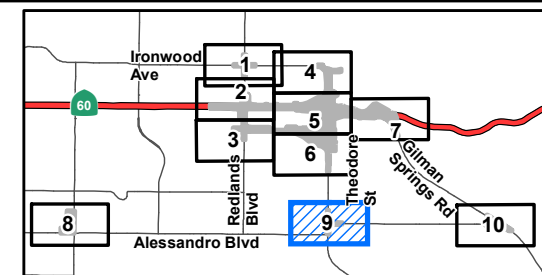
D - Urban and Built-Up Land

X - Other Land



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)

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**FIGURE 2-7**  
Sheet 9 of 10

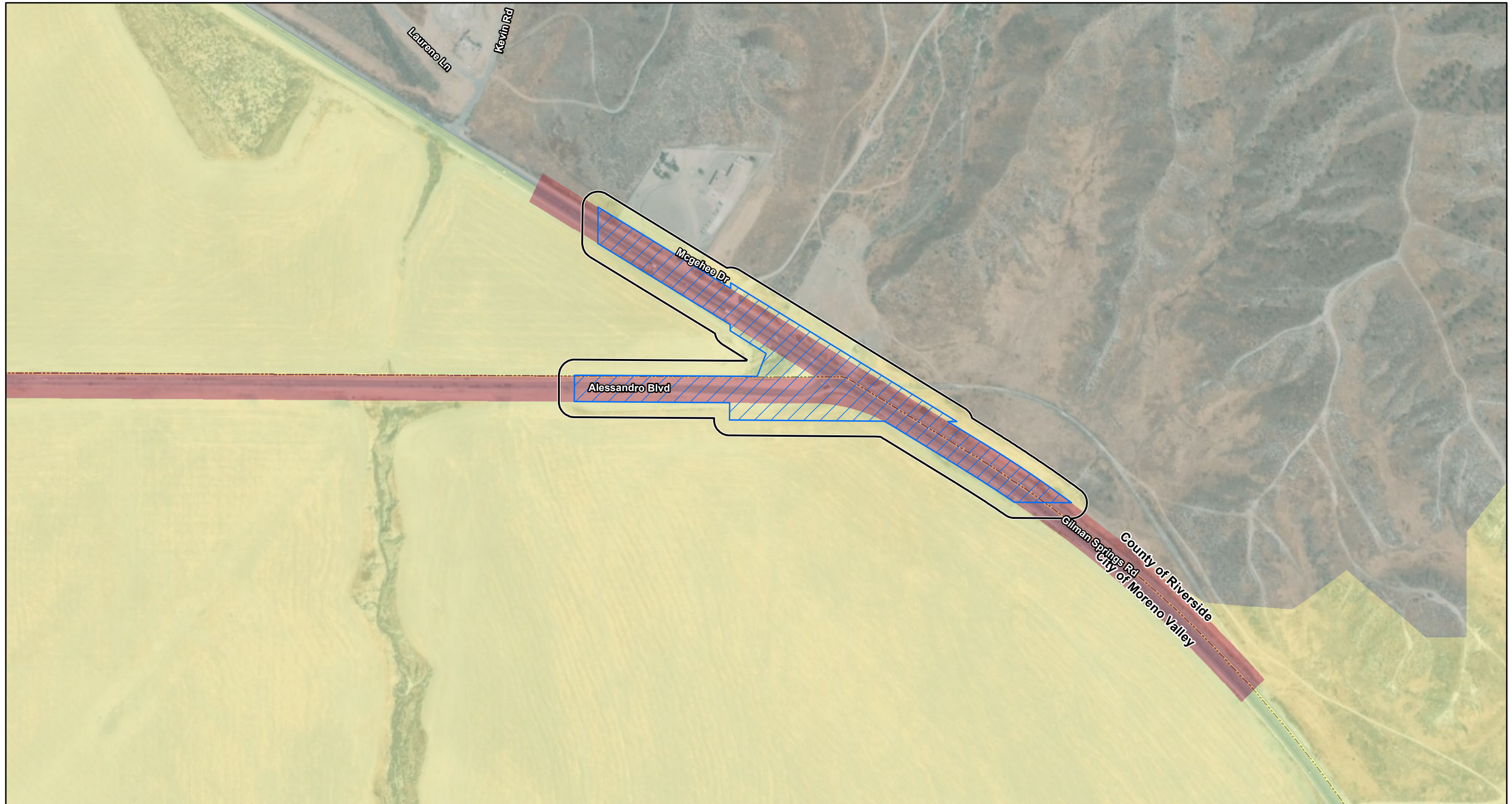
*SR-60 / World Logistics Center Pkwy Interchange Project*  
**Design Variation 6a - Farmlands Impacts**

08-RIV-60 PM 20.0/22.0

EA No. 0M590

Project No. 0813000109

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**LEGEND**

- Farmlands Study Area
- City/County Boundary

**Design Variation 6a Impacts**

- Permanent
- Temporary

P - Prime Farmland

U - Unique Farmland

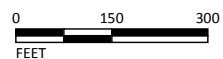
S - Farmland of Statewide Importance

L - Farmland of Local Importance

G - Grazing Land

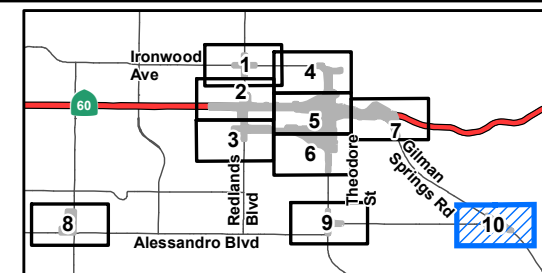
D - Urban and Built-Up Land

X - Other Land



SOURCE: RBF (9/30/2014; 2015); ESRI (7/2012); FMMP (2016); LSA (11/2018); MBI (11/2018)

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**FIGURE 2-7**

Sheet 10 of 10

*SR-60 /World Logistics Center Pkwy Interchange Project*

**Design Variation 6a - Farmlands Impacts**

08-RIV-60 PM 20.0/22.0

EA No. 0M590

Project No. 0813000109

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**Table 2.5: Permanent Farmland Impacts by Alternative/Design Variation**

| Alternatives        | Prime Farmland (ac) | Unique Farmland (ac) | Farmland of Statewide Importance (ac) | Farmland of Local Importance (ac) | Total Farmland (ac) |
|---------------------|---------------------|----------------------|---------------------------------------|-----------------------------------|---------------------|
| Alternative 2       | 0.1                 | 0.0                  | 0.3                                   | 43.7                              | 44.1                |
| Alternative 6       | 0.5                 | 0.0                  | 0.3                                   | 43.7                              | 44.5                |
| Design Variation 2a | 0.1                 | 0.0                  | 0.3                                   | 75.4                              | 75.8                |
| Design Variation 6a | 0.5                 | 0.0                  | 0.3                                   | 76.1                              | 76.9                |

Source: Michael Baker International (2018).  
ac = acre/acres

None of the land in the project area is designated in the City or County General Plans for agricultural use (although some of the land is designated for rural residential uses that would allow agricultural uses); therefore, no conflicts with existing zoning for agricultural use would occur. There are no Williamson Act Contract lands within or adjacent to the project area; therefore, no conflicts with Williamson Act Contract lands would occur.

As shown in Table 2.6, Alternative 2 would result in conversion of approximately 0.02 percent of farmland in the County and a very low percentage of farmland in the State. Table 2.6 also shows that Alternative 2 received a final score on Form NRCS-CPA-106 of 98, which is below the 160-point threshold that would require alternative actions as appropriate to reduce adverse impacts to farmlands. Therefore, based on Form NRCS-CPA-106, Alternative 2 would not have a substantial adverse effect on farmlands, and no further analysis is necessary to ensure that farmlands are protected per the requirements of the FPPA. Please refer to Appendix A for Form NRCS-CPA-106.

**Table 2.6: Farmland Conversion by Alternative/Design Variation**

| Alternatives        | Total Farmland Converted (ac) | Prime and Unique Farmland (ac) | Percent of Farmland in County | Percent of Farmland in State <sup>1</sup> | Farmland Conversion Impact Rating |
|---------------------|-------------------------------|--------------------------------|-------------------------------|---|-----------------------------------|
| Alternative 2       | 44.1                          | 0.1                            | 0.02                          | 0.00                                      | 98                                |
| Alternative 6       | 44.5                          | 0.5                            | 0.02                          | 0.00                                      | 98                                |
| Design Variation 2a | 75.8                          | 0.1                            | 0.02                          | 0.00                                      | 115                               |
| Design Variation 6a | 76.9                          | 0.5                            | 0.02                          | 0.00                                      | 115                               |

Source: Michael Baker International (2018).

<sup>1</sup> These figures are greater than 0 but less than 0.00001.

ac = acre/acres

County = Riverside County

State = California

***Alternative 6 (Modified Partial Cloverleaf with Roundabout Intersections)***

As shown in Table 2.5, Alternative 6 would result in permanent impacts to approximately 0.5 ac of Prime Farmland, 0.3 ac of Farmland of Statewide Importance, and 43.7 ac of Farmland of Local Importance as a result of the permanent conversion of that land into transportation facilities. Similar to Alternative 2, Alternative 6 would result in the loss of farmland along existing roads within the project area, primarily on the east side of WLC Pkwy and Theodore Street, both north and south of SR-60.

None of the land in the project area is designated in the City or County General Plans for agricultural use (although some of the land is designated for rural residential uses that would allow agricultural uses); therefore, no conflicts with existing zoning for agricultural use would occur. There are no Williamson Act Contract lands within or adjacent to the project area; therefore, no conflicts with Williamson Act Contract lands would occur.

Table 2.6 shows that, similar to Alternative 2, Alternative 6 would result in conversion of approximately 0.02 percent of farmland in the County and 0.00 percent of farmland in the State. Similar to Alternative 2, Alternative 6 also received a final score on Form NRCS-CPA-106 of 98. Therefore, based on Form NRCS-CPA-106, Alternative 6 would not have a substantial adverse effect on farmlands, and no further analysis is necessary to ensure that farmlands are protected per the requirements of the FPPA.

***Design Variation 2a (Alternative 2 with Design Variation)***

As shown in Table 2.5, Design Variation 2a would result in permanent impacts to approximately 0.1 ac of Prime Farmland, 0.3 ac of Farmland of Statewide Importance and 75.4 ac of Farmland of Local Importance as a result of the permanent conversion of that land into transportation facilities. Design Variation 2a would not result in any permanent impact to Unique Farmland. Design Variation 2a would result in the loss of farmland along existing roads within the project area, primarily on the east side of WLC Pkwy and Theodore Street, both north and south of SR-60, and within the corridor connecting World Logistics Center Parkway and Eucalyptus Avenue.

None of the land in the project area is designated in the City or County General Plans for agricultural use (although some of the land is designated for rural residential uses that would allow agricultural uses); therefore, no conflicts with existing zoning for agricultural use would occur. There are no Williamson Act Contract lands within or

adjacent to the project area; therefore, no conflicts with Williamson Act Contract lands would occur.

Table 2.6 shows that Design Variation 2a would result in conversion of approximately 0.02 percent of farmland in the County and 0.00 percent of farmland in the State. Design Variation 2a received a final score on Form NRCS-CPA-106 of 115. Therefore, based on Form NRCS-CPA-106, Design Variation 2a would not have a substantial adverse effect on farmlands, and no further analysis is necessary to ensure that farmlands are protected per the requirements of the FPPA.

***Design Variation 6a (Alternative 6 with Design Variation)***

As shown in Table 2.5, Design Variation 6a would result in permanent impacts to approximately 0.5 ac of Prime Farmland, 0.3 ac of Farmland of Statewide Importance, and 76.1 ac of Farmland of Local Importance as a result of the permanent conversion of that land into transportation facilities. Design Variation 6a would not result in any permanent impact to Prime or Unique Farmland. Similar to Design Variation 2a, Design Variation 6a would result in the loss of farmland along existing roads within the project area, primarily on the east side of WLC Pkwy and Theodore Street, both north and south of SR-60, and within the corridor connecting World Logistics Center Parkway and Eucalyptus Avenue.

None of the land in the project area is designated in the City or County General Plans for agricultural use (although some of the land is designated for rural residential uses that would allow agricultural uses); therefore, no conflicts with existing zoning for agricultural use would occur. There are no Williamson Act Contract lands within or adjacent to the project area; therefore, no conflicts with Williamson Act Contract lands would occur.

Table 2.6 shows that, similar to Design Variation 2a, Design Variation 6a would result in conversion of approximately 0.02 percent of farmland in the County and 0.00 percent of farmland in the State. Similar to Design Variation 2a, Design Variation 6a also received a final score on Form NRCS-CPA-106 of 115. Therefore, based on Form NRCS-CPA-106, Design Variation 6a would not have a substantial adverse effect on farmlands, and no further analysis is necessary to ensure that farmlands are protected per the requirements of the FPPA.

### ***Cumulative Impacts***

Many of the cumulative development and transportation projects listed in Table 2.2 would result in the permanent conversion of designated farmlands to non-farmland uses. As result, the cumulative projects in Table 2.2 would contribute to a cumulative adverse impact related to the conversion of designated farmlands to non-farmland uses.

### ***Direct Project Impacts***

Alternative 2 would result in the permanent conversion of approximately 0.1 ac of Prime Farmland, 0.3 ac of Farmland of Statewide Importance, and 43.7 ac of Farmland of Local Importance to non-farmland (transportation) uses. Alternative 6 would result in the permanent conversion of approximately 0.5 ac of Prime Farmland, 0.3 ac of Farmland of Statewide Importance, and 43.7 ac of Farmland of Local Importance to non-farmland (transportation) uses. Design Variation 2a would result in the permanent conversion of approximately 0.1 ac of Prime Farmland, 0.3 ac of Farmland of Statewide Importance, and 75.4 ac of Farmland of Local Importance to non-farmland (transportation) uses. Design Variation 6a would result in the permanent conversion of approximately 0.5 ac of Prime Farmland, 0.3 ac of Farmland of Statewide Importance, and 76.1 ac of Farmland of Local Importance to non-farmland (transportation) uses. As a result, the direct impacts of the Build Alternatives and Design Variations on designated farmlands would contribute to cumulative adverse impacts regarding the permanent conversion of designated farmlands to non-farmland uses.

### ***Indirect Project Impacts***

The Build Alternatives and Design Variations would not result in indirect impacts on designated farmlands that would result in the permanent conversion of those lands to non-farmland uses, and therefore would not contribute to a cumulative adverse effect on designated farmlands.

### **2.4.3 Avoidance, Minimization, and/or Mitigation Measures**

No avoidance, minimization, or mitigation measures would be required. All of the farmland that would be impacted by the Build Alternatives and Design Variations is either within the City of Moreno Valley or its Sphere of Influence. According to the City of Moreno Valley General Plan Final Program EIR, Section 5.8 Agricultural Resources, mitigation related to agricultural land is economically infeasible due to the increased cost of land, agricultural production, and labor as well as increased distances to support facilities. In addition, the General Plan Final Program EIR

concluded that agricultural mitigation is not consistent with the objectives of the General Plan.

Given the fact that the existing farmland being impacted will not impact agricultural operations and the fact that agricultural mitigation was previously identified in the City of Moreno Valley General Plan as being inconsistent with the goals and objectives of the General Plan, no adverse effects associated with conversion of Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance to nonagricultural uses would occur.

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## **Chapter 3**      **Growth**

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This chapter discusses whether the Build Alternatives and Design Variations would result in unforeseen direct, indirect, or secondary growth, or would otherwise influence population growth. This discussion is based on guidance from the Caltrans SER and the Guidance for Growth-Related Indirect Impact Analyses (Caltrans 2006). Examples of potentially growth-influencing projects include those that create access to an area previously inaccessible, or occur within an already developed area and remove barriers to future growth. Growth influence is generally dependent on the presence or lack of existing utilities and municipal or public services.

The provision of roadways, utilities, water, and sewer service to a previously serviced area can influence growth by removing impediments to development. There are many factors that may affect the amount, location, and rate of growth in the region of a project. Such factors include the following:

- Market demand for housing, employment, and commercial services
- Desirability of the climate and living or working environment
- Strength of the local employment and commercial economy
- Availability of other roadway improvements
- Availability of other services and infrastructure (schools and water, etc.)
- Land use and growth management policies of the local jurisdiction Caltrans projects, including the Build Alternatives and Design Variations, are generally “designed to facilitate planned growth in accordance with local and regional plans and policies.”

The growth-influencing potential of a project could be considered substantial if it fosters growth in excess of what is projected in general plans (land use elements) or in forecasts made by regional planning agencies. Factors affecting growth and the effects of growth tend to be both regional and specific. Therefore, this analysis presents information about the larger region (Riverside County) and the local jurisdictions within the project study area.

### **3.1 Affected Environment**

As discussed in Section 2.1.1.3 and Section 4.1.1.1, between 2000 and 2010, the City’s population grew from 142,379 in 2000 to 193,365 in 2010. As discussed in Section 4.1.1.1, the total population of the City is estimated to grow by approximately

32.7 percent between 2010 and 2040; however, the City is estimated to grow at a slower rate than the County (45.4 percent) between 2010 and 2040. Future planned development in the area would add approximately 4,658 single-family residential units and 2,543 multifamily residential

units (see Section 2.1.1.3).

## 3.2 Environmental Consequences

The potential growth-related impacts of the Build Alternatives and Design Variations were considered in the context of the first-cut screening analysis approach to assessing the potential growth-influencing effects of the Build Alternatives and Design Variations and whether any further analysis is necessary based on consideration of the following:

- How, if at all, does the proposed project potentially change accessibility?
- How, if at all, do the project type, project location, and growth pressure potentially influence growth?
- Is project-related growth reasonably foreseeable as defined in NEPA? (Under NEPA, indirect impacts need only be evaluated if they are reasonably foreseeable as opposed to remote and speculative.)
- If there is project-related growth, how, if at all, will that impact resources of concern?

The potential for the Build Alternatives and Design Variations to influence growth based on these considerations is discussed below.

### 3.2.1 Alternative 1 (No Build Alternative)

Under Alternative 1 (No Build), no improvements would be made to the SR-60/WLC Pkwy interchange. As a result, the No Build Alternative would not:

- Change accessibility in this part of the City of Moreno Valley and Riverside County;
- Influence growth in this part of the City and County; or
- Result in reasonably foreseeable growth not already planned or approved in this part of the City and County.

Therefore, the No Build Alternative would not influence growth patterns, resulting in impacts on resources in Moreno Valley or Riverside County.



### **3.2.2 Alternatives 2 and 6 (Build Alternatives)**

As described earlier, Alternatives 2 and 6 (Build Alternatives) would reconstruct and improve the existing SR-60/WLC Pkwy interchange in Moreno Valley and in the City's Sphere of Influence in unincorporated Riverside County. Both Build Alternatives include widening WLC Pkwy at its crossing of SR-60 from two to four through lanes and provision of standard clearance for WLC Pkwy as it crosses the SR-60 mainline. Additional improvements to the interchange include reconstruction of the westbound and eastbound on- and off-ramps to SR-60 and provision of auxiliary lanes in each direction on SR-60 on both sides of the interchange.

### **3.2.3 Design Variations 2a and 6a (Design Variations)**

Both Design Variations will have the same features as the Build Alternatives with the exception of the location of the Eucalyptus Avenue/WLC Pkwy intersection. The Design Variations would move the current Eucalyptus Avenue/WLC Pkwy intersection approximately 900 ft south from its current location. The shift will cause a partial realignment of Eucalyptus Avenue from approximately 2,600 ft west of WLC Pkwy to connect with the west side of WLC Pkwy. Overall, as with the Build Alternatives, the Design Variations would reconstruct and improve the existing SR-60/WLC Pkwy interchange in Moreno Valley and in the City's Sphere of Influence in unincorporated Riverside County. Any growth impacts from both the Build Alternatives and Design Variations would be similar.

The determination of whether the Build Alternatives and Design Variations would influence or generate growth is based on analysis in response to the first-cut screening analysis questions discussed below.

#### ***1. How, if at all, does the proposed project potentially change accessibility?***

As described earlier, the Build Alternatives and Design Variations are intended to correct existing and projected geometric deficiencies and improve operations at the SR-60/WLC Pkwy interchange, and to provide adequate capacity to support projected traffic volumes generated by recent and forecast population and development growth in Moreno Valley.

##### **a. Recent, Approved, and Planned Development and Transportation Projects**

As shown earlier in Table 2.2, recent, approved, and planned projects in the City include local street improvement and widening projects, residential projects, an industrial project, and improvements to SR-60.

**b. City of Moreno Valley and County of Riverside General Plans**

Figure 9-1 (Circulation Plan) in the City of Moreno Valley General Plan Circulation Element (June 11, 2006) designates Theodore Street as a Minor Arterial (as discussed earlier in this CIA, portions of Theodore Street have since been renamed World Logistics Center Parkway). Figure 9-3 (Proposed City of Moreno Valley General Plan Roadway Cross-Sections) shows a Minor Arterial as a four-lane divided road (two lanes in each direction) with center and outside shoulders. The Build Alternatives and Design Variations are consistent with this designation of Theodore Street.

The City's General Plan Land Use Element (June 11, 2006) and the Riverside County General Plan Land Use Element (2018) provide land use designations to guide future development in the City and County, respectively. The General Plan land use designations in the eastern part of the City and the area around the SR-60/WLC Pkwy interchange were shown earlier on Figure 2-2. All the development projects described earlier, with the exception of the World Logistics Center, are open, under construction, or approved, and therefore are considered consistent with the applicable land use designations in the General Plans.

The World Logistics Center project amended the City's General Plan to designate land uses that are generally consistent with other existing and approved uses in the vicinity of the SR-60/WLC Pkwy interchange (e.g., the Industrial Park and the Skechers warehouse/distribution facility). The Final EIR for the World Logistics Center Project has been updated and was recirculated for public review between July 25, 2018 and September 7, 2018. The public review period will allow for the review of revised sections of the Final EIR in response to a court ruling. The court ruling does not affect any of the prior entitlements in place, including the General Plan and Zoning designations, the Specific Plan, a request for annexation of unincorporated land, and the development agreement. The updated Final EIR (ESA, July 2018) indicates that off-site transportation improvements, including improvements at the SR-60/WLC Pkwy interchange, will be required to address significant adverse traffic impacts of that proposed project under CEQA. The Final EIR indicates that those off-site improvements are expected to be funded with a combination of Development Impact Fees and Transportation Uniform Mitigation Fees collected as each individual development permit project is processed by the City of Moreno Valley, as

well as fair-share contributions developed in conjunction with the City, Caltrans, and adjacent cities to supplement other regional and State funding sources for those improvements. The Final EIR concludes that, even with the mitigation included in the Final EIR, "...direct and cumulative impacts on study area roadway segments, intersections, and freeway facilities would not be reduced to less than significant levels, including all improvement locations [e.g., the SR-60/WLC Pkwy interchange] not under the control of the lead agency (i.e., outside of the City of Moreno Valley)." (Revised sections of the Final EIR, page 4.15-131).

**c. Conclusion Regarding Project-Related Changes in Accessibility**

In summary, the Build Alternatives and Design Variations would improve accessibility in the Community Impacts Study Area based on consideration of the intended purposes of the project to increase the capacity and improve the operation of the SR-60/WLC Pkwy interchange, the existing General Plan Circulation Element, and existing, approved, and planned uses in the vicinity of the interchange.

**2. *How, if at all, do the project type and location, and growth pressure potentially influence growth?***

As noted above, the Build Alternatives and Design Variations propose capacity and other improvements to the SR-60/WLC Pkwy interchange in the eastern part of Moreno Valley. The Build Alternatives and Design Variations would not provide any new interchanges on SR-60 or new connections to Theodore Street or WLC Pkwy in the vicinity of the interchange. There has been substantial pressure for new development (both residential and nonresidential) in this part of Riverside County for a number of years, and that pressure for growth is expected to continue in the future based on the availability of land, adopted General Plan land uses, existing transportation and circulation facilities, local and regional economic conditions, and other factors not directly related to any approved or planned transportation improvements in this area. As a result, it is not expected that the proposed improvements included in the Build Alternatives and Design Variations and/or the locations of those improvements would potentially influence the rate, type, amount and/or location of growth in this part of Moreno Valley and Riverside County.

**3. *Is the project-related growth reasonably foreseeable as defined by NEPA? Specifically, under NEPA, indirect impacts need only be evaluated if they are reasonably foreseeable as opposed to remote and speculative.***

Based on the analysis provided above, the Build Alternatives and Design Variations would not influence the rate, type, amount, and/or location of reasonably foreseeable growth in this part of Moreno Valley and Riverside County beyond what is currently anticipated based on the adopted General Plans and known approved and planned projects. Therefore, the Build Alternatives and Design Variations would not result in any growth-related effects.

- 4. If there is project-related growth, how, if at all, will that affect resources of concern? Identify which resources of concern are likely to be affected by the foreseeable future growth. If a project is likely to influence future growth, but no resources of concern will be affected, then state that here and indicate that no further growth analysis is necessary.***

Based on the analysis described above, the Build Alternatives and Design Variations would not result in any growth-related effects and therefore would not result in growth-related impacts on any resources of concern.

### **3.2.4 Cumulative Impacts**

The cumulative development projects in Table 2.2 would provide new housing opportunities, which would result in a modest amount of population growth; however, such growth has already been included in the long-term growth projections for Moreno Valley. This population growth would be dwarfed by the new industrial development projects included in Table 2.2, which would provide more than 40 million sf of new warehouse and industrial space. The cumulative development projects would provide a substantial number of new construction and permanent jobs in this part of Riverside County, which would be a benefit in achieving an improved jobs/housing balance in this area. The cumulative transportation projects listed in Table 2.2 are expected to result in a substantial number of construction jobs in Moreno Valley and this part of western Riverside County. Based on the existing large population in Riverside County, the construction and permanent jobs provided by these projects are expected to be filled by existing residents in Riverside County and would not result in increased housing or population growth.

### **3.2.5 Direct Project Impacts**

As discussed above, the Build Alternatives and Design Variations would improve accessibility in the Community Impacts Study Area by increasing the capacity and improving the operation of that interchange, but would not provide new interchanges on SR-60 or new connections to Theodore Street or WLC Pkwy in the vicinity of the interchange. The substantial pressure for new development (both residential and

nonresidential) in this part of Riverside County is expected to continue in the future based on the presence of a number of factors not directly related to any approved or planned transportation improvements in this area. As a result, it is not expected that the improvements included in the Build Alternatives and Design Variations, and/or the locations of those improvements would potentially influence the rate, type, amount, and/or location of growth in this part of Moreno Valley and Riverside County. Therefore, the Build Alternatives and Design Variations would not result in growth-related effects or growth-related impacts on any resources of concern. As a result, the Build Alternatives and Design Variations would not contribute to cumulative adverse growth impacts.

### **3.2.6 Indirect Project Impacts**

As discussed above, the Build Alternatives and Design Variations would not influence the rate, type, amount, and/or location of growth in the part of Moreno Valley and Riverside County near the SR-60/WLC Pkwy interchange. As a result, the Build Alternatives and Design Variations would not result in indirect impacts that would contribute to cumulative adverse growth effects in the Community Impacts Study Area.

### **3.3 Avoidance, Minimization, and/or Mitigation Measures**

The Build Alternatives and Design Variations would not result in a substantial growth-related impact. Therefore, no avoidance, minimization, or mitigation measures are proposed.

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# Chapter 4 Community Character

## 4.1 Population and Housing

### 4.1.1 Affected Environment

#### 4.1.1.1 Regional Population Characteristics

##### *Population*

The United States Census Bureau reports that the population of Riverside County was approximately 457,000 persons in 1970. In the 40 years that followed, the County’s population increased by almost 380 percent, to over 2.1 million persons in 2010.

Table 4.1 shows the projected population growth of Riverside County and Moreno Valley between 2010 and 2020 as well as 2040. SCAG provides current and projected population levels in the 2016–2040 RTP/SCS for the Southern California region, including Riverside County. The adopted 2016–2040 RTP/SCS includes projected population levels in 2020 and 2040, which illustrate growth trends. Table 4.1 shows the 2010 population from the 2010 Census and the projected 2020 and 2040 populations for Riverside County and Moreno Valley from the 2016–2040 Draft RTP/SCS Growth Forecasts. As shown in Table 4.1, the 2016–2040 RTP/SCS anticipates a population growth rate of 45.4 percent for the County and 32.7 percent for Moreno Valley between 2010 and 2040.

**Table 4.1: Existing (2010) and Projected Population**

| Jurisdiction     | 2010 <sup>1</sup> | 2020 <sup>2</sup> | 2040 <sup>2</sup> | Percent Increase<br>2010 to 2040 |
|------------------|-------------------|-------------------|-------------------|----------------------------------|
| Riverside County | 2,189,641         | 2,479,800         | 3,183,700         | 45.4                             |
| Moreno Valley    | 193,365           | 210,600           | 256,600           | 32.7                             |

<sup>1</sup> 2010 Census, <http://www.census.gov/2010census>, Table SF1 DP1.

<sup>2</sup> 2016–2040 Draft 2016 RTP/SCS Growth Forecast, <http://www.scag.ca.gov/Documents/2016DraftGrowthForecastByJurisdiction.pdf> accessed August 24, 2018.

RTP/SCS = Regional Transportation Plan/Sustainable Communities Strategy

##### *Race and Ethnicity*

Table 4.2 shows the racial and ethnic composition of Moreno Valley, Riverside County, and the two Community Impacts Study Area census tracts (Census Tracts 424.01 and 426.24) based on the 2012–2016 American Community Survey (ACS). The City has higher Hispanic and Black population percentages (56.4 percent and 17.6 percent, respectively) than the County (47.5 and 5.9 percent, respectively).

**Table 4.2: Racial and Ethnic Demographics**

| Jurisdiction/<br>Area  | White              | Black             | American<br>Indian/Native<br>Alaskan | Asian             | Hawaiian/<br>Pacific<br>Islander | Other and<br>Two or More<br>Races <sup>1</sup> | Hispanic             |
|--|--------------------|-------------------|--------------------------------------|-------------------|----------------------------------|--|----------------------|
| Riverside County   | 865,631<br>(37.2%) | 137,779<br>(5.9%) | 9,407<br>(0.4%)                      | 139,108<br>(6.0%) | 6,262<br>(0.3%)                  | 62,737<br>(2.7%)                               | 1,102,968<br>(47.5%) |
| Moreno Valley  | 35,115<br>(17.4%)  | 35,543<br>(17.6%) | 492<br>(0.2%)                        | 11,425<br>(5.7%)  | 1,354<br>(0.7%)                  | 4,012 (2.0%)                                   | 114,120<br>(56.5%)   |
| Census Tract 424.01<br>(Unincorporated Riverside<br>County/Moreno Valley)  | 921<br>(45.5%)     | 39<br>(1.9%)      | 6<br>(0.3%)                          | 50<br>(2.5%)      | 0<br>(0.0%)                      | 28<br>(1.3%)                                   | 978<br>(48.4%)       |
| Census Tract 426.24<br>(Unincorporated Riverside<br>County/ Moreno Valley) | 1,023<br>(23.7%)   | 457<br>(10.6%)    | 0<br>(0.0%)                          | 251<br>(5.8%)     | 71<br>(1.6%)                     | 220<br>(5.1%)                                  | 2,296<br>(53.2%)     |

Source: 2012–2016 American Community Survey, Table DP05.

Note: Percentages do not add up to 100 percent because Hispanics (as an ethnicity), as counted by the Census Bureau, may be of any race.

<sup>1</sup> Includes individuals who identify themselves as Some Other Race, or two or more races.

As noted above, the City and County have similar Asian population percentages (5.7 and 6.0 percent, respectively).

**Household Size and Composition**

Table 4.3 provides information on average household size and composition for Riverside County, Moreno Valley, and the Community Impacts Study Area census tracts (based on 2012–2016 ACS data). The average household size in Moreno Valley is 4.2 persons, which is higher than Riverside County (3.8 persons).

**Table 4.3: Household Size and Composition**

| Area  | Average<br>Persons Per<br>Household | Total Households (%) |                             |  |   |                          |
|---|-------------------------------------|----------------------|-----------------------------|--|---|--------------------------|
|   |                                     | Family<br>Households | Married<br>Couple<br>Family | Female<br>Householder<br>(No Husband<br>Present) | Male<br>Householder<br>(No Wife<br>Present) | Non-Family<br>Households |
| Riverside County  | 3.8                                 | 75.3                 | 53.9                        | 13.4   | 6.2   | 26.5                     |
| Moreno Valley   | 4.2                                 | 83.7                 | 53.6                        | 20.7   | 9.3   | 16.3                     |
| Census Tract 424.01<br>(Unincorporated Riverside<br>County/Moreno Valley) | 4.4                                 | 86.4                 | 65.0                        | 10.7   | 10.7  | 13.6                     |
| Census Tract 426.24<br>(Unincorporated Riverside<br>County/Moreno Valley) | 4.2                                 | 59.3                 | 25.5                        | 15.2   | 17.0  | 7.7                      |

Source: United States Census Bureau, 2012–2016 American Community Survey, B11001 and S1101, Website: <https://factfinder.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=t>, accessed October 2018.

Table 4.3 also shows that family households comprise a higher proportion of the households in Moreno Valley (83.7 percent) than Riverside County (75.3 percent). The proportion of single-parent households headed by females represent approximately 20.7 percent of the City’s households, which is higher than the County



(13.4 percent). Census Tract 424.01 has a higher percentage of family households (86.4 percent) than the County (75.3 percent), but a lower percentage of single-parent households headed by females (10.7 percent). In comparison, Census Tract 426.24 has a lower percentage of family households (59.3 percent) than the County (75.3 percent), but a higher percentage of single-parent households headed by females (15.2 percent) than the County (13.4 percent).

**Income and Poverty Status**

To determine the income and poverty characteristics for the Community Impacts Study Area, data were obtained from the 2012–2016 ACS for Riverside County, Moreno Valley, and the Community Impacts Study Area census tracts (Census Tracts 424.01 and 426.24).

Table 4.4 provides income and poverty level characteristics for the census tracts, the City, and the County, as reported in the 2012-2016 ACS. The poverty level is defined annually by the HHS and was \$24,300 for a family of four in 2016 (the year of the Census Bureau data used for this analysis).

**Table 4.4: Income and Poverty Level**

| Jurisdiction/Area   | Total Population for Whom Poverty is Determined | Median Household Income | Persons Living in Poverty (%) <sup>1</sup> |
|---|---|-------------------------|--|
| Riverside County  | 2,289,086                                       | \$57,972                | 16.5                                       |
| Moreno Valley   | 201,093   | \$56,456                | 18.6                                       |
| Census Tract 424.01 (Unincorporated Riverside County/Moreno Valley) | 1,980   | \$74,934                | 4.9  |
| Census Tract 426.24 (Unincorporated Riverside County/Moreno Valley) | 4,285   | \$85,286                | 13.9                                       |

Source: 2012–2016 American Community Survey, Tables S1701 and S1903.

<sup>1</sup> Persons living in poverty percentage is based on United States Census Bureau thresholds rather than United States Department of Health and Human Services guidelines. For 2016, the poverty threshold for a family of four was \$24,339.

Moreno Valley has a higher percentage of residents living below the poverty level (18.6 percent) than Riverside County (16.5 percent).

**Age Distribution**

The median age and age distribution patterns of the population in Moreno Valley, Riverside County, and the Community Impacts Study Area census tracts (Census Tracts 424.01 and 426.24) are shown in Table 4.5. As shown in Table 4.5,

**Table 4.5: Age Distribution**

| Jurisdiction/Area   | Median Age | Percent        |                  |                |
|---|------------|----------------|------------------|----------------|
|   |            | Population <18 | Population 18–64 | Population >64 |
| Riverside County  | 34.8       | 26.4           | 60.4             | 13.2           |
| Moreno Valley   | 30.1       | 29.4           | 62.9             | 7.7            |
| Census Tract 424.01 (Unincorporated Riverside County/Moreno Valley) | 36.3       | 22.6           | 65.6             | 11.8           |
| Census Tract 426.24 (Unincorporated Riverside County/Moreno Valley) | 33.0       | 27.0           | 62.9             | 10.0           |

Source: 2012–2016 American Community Survey, Table DP05.

Moreno Valley and the County reported similar percentages of population between ages 18 and 64, and the percentages of the population over age 64 range between 7.7 percent for Moreno Valley and 13.2 percent for the County. The percentages of the population under age 18 in Moreno Valley and Riverside County are also similar. Census Tract 424.01 and Census Tract 426.24 reported the percentage of the population over the age of 64 were 11.8 percent and 10 percent respectively. These percentages are both larger than that of Moreno Valley (7.7 percent) but smaller than that of Riverside County (13.2 percent).

### **Disability Status**

Table 4.6 shows the percentage of individuals reporting some sort of disability, self-care limitation, or low-mobility issue in Riverside County, Moreno Valley, and the Community Impacts Study Area census tracts (based on 2012-2016 ACS data). Those data show that the percentage of persons with reported disabilities are higher for people ages 65 and above than for people ages 5 to 64. Moreno Valley has a higher percentage of the population 65 and older with a disability status (38.8 percent) than the County (35.9 percent), and a lower percentage of the population between the ages of 5 and 64 (7.7 percent) than the County (8.2 percent). Census Tract 426.24 has a higher percentage of the population between the ages 5 to 64 with a disability status (8.8 percent) than Moreno Valley or the County.

**Table 4.6: Disability Status**

| Area  | Percent of Population with Disability Status |         |
|---|--|---------|
|   | Ages 5 to 64                                 | Age 65+ |
| Riverside County  | 8.2  | 35.9    |
| Moreno Valley   | 7.7  | 38.8    |
| Census Tract 424.01 (Unincorporated Riverside County/Moreno Valley) | 5.6  | 34.2    |

|   |     |      |
|---|-----|------|
| Census Tract 426.24 (Unincorporated Riverside County/Moreno Valley) | 8.8 | 28.7 |
|---|-----|------|

Source: 2012–2016 American Community Survey, Table B18101.

#### 4.1.1.2 Neighborhoods/Communities/Community Character

Community character is all of the attributes, including social and economic characteristics, and assets that make a community unique and that establish a sense of place for its residents. The Community Impacts Study Area mainly consists of vacant, open space and recreation uses, and residential uses.

Community cohesion is the degree to which residents have a sense of belonging to their neighborhood, a level of commitment to the community, or a strong attachment to neighbors, groups, and institutions, usually as a result of continued association over time.

Demographic data compiled by the United States Census Bureau, including the 2012–2016 ACS, may be used to measure a community’s level of cohesion. The following demographic indicators tend to correlate with a higher degree of community cohesion and are used to determine the degree of community cohesion in Moreno Valley and the Community Impacts Study Area:

- **Ethnicity:** In general, homogeneity of the population contributes to higher levels of community cohesion. Communities that are ethnically homogeneous often speak the same language, hold similar beliefs, and share a common culture, and are therefore more likely to engage in social interaction on a routine basis. Table DP05 of the 2012–2016 ACS provides data regarding the percentage of the population of Moreno Valley and Riverside County, and the two census tracts included within the Community Impacts Study Area that identify as Hispanic/Latino.
- **Household Size:** In general, communities with a high percentage of families with children are more cohesive than communities comprised of largely single people. This appears to be because children tend to establish friendships with other children in their community. The social networks of children often lead to the establishment of friendships and affiliations among parents in the community. Although the United States Census Bureau does not provide specific data regarding the number of children present in each household, Table S1101 of the 2012–2016 ACS does provide data regarding the number of persons per household in Moreno Valley and Riverside County, and the two census tracts

- included within the Community Impacts Study Area, which can serve as a proxy for households with children.
- **Housing Occupancy:** Communities with a high percentage of owner-occupied residences are typically more cohesive because their population tends to be less mobile. Because they have a financial stake in their community, homeowners often take a greater interest in what is happening in their community than renters do. This means they often have a stronger sense of belonging to their community. Tables DP04 and B25038 of the 2012–2016 ACS provide data regarding the percentage of housing units in Moreno Valley and Riverside County, and the two census tracts included within the Community Impacts Study Area that are owner-occupied.
  - **Elderly Residents:** In general, communities with a high percentage of elderly residents (65 years or older) tend to demonstrate a greater social commitment to their community. This is because the elderly population, which includes retirees, often tends to be more active in the community since they have more time available for volunteering and participating in social organizations. Table DP05 of the 2012–2016 ACS provides data regarding the age of the population of Moreno Valley and Riverside County, and the two census tracts included within the Community Impacts Study Area.
  - **Transit-Dependent Population:** Communities with a high percentage of residents that are dependent on public transportation typically tend to be more cohesive than communities that are dependent on automobiles for transportation. This is because residents who tend to walk or use public transportation for travel tend to engage in social interaction with each other more frequently than residents who travel by automobile. Although the United States Census Bureau does not provide specific data regarding the percentage of the population that is dependent on public transportation for travel, the 2012–2016 ACS does provide a series of demographic data that can be used to serve as a proxy for the transit-dependent population. For purposes of this analysis, the transit-dependent population was calculated by taking the number of residents aged 15 and over (as reported in Table B01001 of the 2012-2016 ACS), subtracting the number of persons living in group quarters (e.g., college residence halls, skilled nursing facilities, correctional facilities, and other group living environments where driving is not typically required, as reported in Table B26001 of the 2012–2016 ACS), subtracting the number of vehicles available (as reported in Table B25046 of the 2012–2016 ACS), and then dividing the difference by the population aged 15 and over.

- **Housing Tenure:** Communities with a high percentage of long-term residents are typically more cohesive because a greater proportion of the population has had time to establish social networks and develop an identity with the community. Table B25026 of the 2012–2016 ACS provides data regarding the year that each householder in Moreno Valley, Riverside County, and the two census tracts included within the Community Impacts Study Area moved into their current housing unit. For the purpose of this analysis, those households that moved into their current residence in 2009 or earlier are considered long-term residents since they have lived in their current residence for more than 7 years.

These indicators of community cohesion in Moreno Valley and the census tracts in the Community Impacts Study Area are described in greater detail below.

### ***Ethnicity***

As shown in Table 4.2 in Section 4.1.1.1, Regional Population Characteristics, Hispanics/Latinos comprise the largest minority group in Riverside County, Moreno Valley, and the Community Impacts Study Area census tracts. The proportion of the population comprised of Hispanics/Latinos in Moreno Valley (56.5 percent) and Census Tract 426.24 (53.2 percent) is higher than the percentage of Hispanics/Latinos in the County (47.5 percent). Although Census Tract 426.01 (48.4 percent) has a higher ratio of Hispanics/Latinos than Riverside County, it has a lower percentage of Hispanics/Latinos than Moreno Valley.

### ***Household Size***

Table 4.7 provides a summary of the community cohesion indicators for Riverside County, Moreno Valley, and the Community Impacts Study Area census tracts based on 2012–2016 ACS data, including the average household size. As shown in Table 4.7, the average household size in Census Tract 426.24 (4.4 persons) is higher than the County (3.8 persons) and Moreno Valley (4.2 persons).

### ***Housing Occupancy***

Table 4.7 provides the percentage of owner-occupied residences in Riverside County, Moreno Valley, and the Community Impacts Study Area census tracts based on 2012–2016 ACS data. As shown in Table 4.7, the percentage of owner-occupied residences in both Community Impacts Study Area census tracts is higher than the County and Moreno Valley.

### ***Elderly Residents***

Table 4.7 shows the percentage of the population that is elderly (64 years old or older) in Riverside County, Moreno Valley, and the Community Impacts Study Area census tracts based on 2012–2016 ACS data. As shown in Table 4.7, neither of the Community Impacts Study Area census tracts have a higher percentage of elderly residents than the County.

**Table 4.7: Community Cohesion Indicators**

| Area  | Hispanic/Latino Residents <sup>1</sup> | Average Household Size (persons) <sup>2</sup> | Owner-Occupied Residences <sup>3</sup> | Elderly Residents (>64 years old) <sup>4</sup> | Transit-Dependent Population <sup>5</sup> | Long-Term Residents (Moved in 2009 or Earlier) <sup>3</sup> |
|---|--|---|--|--|---|---|
| Riverside County  | 47.5                                   | 3.8   | 64.5                                   | 13.2   | 20.3                                      | 57.1  |
| Moreno Valley   | <b>56.5</b>                            | 4.2   | 59.6                                   | 7.7  | 17.5                                      | <b>57.5</b>   |
| <b>Community Impacts Study Area Census Tracts</b>                   |  |   |  |  |   |   |
| Census Tract 424.01 (Unincorporated Riverside County/Moreno Valley) | <b>48.4</b>                            | 3.8   | <b>84.9</b>                            | 11.8   | 0   | <b>79.9</b>   |
| Census Tract 426.24 (Unincorporated Riverside County/Moreno Valley) | <b>53.2</b>                            | <b>4.4</b>                                    | <b>75.4</b>                            | 10.0   | <b>27.5</b>                               | <b>63.9</b>   |

Note: *Italicized numbers in bold* indicate the values are higher than the County average.

- <sup>1</sup> U.S. Census Bureau, 2012–2016 American Community Survey, Table DP05; Website: <https://factfinder.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=t>, accessed August 2018.
- <sup>2</sup> U.S. Census Bureau, 2012–2016 American Community Survey, Tables B11001 and S1101; Website: <https://factfinder.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=t>, accessed October 2018.
- <sup>3</sup> U.S. Census Bureau, 2012–2016 American Community Survey, Table DP04; Website: <https://factfinder.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=t>, accessed August 2016.
- <sup>4</sup> U.S. Census Bureau, 2012–2016 American Community Survey, Table DP05 Website: <https://factfinder.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=t>, accessed August 2018.
- <sup>5</sup> U.S. Census Bureau, 2012–2016 American Community Survey, Tables B01001, B26001, and B25046; Website: <https://factfinder.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=t>, accessed August 2018. The transit-dependent population was calculated by taking the number of residents aged 15 and over (as reported in Table B01001 of the 2012-2016 ACS), subtracting the number of persons living in group quarters (as reported in Table B26001 of 2012-2016 ACS), subtracting the number of vehicles available (as reported in Table B25046 of the 2012-2016 ACS), and then dividing the difference by the population aged 15 and over.

### **Transit-Dependent Population**

Table 4.7 shows the percentage of the population that is transit-dependent in Riverside County, Moreno Valley, and the Community Impacts Study Area census tracts. As shown in Table 4.7, the transit-dependent population comprises a larger share of the general population in Census Tract 426.24 (27.5 percent) than the County (20.3 percent) or Moreno Valley (17.5 percent).

### **Housing Tenure**

Table 4.7 shows the percentage of the population that moved into their current residences in 2009 or earlier in Riverside County, Moreno Valley, and the Community Impacts Study Area census tracts. As shown in Table 4.7, the percentage of owner-occupied residences in both Community Impacts Study Area census tracts is higher than the County and the City.

### **Summary**

As shown in Table 4.7 and described above, Moreno Valley has higher percentages of Hispanic/Latino residents and long-term residents compared to Riverside County. Accordingly, Moreno Valley appears to exhibit a moderate degree of community cohesion in comparison to the overall Riverside County population.

In comparison, as shown in Table 4.7, Census Tract 426.24 exhibits five community cohesion indicators, and Census Tract 426.01 exhibits three community cohesion indicators. Therefore, Census Tract 426.24 appears to exhibit a high degree of community cohesion in comparison to the overall Riverside County population, while Census Tract 426.02 appears to exhibit a more moderate degree of community cohesion.

#### **4.1.1.3 Housing**

##### **Households**

Table 4.8 shows the number of existing and projected households based on the 2010 Census and the 2016–2040 RTP/SCS, respectively. As seen in Table 4.8, the number of households in Riverside County is projected to increase by approximately 54.5 percent between 2010 and 2040. The number of households in Moreno Valley is projected to increase by approximately 41.5 percent over the same period.

Table 4.9 provides information regarding the types of housing, vacancy rate, and median home price/rent in Riverside County, Moreno Valley, and the Community Impacts Study Area census tracts. Census Tract 424.01 provides only one-unit



detached housing, and Census Tract 426.24 provides primarily one-unit detached housing with a small portion of one-unit attached housing. Moreno Valley and

**Table 4.8: Existing and Projected Households**

| Jurisdiction     | 2010 <sup>1</sup> | 2020 <sup>2</sup> | 2040 <sup>2</sup> | Percent Increase<br>2010 to 2040 |
|------------------|-------------------|-------------------|-------------------|----------------------------------|
| Riverside County | 682,260           | 802,400           | 1,054,300         | 54.5                             |
| Moreno Valley    | 51,592            | 58,600            | 73,000            | 41.5                             |

<sup>1</sup> 2010 Census, <http://www.census.gov/2010census>, Table SF1 DP1.

<sup>2</sup> 2016–2040 Draft RTP/SCS Growth Forecast, <http://www.scag.ca.gov/Documents/2016DraftGrowthForecastByJurisdiction.pdf>, accessed August 24, 2018. The 2016–2040 RTP/SCS Draft Growth Forecast does not include forecasts for census tracts.

**Table 4.9: Housing Profile**

| Jurisdiction/Area   | Median Home Price <sup>1</sup> | Median Rent <sup>2</sup> | Vacancy Rate <sup>3</sup> | 1-Unit Detached (% of Total) <sup>4</sup> | 1-Unit Attached (% of Total) <sup>4</sup> | 2–4 Units (% of Total) <sup>4</sup> | 5 or More Units (% of Total) <sup>4</sup> | Mobile Homes (% of Total) <sup>4</sup> |
|---|--------------------------------|--------------------------|---------------------------|---|---|-------------------------------------|---|--|
| Riverside County  | \$276,300                      | \$1,212                  | 14.0                      | 70.6                                      | 4.5                                       | 4.5                                 | 12.0                                      | 8.5                                    |
| Moreno Valley   | \$231,400                      | \$1,298                  | 5.9                       | 78.1                                      | 2.1                                       | 3.8                                 | 13.9                                      | 2.2                                    |
| Census Tract 424.01 (Unincorporated Riverside County/Moreno Valley) | \$329,100                      | \$1,778                  | 8.0                       | 100.0                                     | 0.0                                       | 0.0                                 | 0.0                                       | 0.0                                    |
| Census Tract 426.24 (Unincorporated Riverside County/Moreno Valley) | \$313,600                      | \$1,408                  | 2.6                       | 97.0                                      | 3.0                                       | 0.0                                 | 0.0                                       | 0.0                                    |

Source: 2012–2016 American Community Survey 5-Year Estimates.

<sup>1</sup> Table B25077 – Median Value (Dollars): Owner-Occupied Housing Units

<sup>2</sup> Table B25064 – Median Gross Rent (Dollars)

<sup>3</sup> Table DP04

<sup>4</sup> Table S2504 – Physical Housing Characteristics for Owner-Occupied Housing Units

Riverside County exhibit a similar share of housing types, with the exception of Moreno Valley having a higher percentage of one-unit detached housing and fewer mobile homes than Riverside County. The vacancy rate for the Community Impacts Study Area census tracts and Moreno Valley is lower than for Riverside County overall. The median home price and rent are highest for Census Tract 424.01. Riverside County and Moreno Valley exhibit similar median rents.

As discussed in Section 4.2.1.2 and Table 4.13, the majority of residents in Moreno Valley, Riverside County, and the Community Impacts Study Area census tracts work in the County. However, most Community Impacts Study Area residents work in a different city than their city of residence. Section 2.1.1.2, General Plan Land Uses, provides a discussion of the amount of land available for residential development in the Community Impacts Study Area.

## **4.1.2 Environmental Consequences**

### **4.1.2.1 Regional Population Characteristics**

Regional population characteristics provide important data for the assessment of impacts to community character and cohesion. Refer to Section 4.1.2.2, below, for the discussion of how the physical changes associated with the Build Alternatives and Design Variations would impact community character and cohesion.

### **4.1.2.2 Neighborhoods/Communities/Community Character**

#### ***Temporary Impacts***

#### ***Alternative 1 (No Build Alternative)***

Alternative 1 (No Build) does not include modifications to the SR-60/WLC Pkwy interchange other than routine maintenance; therefore, it would not result in temporary impacts to businesses and community character and cohesion.

#### ***Alternatives 2 and 6 (Build Alternatives)***

Construction activities for the Build Alternatives would result in temporary impacts to residences and businesses in the Community Impacts Study Area adjacent to the SR-60/WLC Pkwy interchange, including construction equipment noise and emissions, access restrictions, and detours.

During construction of both of the Build Alternatives, the SR-60/WLC Pkwy interchange would be subject to a complete closure for four months. The eastbound SR-60/WLC Pkwy on- and off-ramps and the westbound SR-60/WLC Pkwy on-ramp would be closed for approximately 4 months, while the westbound SR-60/WLC Pkwy off-ramp would be closed for approximately 6 months. Complete closure of the interchange is expected to reduce the overall construction timeframe and impacts on affected residents and businesses.

Access would be maintained for residents and businesses affected by the Build Alternatives, and potential detour routes have already been identified. Because the Build Alternatives would extend Eucalyptus Avenue between WLC Pkwy and Redlands Boulevard prior to closure of the SR-60/WLC Pkwy interchange, access to SR-60 from the Skechers facility would be maintained via the Redlands Boulevard interchange while the SR-60/WLC Pkwy interchange is being reconstructed.

According to the *SR-60/Theodore Interchange Study* (December 2018), access to SR-60 from areas north of the freeway would be provided via Ironwood Avenue and Redlands Boulevard while the SR-60/WLC Pkwy interchange is closed for

reconstruction. South of the freeway, access to SR-60 would be provided via Alessandro Boulevard and the SR-60/Gilman Springs Road interchange.

The *SR-60/Theodore Interchange Ramp Closure Study* reviewed the potential changes in travel times and distances for motorists who would be affected by the proposed detours and determined that most of the motorists who use the SR-60/Theodore Interchange to travel to or from places west of Redlands Boulevard would experience little if any delay as a result of the interchange closure. In fact, the extension of Eucalyptus Avenue will decrease the distance and travel time for the largest group of interchange users (i.e., the Skechers distribution facility). Road detours would result in minor travel delays for some local residents, businesses, and commuters; however, such delays would be limited to 5 minutes or less. In addition, during final design, a TMP will be prepared to address detours. Appropriate detour signage will be developed for the Build Alternatives. Therefore, no substantial disruptions to the local neighborhoods in the Community Impacts Study Area are anticipated under either of the Build Alternatives.

Demolition of the existing WLC Pkwy overcrossing and erection/removal of falsework for the new WLC Pkwy overcrossing would require full closure of both the eastbound and westbound SR-60 mainline lanes on three separate occasions. Mainline closures would occur during either nighttime or weekend hours to avoid disruption of traffic flows to the greatest extent possible. During mainline closures, regional traffic is anticipated to be diverted to Interstate 10 (I-10). Final detour routes will be determined during the final design of the Build Alternatives. Prior to the closure of SR-60, signage would notify motorists eastbound and westbound of the closure and its associated detour routes.

Construction impacts would be minimized through compliance with Caltrans standards for noise, emissions, and TCEs, and City of Moreno Valley standards for construction noise (for work within local jurisdictional boundaries) as well as implementation of a public outreach program. As described in Measure TR-1 in Section 5.3.1, Access and Circulation, the TMP would address short-term access and circulation effects during construction. Therefore, compliance with Caltrans and Moreno Valley standards for construction noise and Measure TR-1 would minimize effects to circulation and access from project construction.

Nevertheless, construction-related closures could impede movements in the Community Impacts Study Area, which would result in temporary effects to

community character and cohesion. Although community members could still utilize community services and facilities during the construction period, there would be some degree of inconvenience due to construction-related delays, temporary closures, and construction equipment operation.

***Design Variations 2a and 6a (Design Variations)***

Design Variations 2a and 6a would have the same features as Alternatives 2 and 6 with the exception of the location of the Eucalyptus Avenue/WLC Pkwy intersection. The Design Variations would consist of moving the current Eucalyptus Avenue/WLC Pkwy intersection approximately 900 ft south of its current location. The shift would cause a partial realignment of Eucalyptus Avenue from approximately 2,600 ft west of WLC Pkwy to connect with the west side of WLC Pkwy. Construction of the roundabout at WLC Pkwy and Eucalyptus Avenue east would result in one residential displacement in the southeast quadrant of WLC Pkwy and Eucalyptus Avenue east.

The Design Variations would have similar construction-related noise, air quality, and short-term access and circulation effects as the Build Alternatives. Please refer to the discussion of temporary construction impacts to community character and cohesion for the Build Alternatives above.

***Permanent Impacts***

***Alternative 1 (No Build Alternative)***

Alternative 1 (No Build) does not include modifications to the SR-60/WLC Pkwy interchange other than routine maintenance. Long-range operational deficiencies are anticipated for the SR-60/WLC Pkwy interchange given the forecasted growth in the Community Impacts Study Area. Under the No Build Alternative, future operational deficiencies would develop and result in increased congestion in the project area and Community Impacts Study Area. Future increases in traffic congestion under the No Build Alternative would negatively affect community character in the project area and Community Impacts Study Area and result in permanent impacts to community character and cohesion.

***Alternative 2 (Modified Partial Cloverleaf Interchange)***

Figure 4-2, provided in Section 4.4, Relocations and Real Property Acquisition, shows the full and partial property acquisitions that would be required under Alternative 2. Table 4.19, provided later, lists those full and partial property acquisitions as well as the permanent easements that would be required under Alternative 2 by their Assessor's Parcel Number (APN). As shown on Figure 4-2,

Alternative 2 would not displace any residents (refer to Sheet 6 of 9 of Figure 4-2). Therefore, Alternative 2 would not divide an existing neighborhood or fragment a cohesive community.

As shown on Figure 4-2, Alternative 2 would not displace any businesses. Therefore, there would be no impacts to community character and cohesion as a result of business displacements.

***Alternative 6 (Modified Partial Cloverleaf with Roundabout Intersections)***

Figure 4-3, provided in Section 4.4, Relocations and Real Property Acquisition, shows the parcel acquisitions that would be required under Alternative 6. Table 4.20, provided later, lists those full and partial property acquisitions as well as the permanent easements that would be required under Alternative 6 by their APN. Similar to Alternative 2, Alternative 6 would not displace any residents (refer to Sheet 6 of 9 of Figure 4-3). No business displacements would occur under Alternative 6.

Based on the discussion provided in Section 4.4.2, Environmental Consequences, Alternative 6 would not result in substantial community character and cohesion impacts due to residential and business displacements.

***Design Variation 2a (Alternative 2 with Design Variation)***

Figure 4-4, provided in Section 4.4, Relocations and Real Property Acquisition, shows the parcel acquisitions and easements that would be required under Design Variation 2a. Table 4.21 in Section 4.4 lists those full and partial property acquisitions as well as permanent easements by their APN. Similar to Alternative 2, Design Variation 2a would not displace any residents (refer to Sheet 6 of 9 of Figure 4-4). Therefore, for the reasons provided in Section 4.4.2, Environmental Consequences, Design Variation 2a would not result in substantial community character and cohesion impacts.

***Design Variation 6a (Alternative 6 with Design Variation)***

Figure 4-5, provided in Section 4.4, Relocations and Real Property Acquisition, shows the parcel acquisitions and easements that would be required under Design Variation 6a. Table 4.22 in Section 4.4 lists those full and partial property acquisitions as well as permanent easements by their APN. Design Variation 6a would potentially displace one residence (refer to Sheet 6 of 9 of Figure 4-5). This residence is in a relatively isolated area that does not demonstrate high community cohesion. The residents living on this property (which would be acquired) would be provided with relocation assistance in accordance with the Uniform Act to other

residential areas away from a roadway. According to the 2018 *Draft Relocation Impact Memorandum* (DRIM) prepared for the project (included herein as Appendix C), adequate replacement housing exists in Moreno Valley for the existing residents to relocate within this community. Due to the fragmented and rural nature of the affected residential community, and the limited number of residential relocations (only one would be required) and cohesion indicated by the existing demographic profile, this residential relocation under Alternative 2 would not divide an existing neighborhood or fragment a cohesive community. Therefore, for the reasons provided in Section 4.4.2, Environmental Consequences, the residential relocation under Design Variation 6a would not result in substantial community character and cohesion impacts.

#### **4.1.2.3 Housing**

##### ***Temporary Impacts***

###### ***Alternative 1 (No Build Alternative)***

Alternative 1 (No Build) does not include modifications to the SR-60/WLC Pkwy interchange other than routine maintenance; therefore, it would not result in temporary impacts to housing.

###### ***Alternatives 2 and 6 (Build Alternatives)***

As discussed in Section 4.4.2, Environmental Consequences, none of the TCEs required for the Build Alternatives would result in the displacement of housing; therefore, the Build Alternatives would not result in temporary impacts to housing.

###### ***Design Variations 2a and 6a (Design Variations)***

As discussed in Section 4.4.2, Environmental Consequences, none of the TCEs required for the Design Variations would result in the displacement of housing; therefore, the Design Variations would not result in temporary impacts to housing.

##### ***Permanent Impacts***

###### ***Alternative 1 (No Build Alternative)***

Alternative 1 (No Build) does not include modifications to the SR-60/WLC Pkwy interchange other than routine maintenance; therefore, it would not result in permanent impacts to housing.

###### ***Alternatives 2 and 6 (Build Alternatives)***

The Build Alternatives would not result in the displacement of any residents or businesses; therefore, the Build Alternatives would not result in substantial

community character and cohesion impacts due to residential and business displacements.

#### *Design Variations 2a and 6a (Design Variations)*

Design Variation 2a would not result in the displacement of any residents or businesses; therefore, the Design Variations would not result in substantial community character and cohesion impacts due to residential and business displacements. Please refer to Section 4.4.2, Environmental Consequences, for a discussion of the residential displacement that would occur as a result of Design Variation 6a.

#### **4.1.2.4 Cumulative Impacts**

Some of the cumulative projects listed in Table 2.2 may result in the acquisition of property and the displacement of existing residential and non-residential uses on those properties. Most of the transportation projects in Table 2.2 are improvements to existing facilities that would not divide or fragment an existing cohesive neighborhood. Based on the availability of replacement properties in Moreno Valley and compliance with the Uniform Act for property acquisition for transportation projects, the cumulative projects in Table 2.2 are not anticipated to contribute to cumulative adverse effects related to community cohesion.

The cumulative development projects listed in Table 2.2 will result in substantial amounts of traffic on roads and at intersections in Moreno Valley and other cities as well as on area freeways, which may affect the cohesion of the areas where traffic is substantially increased. The transportation projects listed in Table 2.2 would improve traffic operations on area freeways and roads and at intersections and interchanges. Nonetheless, the cumulative development projects listed in Table 2.2 would contribute to a cumulative adverse effect on community cohesion as a result of the increased traffic generated by those projects.

The cumulative development projects listed in Table 2.2 would improve the City's jobs/housing ratio by creating thousands of new construction and permanent jobs in Moreno Valley. The transportation projects would also result in substantial numbers of construction jobs in the area. Those permanent and construction jobs are expected to be filled by existing residents in Moreno Valley and western Riverside County, and are not anticipated to result in demand for increased housing in the area. As a result, the cumulative projects listed in Table 2.2 would not result in cumulatively



considerable impacts related to population or housing in the Community Impacts Study Area.

***Direct Project Impacts***

Construction of the Build Alternatives and Design Variations would result in temporary impacts to residential and non-residential uses adjacent to the SR-60/WLC Pkwy interchange, including construction equipment noise and air emissions, access restrictions, and detours. However, these effects would be substantially mitigated, would occur only during construction, and would cease when construction is complete. As a result, construction of the Build Alternatives and Design Variations would not result in short-term impacts related to community cohesion and would not contribute to cumulative adverse impacts related to community cohesion.

The Build Alternatives and Design Variation 2a would not result in any residential acquisitions or displacements. Design Variation 6a would result in the acquisition of one residence and the displacement of the occupants of that residence, as well as the acquisition of six currently vacant parcels. Based on the fragmented nature of the residential community in this part of Moreno Valley and the limited cohesion indicated by the existing demographic profile for that area, the acquisition of the single residence would not divide an existing neighborhood or fragment a cohesive neighborhood. As a result, the Build Alternatives and Design Variations would not contribute to cumulative adverse effects related to community cohesion.

The Build Alternatives and Design Variations would not result in the acquisition of any businesses or the displacement of any employees. As a result, the Build Alternatives and Design Variations would not contribute to cumulative adverse effects related to community cohesion as a result of business acquisitions and displacements.

***Indirect Project Impacts***

The Build Alternatives and Design Variations would not result in indirect impacts related to community character and cohesion and, therefore, would not result in indirect impacts that would contribute to cumulative adverse effects related to community character and cohesion.

**4.1.3 Avoidance, Minimization, and/or Mitigation Measures**

The Build Alternatives and Design Variations would not result in any substantial effects related to community character and cohesion; therefore, no avoidance, minimization, or mitigation measures are proposed.

## 4.2 Economic Conditions

Economics is defined as the study of how the productive and distributive aspects of human life are organized. An assessment of economics within a CIA typically focuses on evaluating the impacts a project would have on the economic well-being of the community. The resultant impacts can be characterized in terms of changes in community demographics, housing demand, employment and income, market effects, public services, and the aesthetic qualities of the community. Assessing developments within an economic context helps to identify potential social equity issues, evaluate the adequacy of social services, and determine whether a project may affect overall social well-being.

Transportation projects can have important effects on the community and regional economies of a given community. This section provides a general economic overview of the Community Impacts Study Area and a broad discussion of business activities, employment, and fiscal conditions. Additionally, it includes a detailed examination of the businesses located in the area of primary impacts.

Variables and data used in this economic evaluation include land use designations and employment and income data from the United States Census Bureau.

### 4.2.1 Affected Environment

#### 4.2.1.1 Regional Economy

Table 4.10 shows employment percentages by economic sectors for Moreno Valley and the County. According to the 2012–2016 ACS, Education, Health, and Social Services, and Retail Trade were the largest and second largest County industry sectors in terms of employment, comprising approximately 20.6 and 13.0 percent, respectively, of the total employed labor force in the County, with Arts, Entertainment, and Recreation, and Accommodation and Food Services following at 11.4 percent. Education, Health, and Social Services was also the largest industry sector in Moreno Valley, representing 22.5 percent of the employed labor force, followed by Retail Trade at 15.7 percent of the labor force.

**Table 4.10: Employment by Economic Sector**

| Economic Sector  | Moreno Valley (%) | Riverside County (%) |
|--|-------------------|----------------------|
| Agriculture, Forestry, and Fishing                                       | 0.5               | 1.6                  |
| Construction   | 7.8               | 8.6                  |
| Manufacturing  | 8.1               | 8.9                  |
| Wholesale Trade  | 3.5               | 3.1                  |
| Retail Trade   | 15.7              | 13.0                 |
| Transportation and Warehousing, and Utilities                            | 9.9               | 5.8                  |
| Information  | 1.5               | 1.5                  |
| Finance and Insurance  | 4.2               | 5.2                  |
| Professional, Scientific, and Management                                 | 8.3               | 10.2                 |
| Education, Health, and Social Services                                   | 22.5              | 20.6                 |
| Arts, Entertainment, and Recreation, and Accommodation and Food Services | 8.3               | 11.4                 |
| Other Services, Except Public  | 5.0               | 5.3                  |
| Public Administration  | 4.7               | 4.9                  |

Source: 2012–2016 American Community Survey, Table DP03.

Table 4.11 shows the existing and projected employment in Moreno Valley, and Riverside County. As shown, employment in the County is projected to increase by approximately 90.5 percent between 2012 and 2040. Employment in Moreno Valley is projected to increase by approximately 165.0 percent during the same period.

**Table 4.11: Existing and Projected Employment**

| Jurisdiction     | Employed Population |                   |                   | Percent Increase 2012 to 2040 |
|------------------|---------------------|-------------------|-------------------|-------------------------------|
|                  | 2012 <sup>1</sup>   | 2020 <sup>1</sup> | 2040 <sup>1</sup> |                               |
| Riverside County | 616,600             | 848,700           | 1,174,300         | 90.5                          |
| Moreno Valley    | 31,400              | 55,900            | 83,200            | 165.0                         |

<sup>1</sup> 2016–2040 RTP/SCS Growth Forecast, <http://www.scag.ca.gov/Documents/2016DraftGrowthForecastByJurisdiction.pdf>, accessed August 24, 2018.  
RTP/SCS = Regional Transportation Plan/Sustainable Communities Strategy

The 2012–2016 ACS data indicate there were 946,798 persons in the County’s civilian labor force.<sup>1</sup> According to the California Employment Development Department (EDD), the unemployment rate in June 2018 in Riverside County was 4.7 percent. In June 2018, Moreno Valley had a slightly higher percentage (5.0 percent) of unemployed civilians than the County.

<sup>1</sup> 2012–2016 ACS, Table DP03.

Please refer to Section 4.2.1.2 and Tables 4.12 and 4.13 therein for a discussion of the commuting patterns for the Community Impacts Study Area and labor force characteristics, including employment/unemployment rates for the region.

#### 4.2.1.2 Employment and Income

Table 4.12 provides demographic characteristics for Moreno Valley, Riverside County, and the Community Impacts Study Area census tracts related to income level, educational attainment, and employment, as reported in the 2012–2016 ACS and 2010 Census. As seen in Table 4.12, both Community Impacts Study Area census tracts have a slightly higher percentage of employed labor force than Moreno Valley and the County, with Census Tract 426.24 having the highest percentage of employed civilians at 73.6 percent.

**Table 4.12: Employment, Income, and Education**

| Jurisdiction/Area  | Total Population <sup>1</sup> | Median Household Income <sup>2</sup> | Persons Living In Poverty (%) <sup>2</sup> | High School Graduate or Higher, Over Age 25 (%) <sup>2</sup> | College Graduate or Higher Over Age 25 (%) <sup>2</sup> | Employed Civilian Labor Force (%) <sup>2</sup> |
|--|-------------------------------|--------------------------------------|--|--|---|--|
| Riverside County   | 2,189,641                     | \$57,972                             | 16.5                                       | 25.9   | 13.5  | 59.9   |
| Moreno Valley  | 193,365                       | \$56,456                             | 18.6                                       | 27.4   | 10.3  | 63.6   |
| Census Tract 424.01 (Unincorporated Riverside County/ Moreno Valley) | 2,082                         | \$74,934                             | 4.9  | 29.7   | 15.1  | 66.0   |
| Census Tract 426.24 (Unincorporated Riverside County/ Moreno Valley) | 3,784                         | \$85,286                             | 13.9                                       | 22.7   | 11.6  | 73.6   |

<sup>1</sup> United States 2010 Census, Table SF1 DP1.

<sup>2</sup> 2012–2016 American Community Survey, Tables DP02 and DP03.

Table 4.12 also shows that Census Tract 426.24 has the highest median household income compared to Census Tract 424.01, Moreno Valley, or the County. Both Community Impacts Study Area census tracts had lower percentages of individuals living below the poverty level compared to Moreno Valley and the County.

Table 4.13 summarizes commuter travel patterns in the Community Impacts Study Area census tracts, Moreno Valley, and Riverside County based on the 2012–2016 ACS. The majority of residents in Moreno Valley, the County, and the Community Impacts Study Area census tracts work in the County. However, most Community Impacts Study Area residents work in a different city than their city of residence. The percentage of residents who have a commute less than 30 minutes is similar for the Community Impacts Study Area census tracts, Moreno Valley, and the County.

**Table 4.13: Commuter Travel**

|  | <b>Riverside County</b> | <b>Moreno Valley</b> | <b>Census Tract 424.01</b> | <b>Census Tract 426.24</b> |
|--|-------------------------|----------------------|----------------------------|----------------------------|
| Work in County of Residence                  | 641,573<br>(69.4%)      | 55,123<br>(67.7%)    | 726<br>(73.8%)             | 1,404<br>(66.0%)           |
| Work Outside County of Residence             | 282,272<br>(30.6%)      | 26,292<br>(32.3%)    | 258<br>(26.2%)             | 723<br>(34%)               |
| Work in Place of Residence <sup>1</sup>      | 241,767<br>(27%)        | 21,139<br>(26.0%)    | 321<br>(32.6%)             | 614<br>(28.9%)             |
| Work Outside Place of Residence <sup>1</sup> | 653,633<br>(73.0%)      | 60,276<br>(74.0%)    | 663<br>(67.4%)             | 1,513<br>(71.1%)           |
| <b>Travel Time to Work</b>                   |                         |                      |                            |                            |
| <30 minutes                                  | 476,065<br>(53.3%)      | 37,546<br>(47.5%)    | 399<br>(42.2%)             | 928<br>(46.9%)             |
| 30–44 minutes                                | 171,099<br>(19.5%)      | 20,780<br>(26.3%)    | 208<br>(22.0%)             | 569<br>(28.8%)             |
| 45–59 minutes                                | 78,580<br>(9.0%)        | 6,912<br>(8.7%)      | 129<br>(13.6%)             | 277<br>(14.0%)             |
| >60 minutes                                  | 159,350<br>(18.02%)     | 13,808<br>(17.5%)    | 210<br>(22.2%)             | 203<br>(10.3%)             |

Sources: United States Census Bureau, and 2012–2016 American Community Survey, Tables B08007, B08008, and B08303.

<sup>1</sup> Addresses the percentage of the population that works within and outside their County of Residence that is identified as “living in a place” in American Community Survey Table B08008.

Census Tract 424.01 has the lowest percentage of residents with a commute less than 30 minutes (42.2 percent) and the highest percentage of residents with a commute greater than 60 minutes (22.2 percent).

#### **4.2.1.3 Business Activity**

The Community Impacts Study Area is relatively undeveloped and therefore contains few businesses, with the exception of the ALDI Distribution Center and Skechers Distribution Center and Factory Outlet in the southwest quadrant of the interchange, and car dealerships, a warehouse distribution center, a ranch supply store, and a recreational vehicle and boat storage facility located along SR-60 to the west of the SR-60/Redlands Boulevard interchange. There is also a plant nursery in the southwest quadrant of the interchange near the intersection of Redlands Boulevard and Eucalyptus Avenue. The ALDI Distribution Center was recently developed and utilizes the SR-60/Redlands Boulevard interchange ramps for current access. Although there is a commercial center outside of, but adjacent to, the western border of the Community Impacts Study Area, there are no major commercial business centers in the Community Impacts Study Area.

#### 4.2.1.4 Fiscal Conditions

##### **Property Tax**

Property taxes are levied on the assessed value of privately owned property. Property taxes for properties in the Community Impacts Study Area are collected by the County of Riverside and apportioned to the incorporated cities in the County, including the City of Moreno Valley. The amount levied is approximately 1 percent of the assessed property value and is divided among each of the local taxing agencies (i.e., cities, the County, special districts, successor agencies to former redevelopment agencies, school districts, and community college districts) that are authorized to receive a portion of the 1 percent basic property tax levy. The distribution to each taxing agency is based on allocation factors that are established pursuant to State law (Assembly Bill 8). Table 4.14 presents the total revenues collected by the City of Moreno Valley and County of Riverside in Fiscal Year 2016–2017, which is the most recent year for which such data were available, including a breakout of the property and sales tax revenues collected by the City and County.

**Table 4.14: Local Government Revenues**

| Jurisdiction          | Property Tax Revenue | Sales Tax Revenue | Total Revenue   |
|-----------------------|----------------------|-------------------|-----------------|
| City of Moreno Valley | \$18,234,000         | \$18,395,000      | \$138,243,000   |
| County of Riverside   | \$367,937,000        | \$27,881,000      | \$3,581,033,000 |

Source 1: City of Moreno Valley, Comprehensive Annual Financial Report for the Fiscal Year Ended June 30, 2017, [http://www.moval.org/city\\_hall/departments/fin-man-serv/fin-pdf/mv2017cafr-v2.pdf](http://www.moval.org/city_hall/departments/fin-man-serv/fin-pdf/mv2017cafr-v2.pdf), accessed October 28, 2018.

Source 2: Riverside County, Comprehensive Annual Financial Report for the Fiscal Year Ended June 30, 2017, [https://www.auditorcontroller.org/Portals/0/Documents/publications/FinancialPub/cafr/CAFR\\_2017/CAFR\\_FINAL\\_FY17.pdf?ver=2018-01-29-133526-440](https://www.auditorcontroller.org/Portals/0/Documents/publications/FinancialPub/cafr/CAFR_2017/CAFR_FINAL_FY17.pdf?ver=2018-01-29-133526-440), accessed October 28, 2018.

##### **Sales Tax**

Effective April 1, 2018, the sales tax rate in Moreno Valley is 7.75 percent,<sup>1</sup> of which 6.0 percent is allocated to the State, 1.0 percent is allocated to the City of Moreno Valley, 0.25 percent is allocated to the Riverside County Transportation Fund, and

<sup>1</sup> California Department of Tax and Fee Administration. California Sales and Use Tax Rates by County and City. Website: <https://www.cdtfa.ca.gov/formspubs/cdtfa95.pdf>, accessed October 29, 2018.

0.5 percent is allocated to the Riverside County Transportation Commission.<sup>1</sup> The Department of Tax and Fee Administration tabulates sales tax transactions for each city and county in California on a quarterly and yearly basis. According to the latest published report (Taxable Sales in California Cities, By Type of Business, Third Quarter 2017), the City's 2,877 permitted sales tax-producing businesses generated approximately \$411,857,305 in taxable sales during the third quarter of 2017 (or an average annual sales tax revenue per business of \$44,378). Based on the sales tax rate in effect in the City of Moreno Valley in October 2018, approximately \$5,726 of sales tax per business would be distributed back to the City.<sup>2</sup> The County of Riverside's 57,803 permitted sales tax-producing businesses generated approximately \$8,910,704,886 in taxable sales during the third quarter of 2017 (or an average annual sales tax revenue per business of \$47,788). Based on the sales tax rate in effect in the County in October 2018, approximately \$6,166 of sales tax per business would be distributed back to the County of Riverside.<sup>3</sup>

## **4.2.2 Environmental Consequences**

### **4.2.2.1 Regional Economy**

No impacts to regional business patterns are anticipated because the improvements from the Build Alternatives and Design Variations are too small in scale to have a measurable impact.

### **4.2.2.2 Employment and Income**

#### ***Temporary Impacts***

##### ***Alternative 1 (No Build Alternative)***

Alternative 1 (No Build) does not include modifications to the SR-60/WLC Pkwy interchange, and there are no planned road modification/maintenance projects on

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<sup>1</sup> California Department of Tax and Fee Administration. Detailed Description of the Sales & Use Tax Rate. Website: <https://www.cdtfa.ca.gov/taxes-and-fees/sut-rates-description.htm>, accessed August 14, 2018.

<sup>2</sup> California Department of Tax and Fee Administration. Taxable Sales in California, Third Quarter 2017. Table 4. Taxable Sales in California Cities, by Type of Business. Website: <https://www.cdtfa.ca.gov/legal/t4-3q17.pdf>, accessed October 29, 2018.

<sup>3</sup> California Department of Tax and Fee Administration. Taxable Sales in California, Third Quarter 2017. Table 3. Taxable Sales in California Counties, by Type of Business. Website: <https://www.cdtfa.ca.gov/legal/t3-3q17.pdf>, accessed October 29, 2018.

local roadways within the interchange area. Therefore, the No Build Alternative would not generate any construction employment.

**Alternatives 2 and 6 (Build Alternatives)**

Temporary jobs would be created by construction of the SR-60/World Logistics Center Interchange Project.

As shown in Table 4.15, construction employment has two components, direct and indirect. The direct effect is the number of construction jobs created to complete the project. The indirect effect is the additional employment and business activity that would be generated in the regional economy by the initial construction expenditure.

**Table 4.15: Estimated Construction Employment**

| Estimated Project Costs <sup>1</sup> |              | Estimated Employment Generated |                            |            |
|--------------------------------------|--------------|--------------------------------|----------------------------|------------|
|                                      |              | Direct Jobs <sup>2</sup>       | Indirect Jobs <sup>3</sup> | Total Jobs |
| Alternative 2                        | \$67,746,500 | 644                            | 1,240                      | 1,884      |
| Alternative 6                        | \$60,769,800 | 577                            | 1,112                      | 1,689      |
| Design Variation 2a                  | \$68,951,300 | 655                            | 1,262                      | 1,917      |
| Design Variation 6a                  | \$63,104,800 | 599                            | 1,154                      | 1,754      |

<sup>1</sup> Cost estimates exclude right-of-way acquisition costs (Michael Baker International, October 2015).

<sup>2</sup> The American Road and Transportation Builders Association (ARTBA) estimates 9.5 new on-site construction jobs created for every \$1 million of investment in highway construction and improvement projects in the United States.

<sup>3</sup> ARTBA estimates 18.3 new indirect employment opportunities created for every \$1 million of investment in highway construction and improvement projects in the United States.

As seen in Table 4.15, because Alternative 2 has the greater construction costs than Alternative 6, it would generate more construction jobs (644 jobs). Alternative 6 would generate 577 construction jobs. These construction jobs would generate revenue for both the local and regional economies.

**Design Variations 2a and 6a (Design Variations)**

As seen in Table 4.15, because Design Variation 2a has the greatest construction cost, it would generate the most construction jobs (655 jobs). Design Variation 6a would generate 599 construction jobs. These construction jobs would generate revenue for both the local and regional economies.



### ***Permanent Impacts***

#### ***Alternative 1 (No Build Alternative)***

No SR-60/WLC Pkwy interchange or local road modifications would occur under the No Build Alternative that would result in the displacement of businesses; therefore, no permanent employment impacts would occur.

#### ***Alternatives 2 and 6 (Build Alternatives)***

None of the acquisitions associated with the Build Alternatives would result in the displacement of businesses; therefore, neither of the Build Alternatives would result in any permanent employment impacts.

#### ***Design Variations 2a and 6a (Design Variations)***

None of the acquisitions associated with the Design Variations would result in the displacement of businesses; therefore, neither of the Design Variations would result in any permanent employment impacts.

### ***Cumulative Impacts***

The cumulative development projects listed in Table 2.2 would provide a substantial number of permanent jobs. The cumulative development and transportation projects listed in Table 2.2 would provide a substantial number of construction jobs. As a result, those cumulative projects would result in beneficial effects related to employment in Moreno Valley and western Riverside County.

#### ***Direct Project Impacts***

The Build Alternatives and Design Variations would provide direct construction jobs, which would benefit the local and regional economies. As a result, construction of the Build Alternatives and Design Variations would not result in short-term adverse impacts related to employment and would not contribute to cumulative adverse impacts related to employment.

#### ***Indirect Project Impacts***

Construction of the Build Alternatives and Design Variations would provide indirect jobs, which would benefit the local and regional economies. As a result, construction of the Build Alternatives and Design Variations would not result in short-term impacts related to employment and would not contribute to cumulative adverse impacts related to employment.

### **4.2.2.3 Business Activity**

#### ***Temporary Impacts***

##### ***Alternative 1 (No Build Alternative)***

Alternative 1 (No Build) does not include modifications to the SR-60/WLC Pkwy interchange, and there are no planned road modification/maintenance projects on local roadways in the interchange area. Therefore, no substantial impacts to local businesses are anticipated under the No Build Alternative.

##### ***Alternatives 2 and 6 (Build Alternatives)***

Construction of the Build Alternatives would result in minor temporary impacts to one local business adjacent to the interchange (Skechers) during construction. Road detours and access restrictions during construction would result in traffic delays for one local business, its employees, and its customers. In addition, road detours during construction would result in traffic delays for one local business and its employees. Appropriate detour signage will be developed for the proposed project. Because the project would extend Eucalyptus Avenue between WLC Pkwy and Redlands Boulevard prior to closure of the SR-60/WLC Pkwy overcrossing, access to SR-60 from the Skechers facility would be maintained via the Redlands Boulevard interchange while the overcrossing is being reconstructed. With implementation of a comprehensive public outreach program and a TMP that identifies closures and detours and distributes this information to the public, these impacts are not considered substantial.

##### ***Design Variations 2a and 6a (Design Variations)***

As discussed in Section 4.1.2, Environmental Consequences, and shown on Figures 4-4 and 4-5 (provided in Section 4.4, Relocations and Real Property Acquisition), Design Variations 2a and 6a would have the same features as Alternatives 2 and 6, with the exception of the location of the Eucalyptus Avenue/WLC Pkwy intersection. The Design Variations would move the existing Eucalyptus Avenue/WLC Pkwy intersection approximately 900 ft south from its current location. The shift would cause a partial realignment of Eucalyptus Avenue from approximately 2,600 ft west of WLC Pkwy to connect with the west side of WLC Pkwy. The Design Variations would have similar short-term construction-related access and circulation effects to the Build Alternatives. Please refer to the discussion of temporary construction impacts to community character and cohesion for the Build Alternatives above.

### ***Permanent Impacts***

Both Build Alternatives would improve the operation of the interchange and reduce congestion; therefore, businesses in the vicinity of the project would benefit from improved interchange operations in the long term.

#### ***Alternative 1 (No Build Alternative)***

Alternative 1 (No Build) would not result in any improvements to the existing SR-60/WLC Pkwy interchange. Additionally, no specific maintenance projects are currently planned that would include this interchange. Therefore, no access changes to local businesses would occur under the No Build Alternative although congestion in the interchange area would continue to increase because no improvements to the interchange would occur with this alternative.

#### ***Alternatives 2 and 6 (Build Alternatives)***

The Build Alternatives would both close an existing gap in the local circulation system by extending Eucalyptus Avenue between WLC Pkwy and Redlands Boulevard, widening WLC Pkwy within the project limits, and rebuilding the SR-60/WLC Pkwy interchange. In addition to providing alternate routes to businesses in the vicinity of the SR-60/WLC Pkwy interchange, both Build Alternatives would improve traffic operations by providing additional capacity. Therefore, none of the circulation improvements would adversely affect existing access to area properties.

#### ***Design Variations 2a and 6a (Design Variations)***

Both of the Design Variations would also close an existing gap in the local circulation system by extending Eucalyptus Avenue between WLC Pkwy and Redlands Boulevard, widening WLC Pkwy within the project limits, and rebuilding the SR-60/WLC Pkwy interchange. In addition to providing alternate routes to businesses in the vicinity of the SR-60/WLC Pkwy interchange, both Design Variations would improve traffic operations by providing additional capacity. Therefore, none of the circulation improvements would adversely affect existing access to area properties.

### ***Cumulative Impacts***

The cumulative development projects listed in Table 2.2 may displace some existing businesses but would provide a substantial number of permanent jobs. The transportation projects listed in Table 2.2 may also displace some existing businesses. The cumulative development and transportation projects listed in Table 2.2 would provide a substantial number of construction jobs. As a result, those projects would result in beneficial effects related to businesses and would benefit the local and

regional economies based on worker salaries; expenditures for materials, fuels, and other supplies; and property and sales taxes.

#### ***Direct Project Impacts***

The Build Alternatives and Design Variations would not result in direct impacts related to businesses and therefore would not result in direct impacts that would contribute to cumulative adverse effects related to businesses.

#### ***Indirect Project Impacts***

Construction of the Build Alternatives and Design Variations would result in minor temporary impacts to local businesses, including road detours and access restrictions that could result in traffic delays. As a result, businesses in the immediate vicinity of the project construction area may temporarily experience a loss of revenue due to the construction work. These effects would be substantially mitigated, would occur only during construction, and would cease when construction is complete. The construction of the Build Alternatives and Design Variations would provide a substantial number of construction jobs, which in turn would benefit the local and regional economies based on worker salaries; expenditures for materials, fuels, and other supplies; and property and sales taxes. As a result, construction of the Build Alternatives and Design Variations would not result in short-term impacts related to adverse effects on businesses and would not contribute to cumulative adverse impacts related to businesses.

#### **4.2.2.4 Fiscal Conditions**

##### ***Temporary Impacts***

##### ***Alternative 1 (No Build Alternative)***

No SR-60/WLC Pkwy interchange or local road modifications would occur under the No Build Alternative that would result in temporary loss of sales tax revenue.

##### ***Alternatives 2 and 6 (Build Alternatives)***

The Skechers Factory Outlet in the southwest quadrant of the SR-60/WLC Pkwy interchange generates sales tax revenue from retail sales to the public. Access to the Skechers Factory Outlet would be maintained at all times during project construction. Although detours and access restrictions during construction of the Build Alternatives could result in minimal short-term sales tax revenue losses, such losses would be temporary and would cease upon completion of the project.

**Design Variations 2a and 6a (Design Variations)**

The Skechers Factory Outlet in the southwest quadrant of the SR-60/WLC Pkwy interchange generates sales tax revenue from retail sales to the public. Access to the Skechers Factory Outlet would be maintained at all times during project construction. Although detours and access restrictions during construction of the Design Variations could result in minimal short-term sales tax revenue losses, such losses would be temporary and would cease upon completion of the project.

**Permanent Impacts – Property Tax**

**Alternative 1 (No Build Alternative)**

No property acquisitions or relocations would be required under the No Build Alternative; therefore, there would be no direct effect on tax revenues under that alternative.

**Alternative 2 (Modified Partial Cloverleaf Interchange)**

Alternative 2 would fully acquire 6 parcels and partially acquire 27 parcels. Of the 27 parcels partially acquired under Alternative 2, 3 parcels are publicly owned and therefore do not generate property tax revenue. As shown in Table 4.16, the parcel acquisitions required for Alternative 2 would result in the loss of an estimated \$577 in annual property tax revenue for the City of Moreno Valley, which would represent approximately 0.0032 percent of the City’s total annual property tax revenue.

**Table 4.16: Estimated Annual Property Tax Loss for the Build Alternatives**

| Jurisdiction                 | Property Tax Revenue (Fiscal Year 2016-17) <sup>1,2</sup> | Estimated Property Tax Loss <sup>3</sup> | Estimated Percent Loss in Property Tax Revenue |
|------------------------------|---|--|--|
| <b>City of Moreno Valley</b> |   |  |  |
| Alternative 2                | \$18,234,000  | \$577                                    | 0.0032   |
| Alternative 6                |   | \$606                                    | 0.0033   |
| Design Variation 2a          |   | \$877                                    | 0.0048   |
| Design Variation 6a          |   | \$911                                    | 0.0050   |
| <b>County of Riverside</b>   |   |  |  |
| Alternative 2                | \$367,937,000   | \$1,516                                  | 0.00041  |
| Alternative 6                |   | \$1,600                                  | 0.00043  |
| Design Variation 2a          |   | \$2,304                                  | 0.00063  |
| Design Variation 6a          |   | \$2,399                                  | 0.00065  |

<sup>1</sup> City of Moreno Valley, Comprehensive Annual Financial Report for the Fiscal Year Ended June 30, 2017, [http://www.moval.org/city\\_hall/departments/fin-man-serv/fin-pdf/mv2017cafr-v2.pdf](http://www.moval.org/city_hall/departments/fin-man-serv/fin-pdf/mv2017cafr-v2.pdf), accessed October 28, 2018.

<sup>2</sup> Riverside County, Comprehensive Annual Financial Report for the Fiscal Year Ended June 30, 2017, [https://www.auditorcontroller.org/Portals/0/Documents/publications/FinancialPub/cafr/CAFR\\_2017/CAFR\\_FINAL\\_FY17.pdf?ver=2018-01-29-133526-440](https://www.auditorcontroller.org/Portals/0/Documents/publications/FinancialPub/cafr/CAFR_2017/CAFR_FINAL_FY17.pdf?ver=2018-01-29-133526-440), accessed October 28, 2018.

<sup>3</sup> Tax revenue losses were calculated based on the Fiscal Year 2017-18 property tax roll.

Alternative 2 would also result in the loss of an estimated \$1,516 in annual property tax revenue for the County of Riverside, which would represent approximately 0.00041 percent of the County's total annual property tax revenue.

***Alternative 6 (Modified Partial Cloverleaf with Roundabout Intersections)***

Alternative 6 would fully acquire 6 parcels and would partially acquire 29 parcels, including the same publicly owned parcels that would be partially acquired under Alternative 2. As shown in Table 4.16, the parcel acquisitions required for Alternative 6 would result in a loss of \$606 in property taxes to the City of Moreno Valley and \$1,600 in annual property tax revenue to the County of Riverside. In comparison to the overall property tax revenue collected by the City and County, these losses would represent similar losses to Alternative 2.

***Design Variations 2a and 6a (Design Variations)***

Design Variation 2a would fully acquire 6 parcels and would partially acquire 32 parcels, including the same publicly owned parcels that would be partially acquired under Alternative 2. As shown in Table 4.16, the parcel acquisitions required for Design Variation 2a would result in a loss of \$877 in property taxes to the City of Moreno Valley and \$2,304 in annual property tax revenue to the County of Riverside. In comparison to the overall property tax revenue collected by the City and County, these losses would represent similar losses to Alternative 2.

Design Variation 6a would fully acquire 7 parcels and would partially acquire 34 parcels, including the same publicly owned parcels that would be partially acquired under Design Variation 2a. As shown in Table 4.16, the parcel acquisitions required for Design Variation 6a would result in a loss of \$911 in property taxes to the City of Moreno Valley and \$2,399 in annual property tax revenue to the County of Riverside. In comparison to the overall property tax revenue collected by the City and County, these losses would represent similar losses to Alternative 6.

***Permanent Impacts – Sales Taxes***

***Alternative 1 (No Build Alternative)***

No SR-60/WLC Pkwy interchange or local road modifications would occur under the No Build Alternative that would result in permanent loss of sales tax revenue.

***Alternatives 2 and 6 (Build Alternatives)***

None of the partial or full acquisitions associated with the respective Build Alternatives would cause sales-tax-generating businesses to be relocated; therefore, no potential loss of sales tax revenue would occur.

### *Design Variations 2a and 6a (Design Variations)*

None of the partial or full acquisitions associated with the respective Design Variations would cause sales-tax-generating businesses to be relocated; therefore, no potential loss of sales tax revenue would occur.

### **Cumulative Impacts**

The cumulative development projects in Table 2.2 would provide thousands of square feet of new warehouse, retail, and industrial uses, which would generate property and sales taxes for the City of Moreno Valley and County of Riverside. As a result, those projects would result in beneficial effects related to tax revenues in the City and County. The land occupied by the transportation projects in Table 2.2 would not generate property or sales tax revenues.

### *Direct Project Impacts*

Alternatives 2 and 6 would result in losses of property taxes of \$577 and \$606, respectively, which both represent approximately 0.05 percent of the property taxes collected in the City of Moreno Valley. This is a minor impact that would not contribute to a cumulative adverse effect related to property tax revenues.

The Build Alternatives would not result in the acquisition or relocation of any businesses that generate sales taxes and therefore would not contribute to a cumulative adverse effect related to the loss of sales tax revenues.

### *Indirect Project Impacts*

The Build Alternatives would not result in indirect impacts related to tax revenues and therefore would not result in indirect impacts that would contribute to cumulative adverse effects related to tax revenues.

### **4.2.3 Avoidance, Minimization, and/or Mitigation Measures**

The Build Alternatives and Design Variations would not result in substantial impacts to the local or regional economy or impacts to employment and income. In addition, any impacts to sales or property tax revenue would be negligible in comparison to the overall tax base. Therefore, no avoidance, minimization, or mitigation measures are proposed.

## **4.3 Community Facilities and Services**

Municipalities generally provide a variety of public services and facilities, including schools, police and fire protection, recreational facilities, and circulation, access, and

parking facilities. Information about these services was generally obtained from a municipality's General Plan, specifically in Public Safety, Land Use, or Community Facilities Elements. Often, a municipality will provide specific direction for the provision of adequate public facilities necessary to serve the existing and future developing areas.

### **4.3.1 Affected Environment**

#### **4.3.1.1 Community Facilities**

This topic includes schools, hospitals, and fire protection and law enforcement facilities. Accessibility of community facilities and services helps improve the quality of life in the community and provides a sense of cohesiveness. Community facilities within 0.5 mi of the project area are shown on Figure 4-1. As shown on Figure 4-1, there are no community facilities or emergency service providers within 0.5 mi of the project area for the interchange improvements and the improvements at the intersection of Alessandro Boulevard and Gilman Springs Road. The access point for the Badlands Sanitary Landfill is located at the intersection of Ironwood Avenue and Theodore Street, within the Maximum Limits of Disturbance for the project.

The Badlands Sanitary Landfill is located approximately 1 mi northeast of this access point. Morrison Park and Moreno Elementary School are approximately 0.5 mi north/northwest of the City Stockpile borrow site for the project at the intersection of Alessandro Boulevard and Nason Street. The Riverside County Regional Medical Center is located approximately 0.5 mi south/southwest of the borrow site.

There are no fire, law enforcement, library facilities, or city halls within the project area and Community Impacts Study Area shown on Figure 4-1.

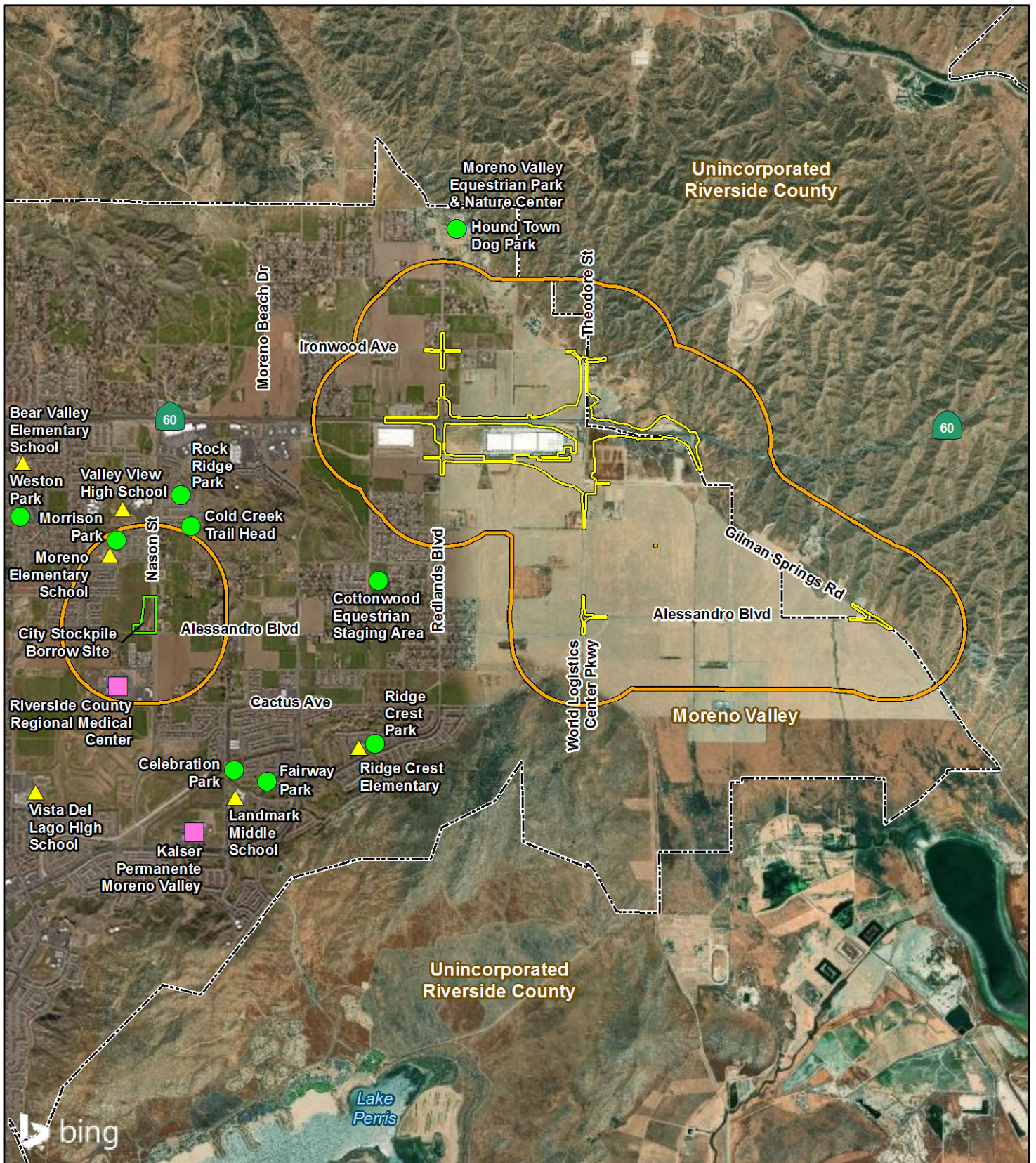
#### ***Libraries***

The City of Moreno Valley Library is outside the project limits, approximately 4.7 mi southwest of the SR-60/WLC Pkwy interchange, at 25480 Alessandro Boulevard, outside the project area and the Community Impacts Study Area.








#### ***Hospitals***

The Riverside County Regional Medical Center is a 439-bed medical center in Moreno Valley that is operated by the Riverside University Health System. The medical center is located within 0.5 mi of the borrow site at the intersection of Alessandro Boulevard and Nason Street.

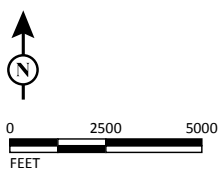




**LEGEND**

- |  |  |
|--|--|
|  Project Area                     |  Hospital |
|  City Stockpile Borrow Site       |  Park     |
|  Half Mile Buffer of Project Area |  School   |
|  City/County Boundary             |  |

**FIGURE 4-1**



*SR-60/World Logistics Center Pkwy  
Interchange Project*  
**Community Facilities**  
 08-RIV-60 PM 20.0/22.0  
 EA No. 0M590  
 Project No. 0813000109

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### **Moreno Valley Unified School District**

The Moreno Valley Unified School District (MVUSD) includes nearly all of Moreno Valley, including the project area. In 2017–2018, the MVUSD served approximately 33,134 Kindergarten–12 students<sup>1</sup> in 23 elementary schools, 6 intermediate schools, 4 high schools, 7 alternative schools, 1 Headstart/Preschool, and 1 adult education center.<sup>2</sup> One MVUSD school, Moreno Elementary School, is within 0.5 mi of the City Stockpile borrow site at the intersection of Alessandro Boulevard and Nason Street.

### **Public Parks and Recreation Facilities**

The City of Moreno Valley operates and maintains over 500 acres of parkland or recreation facilities. There are 40 parks and/or joint-use facilities in the City’s park system, including a nine-hole executive golf course, 23 multi-use sport fields, 11 tennis courts, 9 basketball courts, 28 play apparatus, and 3 recreation centers. Morrison Park is approximately 0.5 mi from the City Stockpile borrow site for the project at the intersection of Alessandro Boulevard and Nason Street.

#### **4.3.1.2 Emergency Services**

The City of Moreno Valley contracts with the Riverside County Fire Department (RCFD) for fire and rescue services. RCFD staffs seven fire stations throughout the City. The RCFD fire station nearest to the project area is Fire Station 58 at 28040 Eucalyptus Avenue. Fire Station 58 currently houses one paramedic engine company and a Type 3 fire engine, and is staffed by a captain, an engineer, and a firefighter/paramedic. The station is approximately 2 mi west of the SR-60/WLC Pkwy interchange.

### **Police**

The City of Moreno Valley contracts with the Riverside County Sheriff’s Department (RSD) for full-service law enforcement, traffic services, investigations, and a wide variety of safety services. The sheriff’s station responsible for servicing the City is the

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<sup>1</sup> California Department of Education, DataQuest, Enrollment by Grade for 2017-2018. Website: <https://dq.cde.ca.gov/dataquest/dqcensus/EnrEthGrd.aspx?cds=3367124&aggllevel=district&year=2017-18>, accessed August 3, 2018.

<sup>2</sup> Moreno Valley Unified School District, Moreno Valley Unified School District Locator Map of Schools and Admin Offices. Website: <https://1.cdn.edl.io/njyo7GMuXthEg02QCJlxPIaEp7ZakaZniGs7xeVhHB0ZI7IF.pdf>, accessed December 31, 2018.

Moreno Valley Station, located at 22850 Calle San Juan De Los Lagos in Moreno Valley. The Moreno Valley Station is approximately 7.3 mi southwest of the SR-60/WLC Pkwy interchange.

**California Highway Patrol**

The California Highway Patrol (CHP) has jurisdiction on freeways in the State of California, including SR-60. Although the nearest CHP office is the San Geronio Pass Office, located at 195 Highland Springs Avenue in Beaumont (approximately 11 mi east of the SR-60/WLC Pkwy interchange), the project area is in the service area of the Riverside Office, located at 8118 Lincoln Avenue in Riverside (approximately 15.6 mi west of the SR-60/WLC Pkwy interchange). There are no CHP offices in the Community Impacts Study Area for the SR-60/World Logistics Center Parkway Interchange Project.

**4.3.1.3 Utilities**

The types of existing utility facilities in the project area are summarized in Table 4.17.

**Table 4.17: Utility Providers**

| Utility         | Owner   |
|-----------------|---|
| Water and Sewer | Eastern Municipal Water District (EMW), Metropolitan Water District of Southern California (WMWD) |
| Storm Drain     | Riverside County Flood Control and Water Conservation District                                    |
| Gas             | Southern California Gas Company, Questar Southern Trails Pipeline Company                         |
| Electricity     | Southern California Edison and Moreno Valley Electric Utility                                     |
| Telecom         | AT&T, Verizon   |
| Cable           | Time Warner Cable, Charter Communications   |
| Trash Service   | Waste Management of Inland Empire and Riverside County Waste Management Engineering Badlands      |

Source: Michael Baker International (2015).

**Landfills**

The Badlands Sanitary Landfill, located at 31125 Ironwood Avenue in Moreno Valley, is owned and operated by the County of Riverside Waste Management Department. This Class III landfill is currently active and is permitted to operate until January 1, 2022. The landfill accepts agricultural, ash, construction/demolition, industrial, inert, mixed municipal, and wood wastes, as well as dead animals, green

materials, metals, and tires.<sup>1</sup> Access to the landfill is primarily provided by Theodore Street from SR-60, from both the east and west directions.

## **4.3.2 Environmental Consequences**

### **4.3.2.1 Community Facilities**

#### ***Temporary Impacts***

##### ***Alternative 1 (No Build Alternative)***

Alternative 1 (No Build) does not include modifications to the SR-60/WLC Pkwy interchange other than routine maintenance; therefore, it would not result in temporary impacts on community facilities.

##### ***Alternatives 2 and 6 (Build Alternatives)***

As shown on Figure 4-1, there are no community facilities within 0.5 mi of any parts of the project area except the proposed borrow site (City Stockpile) at the intersection of Alessandro Boulevard and Nason Street. Two community facilities, Morrison Park and Moreno Elementary School, are approximately 0.5 mi north/northwest of the borrow site. The Riverside County Regional Medical Center is approximately 0.5 mi southwest of the City Stockpile borrow site. Alternatives 2 and 6 would not result in any temporary use of land from these community facilities. Based on the distance of these facilities from the City Stockpile borrow site and the presence of intervening uses, the activities at the City Stockpile borrow site under the Build Alternatives would not result in temporary impacts on these three community facilities. As a result, the Build Alternatives would not result in direct or indirect temporary or permanent impacts on Morrison Park, Moreno Elementary School, or the Riverside County Regional Medical Center.

##### ***Design Variations 2a and 6a (Design Variations)***

As with the Build Alternatives, the Design Variations would not result in the temporary use of land associated with community facilities. Based on the distance from Morrison Park, Moreno Elementary School, and the Riverside County Regional Medical Center, the activities at the City Stockpile borrow site under the Design Variations would not result in direct or indirect temporary impacts on this park, school, or medical center.

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<sup>1</sup> CalRecycle. Facility/Site Summary Details: Badlands Sanitary Landfill (33-AA-0006). Website: <https://www2.calrecycle.ca.gov/swfacilities/Directory/33-AA-0006>, accessed October 12, 2018.

### ***Permanent Impacts***

As with the Build Alternatives, the Design Variations would not result in the permanent use of land associated with community facilities. As a result, the Design Variations would not result in direct or indirect temporary impacts on Morrison Park, Moreno Elementary School, or the Riverside County Regional Medical Center.

### ***Cumulative Impacts***

There may be existing or planned community facilities (e.g., schools, libraries, and fire protection and law enforcement facilities) within the project-specific study areas for the cumulative projects listed in Table 2.2. As a result, it is possible that those cumulative projects could result in direct and/or indirect effects on community facilities.

### ***Direct Project Effects***

There are no community facilities within 0.5 mi of any parts of the project area except the proposed borrow site at the intersection of Alessandro Boulevard and Nason Street. Two community facilities, Morrison Park and Moreno Elementary School, are approximately 0.5 mi north/northwest of the borrow site. The Riverside County Regional Medical Center is approximately 0.5 mi southwest of the borrow site. The Build Alternatives and Design Variations would not result in any permanent or temporary use of land from these community facilities.

### ***Indirect Project Impacts***

Based on the distance of Morrison Park, Moreno Elementary School, and the Riverside County Regional Medical Center from the City Stockpile borrow site and the presence of intervening uses, the activities at the City Stockpile borrow site under the Build Alternatives and Design Variations would not result in indirect impacts on these three community facilities. As a result, the Build Alternatives and Design Variations would not result in direct or indirect temporary or permanent impacts on Morrison Park, Moreno Elementary School, or the Riverside County Regional Medical Center.

## **4.3.2.2 Emergency Services**

### ***Temporary Impacts***

#### ***Alternative 1 (No Build Alternative)***

Alternative 1 (No Build) does not include modifications to the SR-60/WLC Pkwy interchange other than routine maintenance therefore, the No Build Alternative would

not affect emergency response times in the vicinity of the SR-60/WLC Pkwy interchange.

***Alternatives 2 and 6 (Build Alternatives)***

During construction, emergency services providers may experience temporary delays as they travel in and through the Community Impacts Study Area. As required by Caltrans and City of Moreno Valley standards, emergency access would be maintained during construction. In addition, those impacts would be short term in duration and would cease upon completion of construction.

***Design Variations 2a and 6a (Design Variations)***

As with the Build Alternatives, emergency providers may experience temporary delays as they travel in and through the Community Impacts Study Area during construction. As required by Caltrans and City of Moreno Valley standards, emergency access would be maintained during construction. In addition, those impacts would be short term in duration and would cease upon completion of construction.

***Permanent Impacts***

***Alternative 1 (No Build Alternative)***

Alternative 1 (No Build) does not include modifications to the SR-60/WLC Pkwy interchange other than routine maintenance; therefore, the No Build Alternative would not result in permanent impacts to emergency services. However, because the No Build Alternative would not improve operations at the SR-60/WLC Pkwy interchange, continued degradation of the interchange operations under this alternative could adversely affect emergency services providers' response times in the Community Impacts Study Area.

***Alternatives 2 and 6 (Build Alternatives)***

In the long term, the Build Alternatives would improve traffic operations in the Community Impacts Study Area, which would benefit emergency services providers as they travel in and through the project area.

***Design Variations 2a and 6a (Design Variations)***

As with the Build Alternatives, the Design Variations would improve traffic operations in the Community Impacts Study Area in the long term, which would benefit emergency services providers.

### ***Cumulative Impacts***

During construction of the cumulative projects listed in Table 2.2, there may be temporary disruptions of existing emergency services that may experience delays traveling to and around project construction areas. Those effects would be short term in duration and would cease at the completion of construction. The operation of the development projects listed in Table 2.2 would result in increased demand for emergency services to support those proposed land uses. Operation of the transportation projects listed in Table 2.2 would benefit emergency services providers by improving traffic operations on area streets and freeways. Depending on the ability of the individual emergency services providers to serve the cumulative projects, the demand for emergency services for those projects may exceed the ability of emergency services providers to meet that demand, which could contribute to cumulative adverse effects on those service providers.

### ***Direct Project Impacts***

During construction, emergency services providers may experience temporary delays as they travel in and through the Community Impacts Study Area. Those impacts would be short term and would cease upon completion of construction. In the long term, the Build Alternatives and Design Variations will improve traffic operations in the Community Impacts Study Area, which will benefit emergency services providers as they travel in and through the project area. As a result, the Build Alternatives and Design Variations would not contribute to cumulative adverse impacts on emergency services.

### ***Indirect Project Impacts***

The Build Alternatives and Design Variations would not result in indirect impacts on emergency services and therefore would not result in indirect impacts that would contribute to cumulative adverse effects related to emergency services.

#### **4.3.2.3 Utilities**

##### ***Temporary Impacts***

##### ***Alternative 1 (No Build Alternative)***

Alternative 1 (No Build) does not include modifications to the SR-60/WLC Pkwy interchange other than routine maintenance. Therefore, the No Build Alternative would not result in utility relocations, impacts to utilities in the vicinity of the interchange, or affect emergency response times in the vicinity of the interchange.



**Alternatives 2 and 6 (Build Alternatives)**

The Build Alternatives would impact various underground and overhead utilities, water tanks, and storm drains, thereby potentially requiring relocation or protection in-place. Utilities that have the potential to be impacted during construction by the Build Alternatives are listed in Table 4.18. Alternatives 2 and 6 are anticipated to result in the same potential utility relocations.

**Table 4.18: Potential Utility Relocation**

| Owner  | Utility     | Location  |
|--|-------------|---|
| Moreno Valley Electric Utility                                 | Electricity | Eucalyptus Avenue and WLC Pkwy (conduit and light poles)  |
| Time Warner Cable  | Cable       | Redlands Boulevard (overhead)   |
| Southern California Edison                                     | Electricity | Theodore Street/WLC Pkwy, Redlands Boulevard, Gilman Springs Road, Ironwood Avenue, and Alessandro Boulevard (overhead and conduit) |
| Southern California Gas Company                                | Gas         | Redlands Boulevard (underground)  |
| Verizon  | Telecom     | Redlands Boulevard, WLC Pkwy, Alessandro Boulevard, and Eucalyptus Avenue (overhead and underground)                                |
| Eastern Municipal Water District                               | Water       | Redlands Boulevard, WLC Pkwy, Gilman Springs Road, and Eucalyptus Avenue (underground pipes)  |
| Metropolitan Water District                                    | Water       | Alessandro Boulevard and WLC Pkwy (inland feeder pipeline)  |
| Riverside County Flood Control and Water Conservation District | Storm Drain | Eucalyptus Avenue and WLC Pkwy (underground)  |
| Riverside County Waste Management Engineering Badlands         | Water Tank  | Theodore Street   |

Source: Michael Baker International (2015).  
WLC Pkwy = World Logistics Center Parkway

An updated utility search would be conducted during final design to verify the locations of all utility facilities that require protection in place or relocation. All utility relocations would be coordinated with the affected utility agencies. No substantial impacts are anticipated.

**Design Variations 2a and 6a (Design Variations)**

As with the Build Alternatives, the Design Variations would impact various underground and overhead utilities, water tanks, and storm drains, which would potentially require relocation or protection in place. Utilities that have the potential to be impacted during construction are listed in Table 4.18. An updated utility search would be conducted during final design to verify the locations of all utility facilities that require protection in place or relocation. All utility relocations would be coordinated with the affected utility agencies. No substantial impacts are anticipated.

### ***Permanent Impacts***

#### ***Alternative 1 (No Build Alternative)***

Alternative 1 (No Build) does not include modifications to the SR-60/WLC Pkwy interchange other than routine maintenance. Therefore, the No Build Alternative would not result in permanent impacts to utilities.

#### ***Alternatives 2 and 6 (Build Alternatives)***

Any relocation of utilities as a result of the Build Alternatives would occur during the final design or construction phase such that all utility services would be permanently maintained. Alternatives 2 and 6 would not increase the need for domestic water services, wastewater facilities, or solid waste disposal; therefore, no permanent impacts to utilities would occur.

#### ***Design Variations 2a and 6a (Design Variations)***

Similar to the Build Alternatives, any relocation of utilities as a result of the Design Variations would occur during the final design or construction phase such that all utility services would be permanently maintained. As with the Build Alternatives, Design Variations 2a and 6a would not increase the need for domestic water services, wastewater facilities, or solid waste disposal; therefore, no permanent impacts to utilities would occur.

### ***Cumulative Impacts***

During construction of the cumulative projects listed in Table 2.2, there may be temporary disruptions of existing utilities around project construction areas. Those effects would be short term and would cease upon completion of construction. The operation of the development projects listed in Table 2.2 would result in an increased demand for utilities to support those proposed land uses. Operation of the transportation projects listed in Table 2.2 would result in substantially less demand for utilities. Depending on the ability of the individual utility providers to serve the cumulative projects, the demand for utilities for those projects may exceed the ability of the utility providers to meet that demand, which could contribute to cumulative adverse effects on those service providers.

### ***Direct Project Impacts***

During construction of the Build Alternatives and Design Variations, some existing utility facilities may need to be relocated or protected in-place. In the long term, the Build Alternatives and Design Variations would not result in adverse effects on

utilities. As a result, the Build Alternatives and Design Variations would not contribute to cumulative adverse impacts on utilities.

### ***Indirect Project Impacts***

The Build Alternatives and Design Variations would not result in indirect impacts on utilities and emergency services and therefore would not result in indirect impacts that would contribute to cumulative adverse effects related to utilities and emergency services.

### **4.3.3 Avoidance, Minimization, and/or Mitigation Measures**

Coordination with utility providers for the relocation of utility lines will be planned, and the utility users will be informed in advance regarding the dates and timing of service disruption. The Build Alternatives and Design Variations would not result in any additional substantial impacts to the community facilities or services; therefore, no avoidance, minimization, or mitigation measures are proposed.

## **4.4 Relocations and Real Property Acquisition**

### **4.4.1 Affected Environment**

The Build Alternatives and Design Variations would require partial parcel acquisitions and full parcel acquisitions. According to the DRIM (2018), the full acquisition of one single-family residence would result in one relocation under Design Variation 6a. Refer to Section 4.1.1.3 for a profile of housing in the Community Impacts Study Area.

### **4.4.2 Environmental Consequences**

#### **4.4.2.1 Temporary Impacts**

##### ***Alternatives 2 and 6 (Build Alternatives)***

As shown later on Figures 4-2 and 4-3, respectively, Alternatives 2 and 6 would require easements for TCEs. The TCEs needed for Alternatives 2 and 6 are summarized later in Table 4.19 and Table 4.20. Those easements would not change existing or approved land uses in the project area or Community Impacts Study Area.

##### ***Design Variations 2a and 6a (Design Variations)***

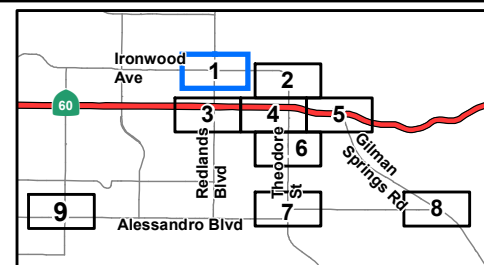
As shown later on Figures 4-4 and 4-5, respectively, the Design Variations would also require easements for TCEs. The TCEs needed for Design Variations 2a and 6a are summarized later in Table 4.21 and Table 4.22. Those easements would not change existing or approved land uses in the project area or Community Impacts Study Area.

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LEGEND

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SOURCE: Aerial - RBF (11/2014); ESRI (2013); LSA (11/2018); MBI (11/2018)  
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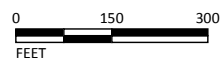
FIGURE 4-2  
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 SR-60/World Logistics Center Pkwy  
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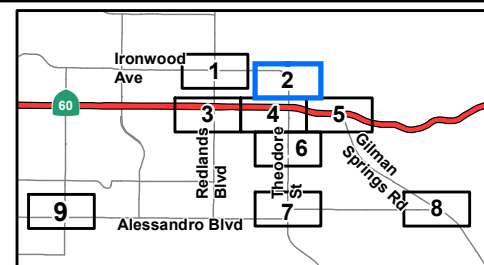
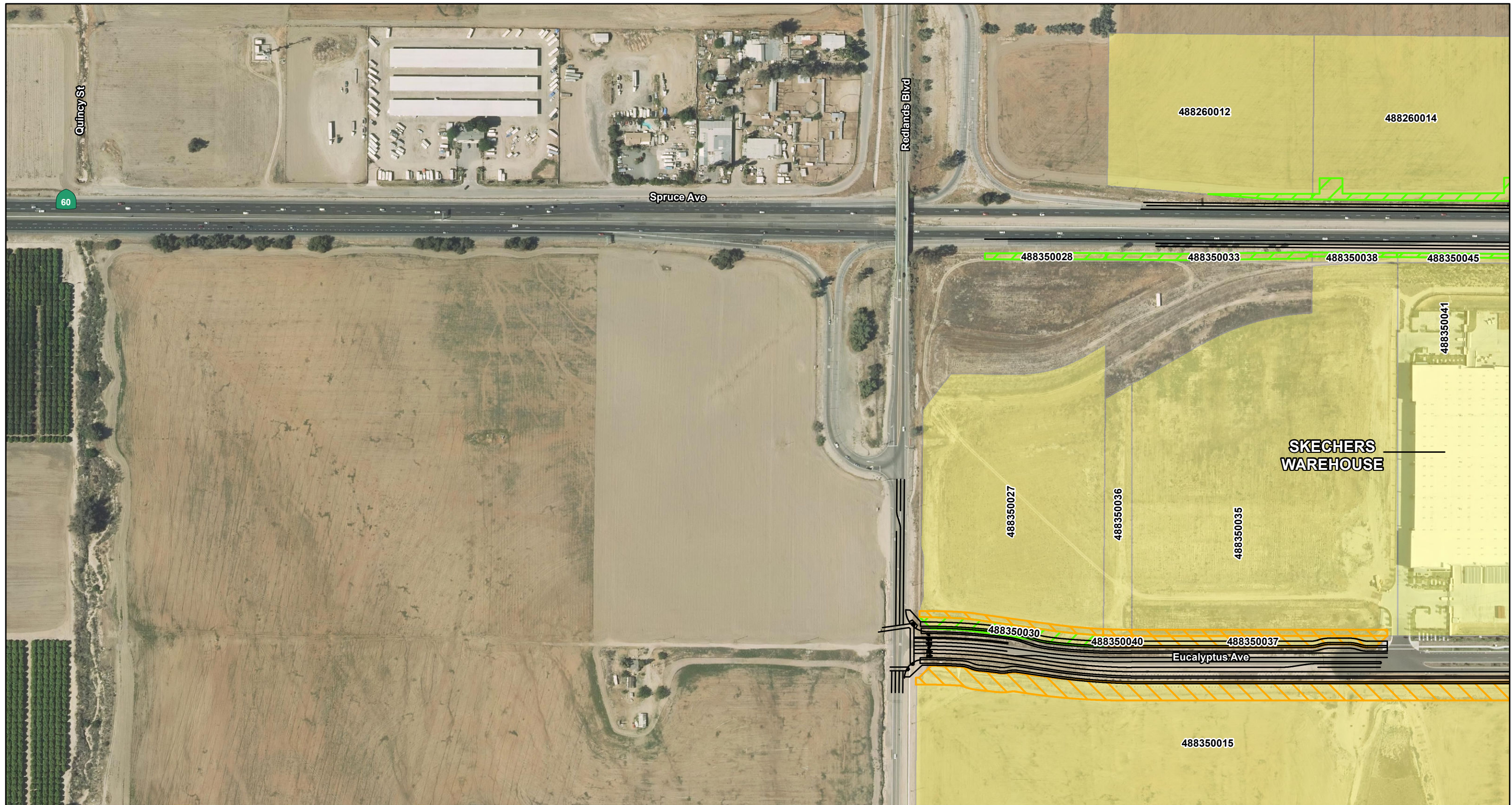


FIGURE 4-2  
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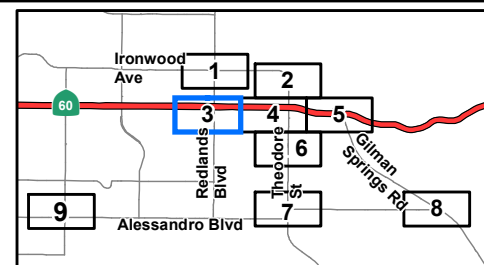
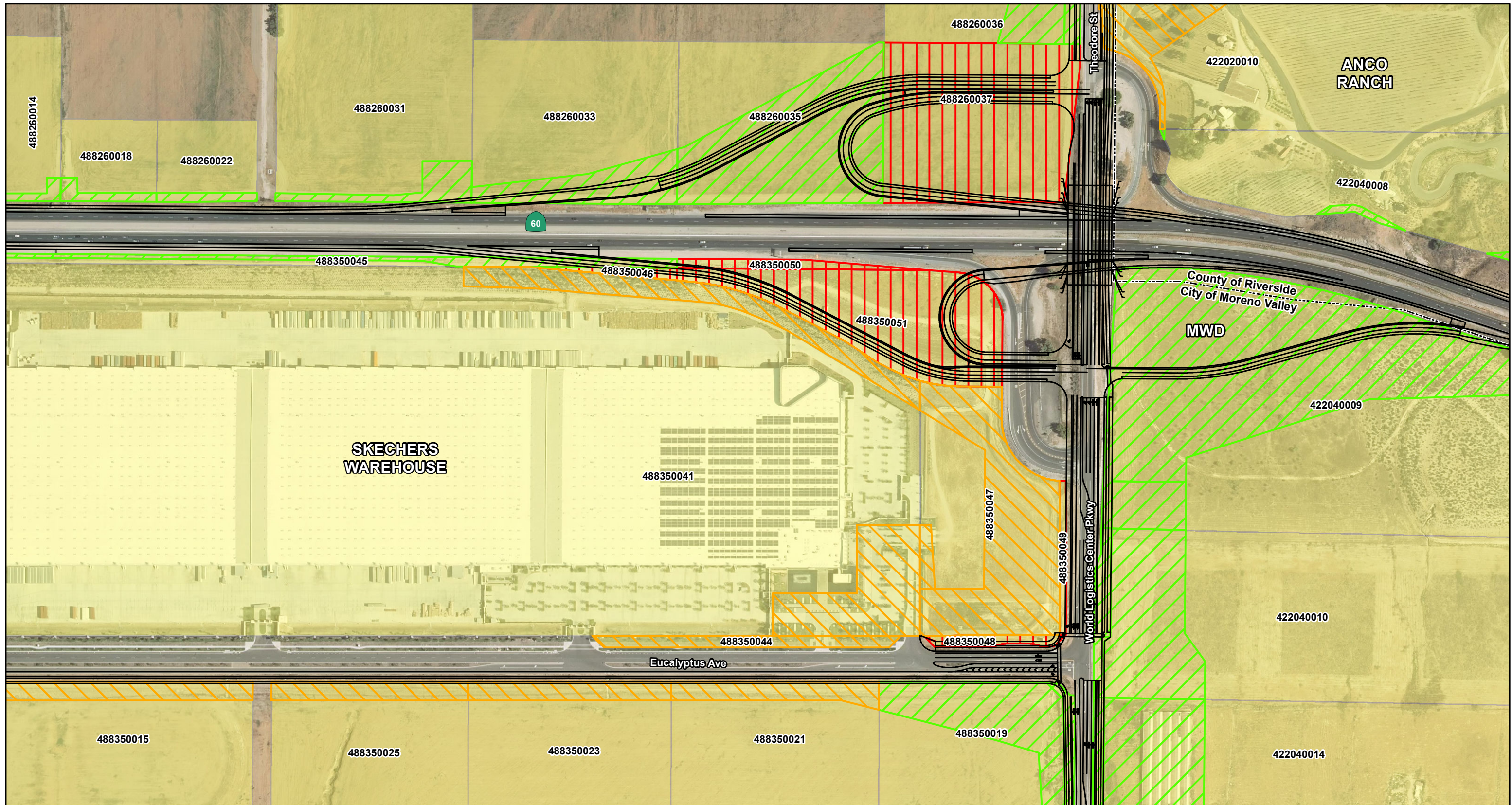


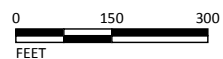
FIGURE 4-2  
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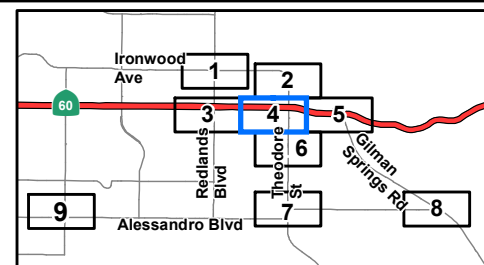


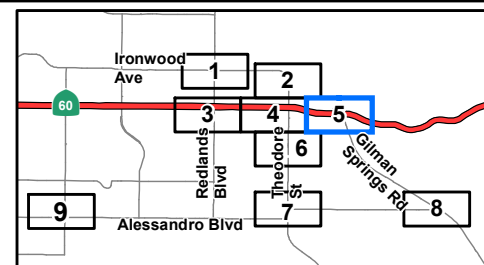
FIGURE 4-2  
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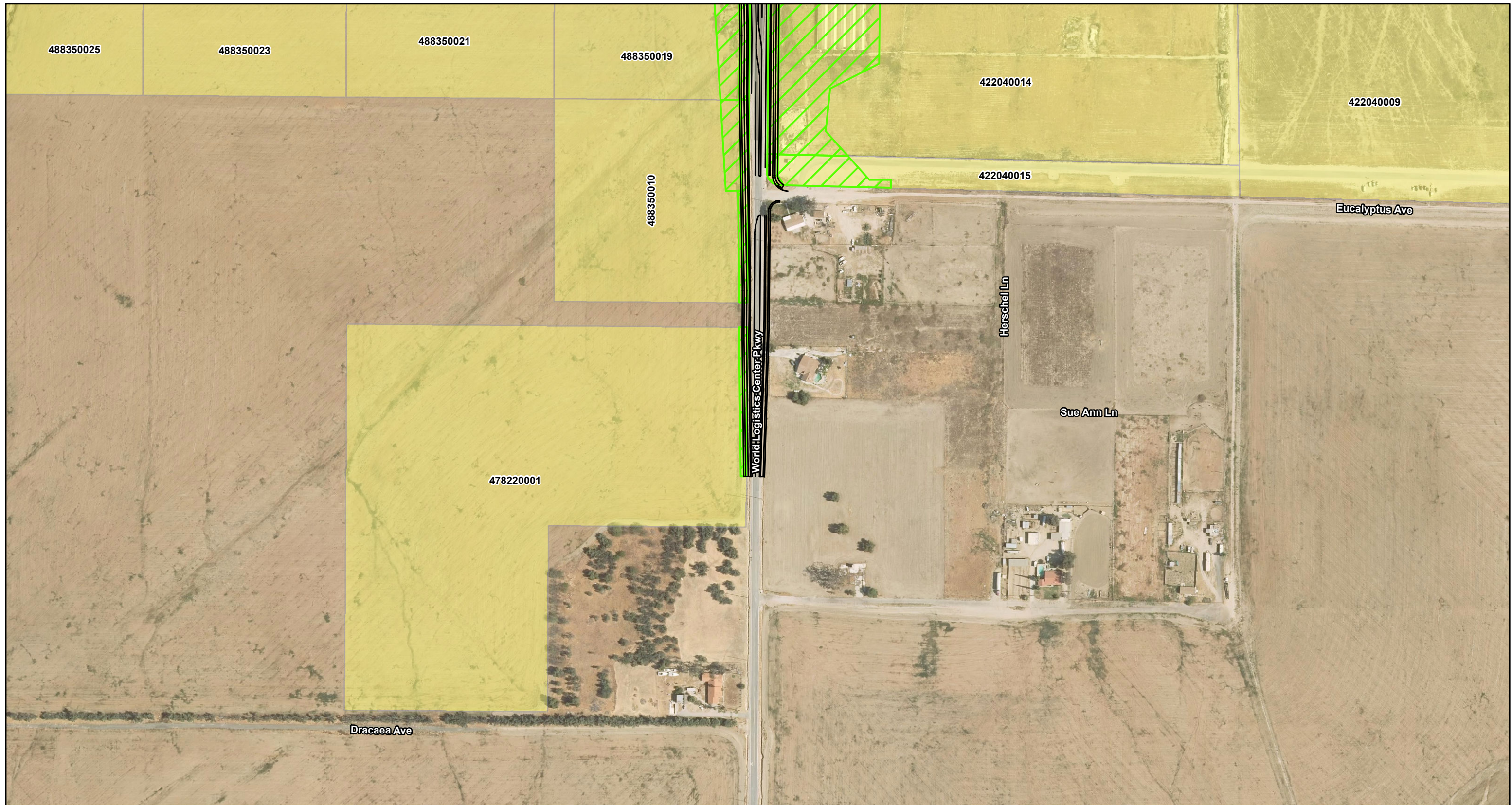


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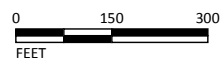


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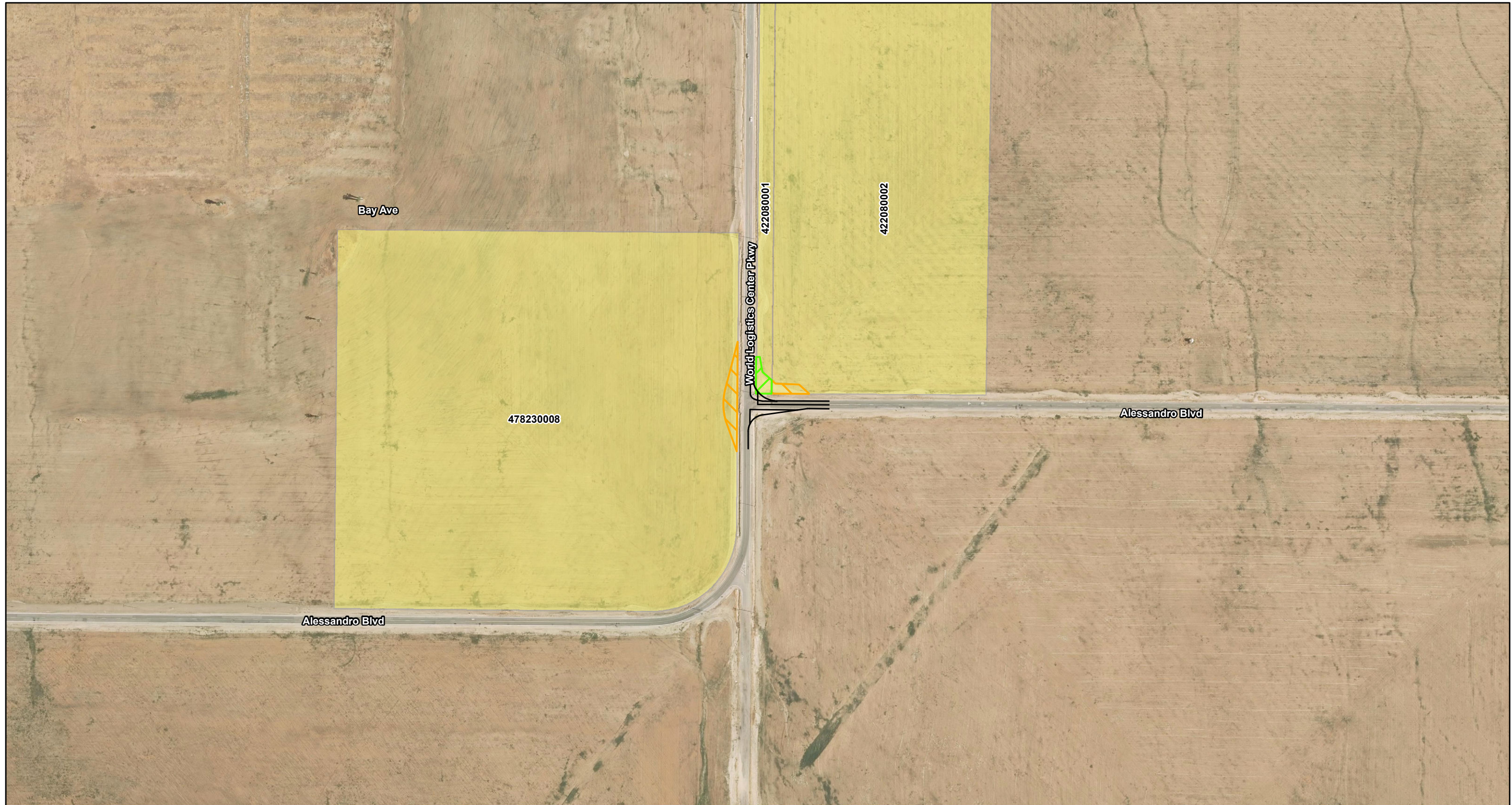
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FIGURE 4-2  
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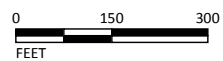
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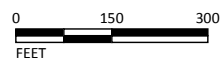
**FIGURE 4-2**  
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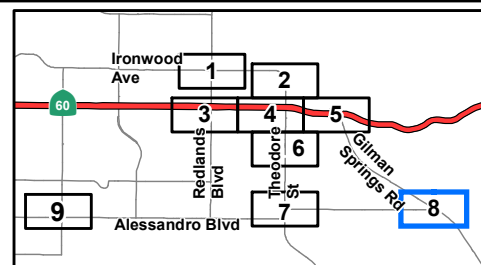


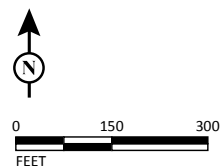
FIGURE 4-2  
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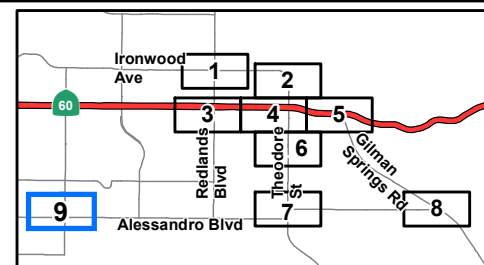


FIGURE 4-2  
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**Table 4.19: Alternative 2 Parcel Acquisitions**

| APN        | TCE<br>(square feet) | Full/Partial<br>Acquisition | Permanent<br>Acquisition<br>(square feet) | Slope Easement<br>(square feet) |
|------------|----------------------|-----------------------------|---|---------------------------------|
| 488260028  |                      | Partial                     | 3,167                                     | 8,111                           |
| 488260029  | 26,521               | Partial                     | 9,724                                     |                                 |
| 488260030  | 42,072               | Partial                     | 31,953                                    |                                 |
| 488260036  |                      | Partial                     | 21,101                                    | 92,745                          |
| 488260037  |                      | Full                        | 311,929                                   |                                 |
| 488260035  |                      | Partial                     | 229,853                                   |                                 |
| 488260033  |                      | Partial                     | 66,457                                    |                                 |
| 488260031  |                      | Partial                     | 32,824                                    |                                 |
| 488260022  |                      | Partial                     | 9,116                                     |                                 |
| 488260018  |                      | Partial                     | 10,939                                    |                                 |
| 488260014  |                      | Partial                     | 20,179                                    |                                 |
| 488260012  |                      | Partial                     | 4,027                                     |                                 |
| 422020009  |                      |                             |   | 3,814                           |
| 422020003  | 7,671                |                             |   |                                 |
| 422020004  | 10,789               |                             |   |                                 |
| 422020005  | 5,181                |                             |   |                                 |
| 422020006  | 5,164                |                             |   |                                 |
| 422020007  | 8,917                |                             |   |                                 |
| 422020010  | 176,524              |                             |   |                                 |
| 422040008  | 252                  | Partial                     | 20,941                                    |                                 |
| 488260001  | 1,811                |                             |   |                                 |
| Public ROW |                      | Partial                     | 1,587                                     |                                 |
| 422040009  |                      | Partial                     | 687,567                                   | 36,250                          |
| 422040010  |                      | Partial                     | 22,908                                    | 144,148                         |
| 422040014  |                      | Partial                     | 22,986                                    | 182,307                         |
| 422040015  |                      | Partial                     | 3,271                                     | 27,895                          |
| 478220001  | 4,791                | Partial                     | 5,859                                     |                                 |
| 488350010  | 3,594                | Partial                     | 14,833                                    | 16,230                          |
| 488350019  |                      | Partial                     | 18,254                                    | 120,827                         |
| 488350021  | 41,791               |                             |   |                                 |
| 488350023  | 39,126               |                             |   |                                 |
| 488350025  | 37,865               |                             |   |                                 |
| 488350015  | 152,154              |                             |   |                                 |
| 488350030  | 19,853               | Partial                     | 1,376                                     |                                 |
| 488350027  | 11,859               |                             |   |                                 |
| 488350040  | 3,386                |                             |   |                                 |
| 488350036  | 1,826                |                             |   |                                 |
| 488350037  | 28,432               |                             |   |                                 |
| 488350035  | 16,429               |                             |   |                                 |
| 488350044  | 35,751               |                             |   |                                 |
| 488350041  | 108,861              |                             |   | 98,242                          |
| 488350047  | 8,738                |                             |   | 205,944                         |
| 488350048  |                      | Full                        | 14,375                                    |                                 |
| 488350049  |                      | Full                        | 9,904                                     |                                 |
| 488350051  |                      | Full                        | 226,512                                   |                                 |
| 488350050  |                      | Full                        | 18,240                                    |                                 |
| 488350046  |                      | Full                        | 9,583                                     |                                 |
| 488350045  |                      | Partial                     | 43,576                                    |                                 |

**Table 4.19: Alternative 2 Parcel Acquisitions**

| APN          | TCE<br>(square feet) | Full/Partial<br>Acquisition  | Permanent<br>Acquisition<br>(square feet) | Slope Easement<br>(square feet) |
|--------------|----------------------|------------------------------|---|---------------------------------|
| 488350038    |                      | Partial                      | 3,530                                     |                                 |
| 488350033    |                      | Partial                      | 13,082                                    |                                 |
| 488350028    |                      | Partial                      | 7,709                                     |                                 |
| 487470030    | 636,791              |                              |   |                                 |
| 478230008    | 9,051                |                              |   |                                 |
| 422080001    | 3,774                | Partial                      | 80  |                                 |
| 422080002    | 3,328                |                              |   |                                 |
| 422130002    | 8,518                | Partial                      | 71  |                                 |
| 423260005    | 7,769                |                              |   |                                 |
| 422150007    | 2,232                |                              |   |                                 |
| 422150008    | 4,950                |                              |   |                                 |
| 422160008    | 252                  |                              |   |                                 |
| 422160010    | 3,414                |                              |   |                                 |
| <b>Total</b> | <b>1,479,436</b>     | <b>6 Full<br/>27 Partial</b> | <b>1,897,514</b>                          | <b>936,513</b>                  |

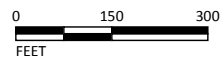
Source: Acquisition Spreadsheets and Right-of-Way Data Sheets (Michael Baker International 2018).  
 APN = Assessor's Parcel Number  
 ROW = right-of-way  
 TCE = temporary construction easement





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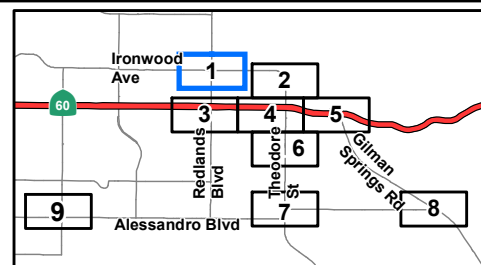


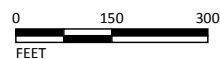
FIGURE 4-3  
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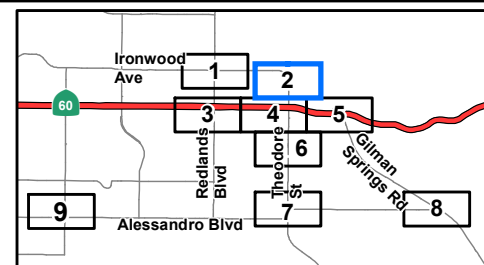
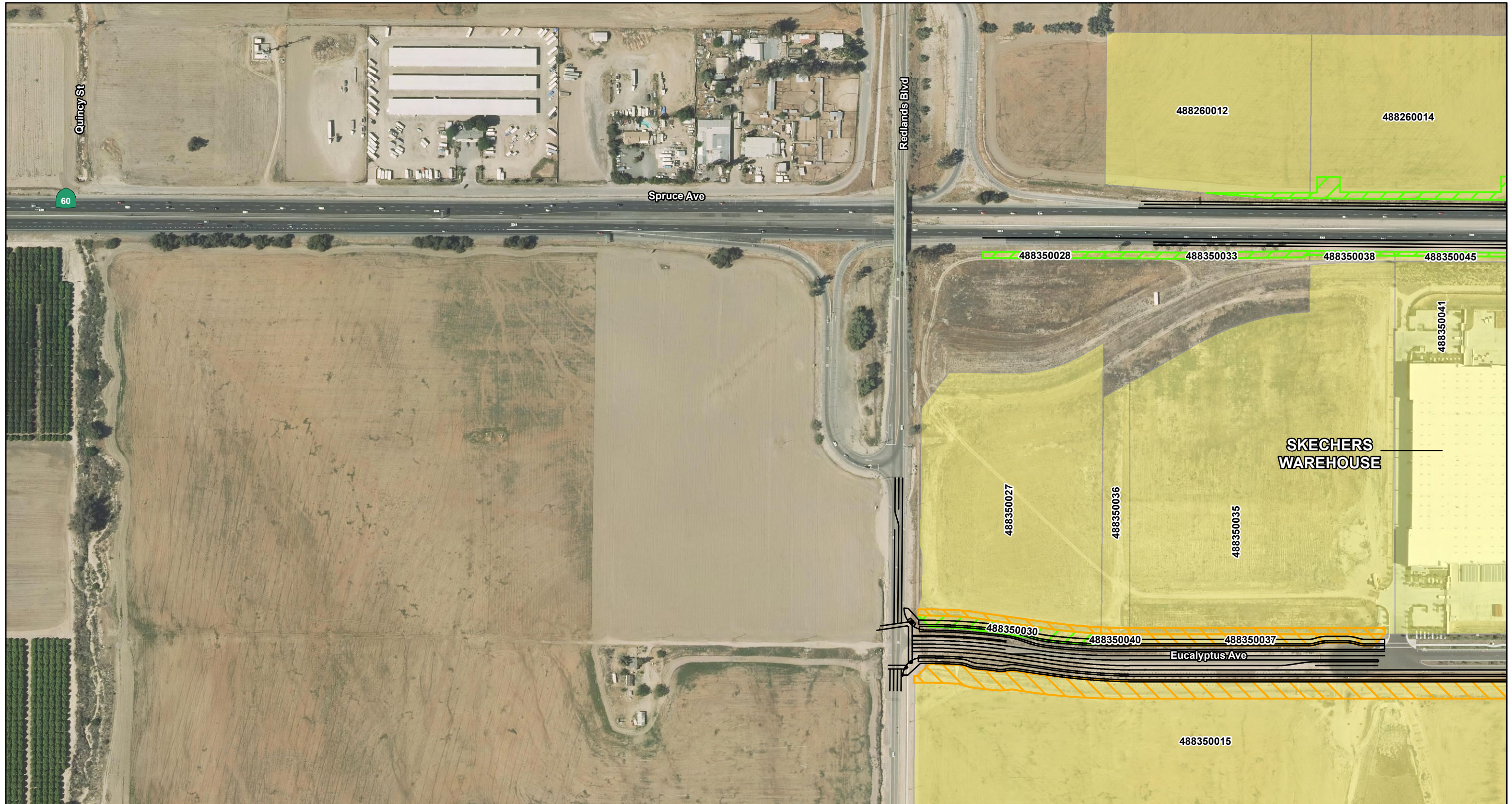


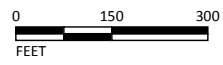
FIGURE 4-3  
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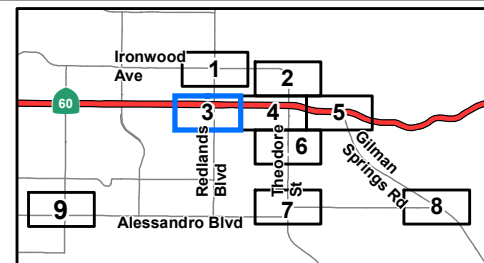
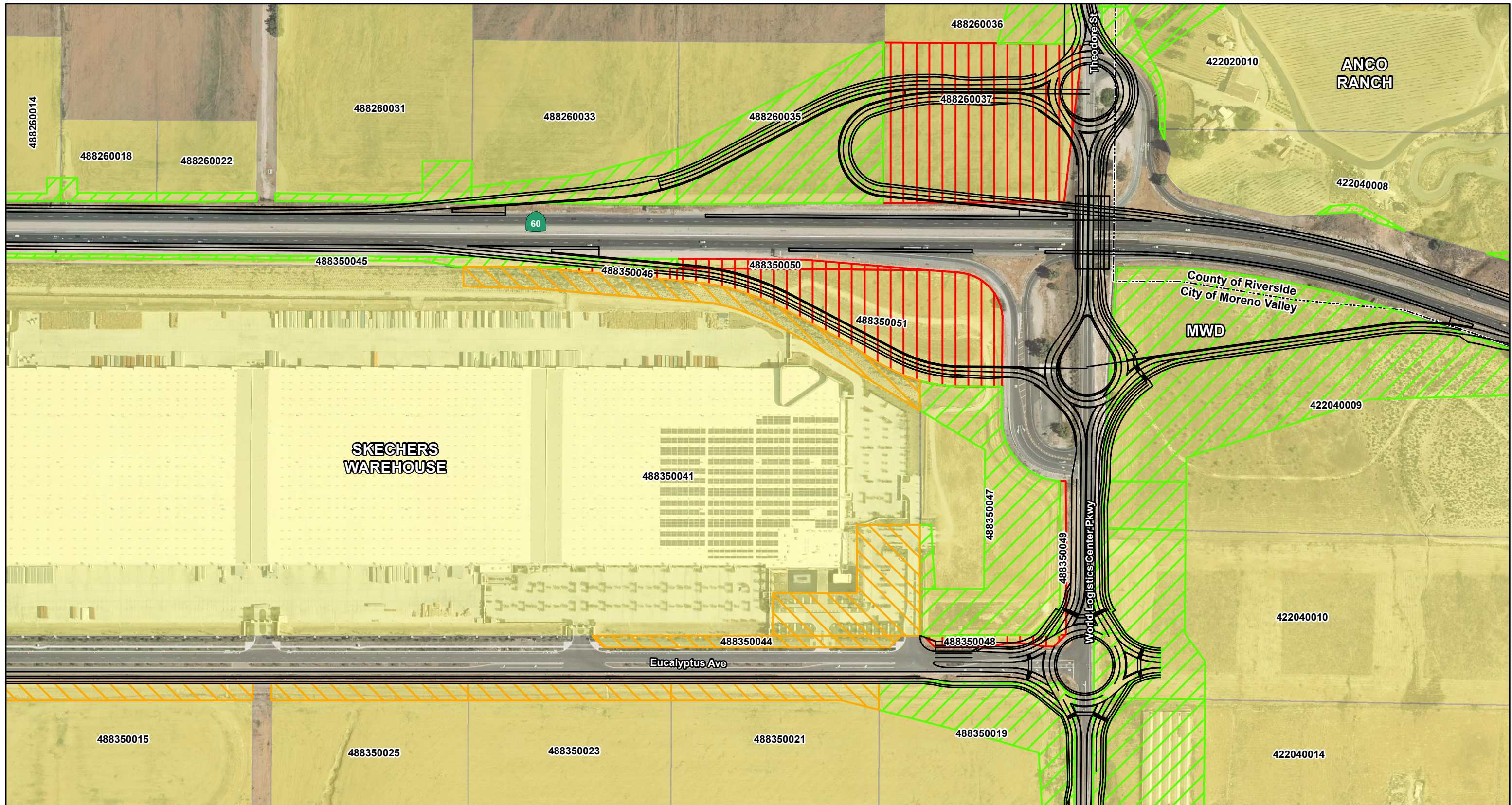


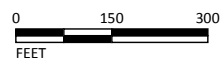
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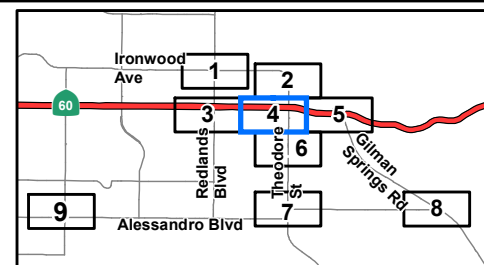


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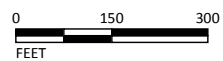
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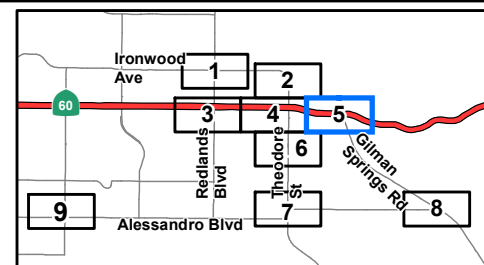
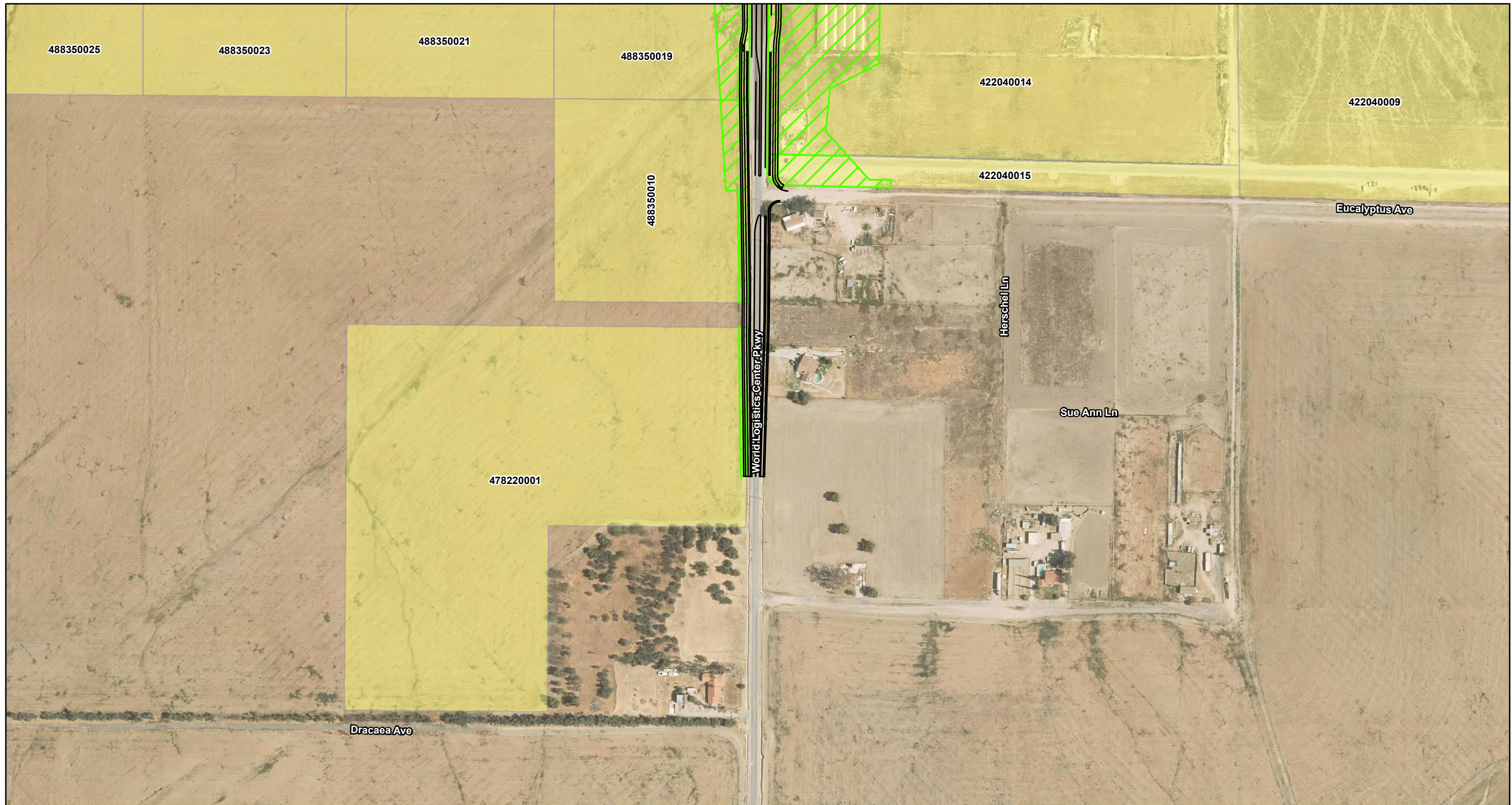


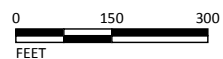
FIGURE 4-3  
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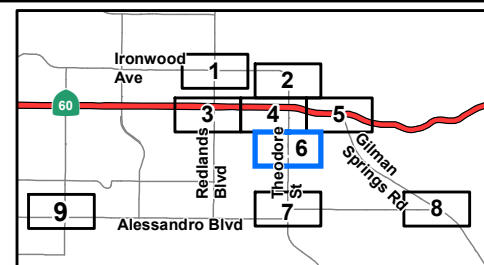


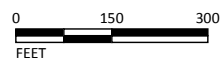
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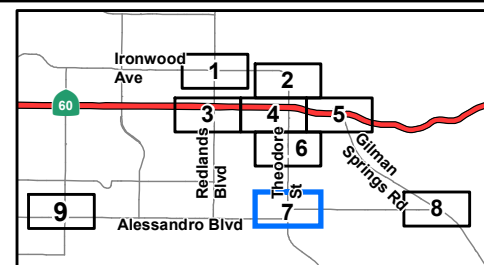


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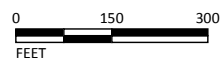
**FIGURE 4-3**  
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*SR-60/World Logistics Center Pkwy*  
*Interchange Project*  
**Alternative 6 Property Acquisitions and**  
**Temporary Construction Easements**  
 08-RIV-60 PM 20.0/22.0  
 EA No. 0M590  
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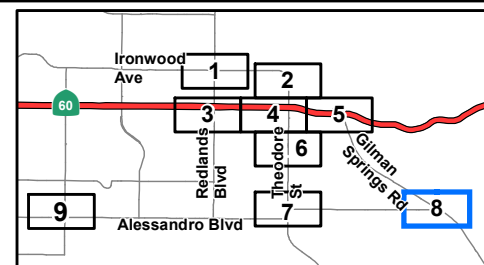


**LEGEND**

- Alternative 6 Proposed Improvements
- City/County Boundary
- Parcels Where Acquisitions/Easements Would be Required
- Full Acquisition
- Partial Acquisition
- Temporary Construction Easement



SOURCE: Aerial - RBF (11/2014); ESRI (2013); LSA (11/2018); MBI (11/2018)  
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**FIGURE 4-3**  
 Sheet 8 of 9  
*SR-60/World Logistics Center Pkwy*  
*Interchange Project*  
**Alternative 6 Property Acquisitions and**  
**Temporary Construction Easements**  
 08-RIV-60 PM 20.0/22.0  
 EA No. 0M590  
 Project No. 0813000109

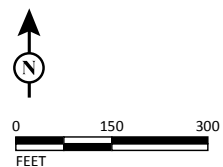
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LEGEND

- Alternative 6 Proposed Improvements
- City/County Boundary
- Parcels Where Acquisitions/Easements Would be Required
- Full Acquisition
- Partial Acquisition
- Temporary Construction Easement



SOURCE: Aerial - RBF (11/2014); ESRI (2013); LSA (11/2018); MBI (11/2018)  
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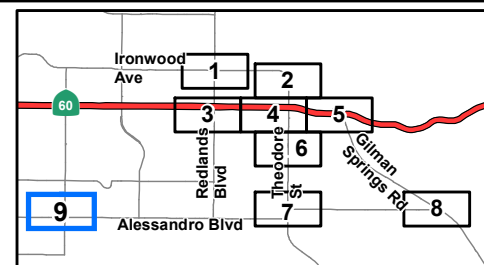


FIGURE 4-3  
 Sheet 9 of 9  
 SR-60/World Logistics Center Pkwy  
 Interchange Project  
 Alternative 6 Property Acquisitions and  
 Temporary Construction Easements  
 08-RIV-60 PM 20.0/22.0  
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 Project No. 0813000109

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**Table 4.20: Alternative 6 Parcel Acquisitions**

| APN        | TCE<br>(square feet) | Full/Partial<br>Acquisition | Permanent<br>Acquisition<br>(square feet) | Slope<br>Easement<br>(square feet) |
|------------|----------------------|-----------------------------|---|------------------------------------|
| 488260028  |                      | Partial                     | 3,167                                     | 8,111                              |
| 488260029  | 27,339               | Partial                     | 8,906                                     |                                    |
| 488260030  | 46,003               | Partial                     | 28,022                                    |                                    |
| 488260036  |                      | Partial                     | 30,452                                    | 83,397                             |
| 488260037  |                      | Full                        | 311,929                                   |                                    |
| 488260035  |                      | Partial                     | 229,853                                   |                                    |
| 488260033  |                      | Partial                     | 66,457                                    |                                    |
| 488260031  |                      | Partial                     | 32,824                                    |                                    |
| 488260022  |                      | Partial                     | 9,116                                     |                                    |
| 488260018  |                      | Partial                     | 10,939                                    |                                    |
| 488260014  |                      | Partial                     | 20,179                                    |                                    |
| 488260012  |                      | Partial                     | 4,027                                     |                                    |
| 422020009  |                      |                             |   | 3,814                              |
| 422020003  | 7,830                |                             |   |                                    |
| 422020004  | 11,547               |                             |   |                                    |
| 422020005  | 5,769                |                             |   |                                    |
| 422020006  | 5,898                |                             |   |                                    |
| 422020007  | 10,190               |                             |   |                                    |
| 422020010  | 168,985              | Partial                     | 23,171                                    |                                    |
| 422040008  |                      | Partial                     | 21,193                                    |                                    |
| 488260001  | 1,811                |                             |   |                                    |
| Public ROW |                      | Partial                     | 1,587                                     |                                    |
| 422040009  |                      | Partial                     | 686,937                                   | 36,874                             |
| 422040010  |                      | Partial                     | 40,961                                    | 126,200                            |
| 422040014  |                      | Partial                     | 22,702                                    | 182,576                            |
| 422040015  |                      | Partial                     | 3,141                                     | 28,022                             |
| 478220001  | 4,791                | Partial                     | 5,859                                     |                                    |
| 488350010  | 3,594                | Partial                     | 14,833                                    | 16,230                             |
| 488350019  |                      | Partial                     | 25,348                                    | 113,734                            |
| 488350021  | 41,791               |                             |   |                                    |
| 488350023  | 39,126               |                             |   |                                    |
| 488350025  | 37,865               |                             |   |                                    |
| 488350015  | 152,154              |                             |   |                                    |
| 488350030  | 19,853               | Partial                     | 1376                                      |                                    |
| 488350027  | 11,859               |                             |   |                                    |
| 488350040  | 3,386                |                             |   |                                    |
| 488350036  | 1,826                |                             |   |                                    |
| 488350037  | 28,432               |                             |   |                                    |
| 488350035  | 16,429               |                             |   |                                    |
| 488350044  | 35,751               |                             |   |                                    |
| 488350041  | 108,861              |                             |   | 98,242                             |
| 488350047  | 8,738                | Partial                     | 3,507                                     | 202,394                            |
| 488350048  |                      | Full                        | 14,344                                    |                                    |
| 488350049  |                      | Full                        | 9,891                                     |                                    |
| 488350051  |                      | Full                        | 226,512                                   |                                    |
| 488350050  |                      | Full                        | 18,240                                    |                                    |
| 488350046  |                      | Full                        | 9,583                                     |                                    |
| 488350045  |                      | Partial                     | 43,576                                    |                                    |
| 488350038  |                      | Partial                     | 3,530                                     |                                    |

**Table 4.20: Alternative 6 Parcel Acquisitions**

| APN          | TCE<br>(square feet) | Full/Partial<br>Acquisition  | Permanent<br>Acquisition<br>(square feet) | Slope<br>Easement<br>(square feet) |
|--------------|----------------------|------------------------------|---|------------------------------------|
| 488350033    |                      | Partial                      | 13,082                                    |                                    |
| 488350028    |                      | Partial                      | 7,709                                     |                                    |
| 487470030    | 636,791              |                              |   |                                    |
| 478230008    | 9,051                |                              |   |                                    |
| 422080001    | 3,774                | Partial                      | 80  |                                    |
| 422080002    | 3,328                |                              |   |                                    |
| 422130002    | 8,518                | Partial                      | 71  |                                    |
| 423260005    | 7,769                |                              |   |                                    |
| 422150007    | 2,232                |                              |   |                                    |
| 422150008    | 4,950                |                              |   |                                    |
| 422160008    | 252                  |                              |   |                                    |
| 422160010    | 3,414                |                              |   |                                    |
| <b>Total</b> | 1,479,905            | <b>6 Full<br/>29 Partial</b> | 1,953,105                                 | 899,594                            |

Source: Acquisition Spreadsheets and Right-of-Way Data Sheets (Michael Baker International 2018).

APN = Assessor's Parcel Number

ROW = right-of-way

TCE = temporary construction easement

#### 4.4.2.2 Permanent Impacts

##### **Alternative 1**

None of the planned projects described earlier in Table 2.2 would change land use in the project area. Alternative 1, as the No Build Alternative, would not change land uses in the project area or the Community Impacts Study Area.

##### **Alternative 2 (Modified Partial Cloverleaf)**

As shown on Figure 4-2, Alternative 2 would require the full acquisition of 6 properties and partial acquisition of 27 properties, totaling approximately 1,897,514 sf (or 44 ac) of land. The land acquired for Alternative 2 would be permanently incorporated into the State-owned right-of-way for SR-60 or City-owned right-of-way along the City streets improved under Alternative 2, as appropriate.

Potential full acquisitions under Alternative 2 would not acquire residential land but would acquire 13.6 ac of vacant land. Residents and businesses in the vicinity of the interchange would benefit from improved interchange operations after project construction, which would improve the use of this land.

Alternative 2 would also require approximately 21 ac of land for permanent slope easements. The permanent easements needed for Alternative 2 are summarized in Table 4.19. Those easements would not change existing or approved land uses in the project area or the Community Impacts Study Area. Because Alternative 2 would

improve interchange operations and reduce traffic congestion in the area, land use compatibility impacts are not considered substantial.

***Alternative 6 (Modified Partial Cloverleaf with Roundabout Intersections)***

As shown on Figure 4-3 and in Table 4.20, Alternative 6 would require the full acquisition of 6 properties and partial acquisition of 29 properties, totaling approximately 1,953,105sf (or 45 ac) of land, slightly more than for Alternative 2. The land acquired for Alternative 6 would be permanently incorporated into the State-owned right-of-way for SR-60 or City-owned right-of-way along the City streets improved under Alternative 6, as appropriate. Approximately 45 ac of land would be required for acquisitions and approximately 21 ac of land would be required for slope easements; therefore, there would be slightly greater land use impacts than under Alternative 2. Similar to Alternative 2, Alternative 6 would also convert no residential land and 13.6 ac of vacant land to transportation uses. The permanent easements needed for Alternative 6 are summarized in Table 4.20. Those easements would not change existing or approved land uses in the project area or Community Impacts Study Area.

Because Alternative 6 would improve interchange operations and reduce traffic congestion in the area, land use compatibility impacts are not considered substantial.

***Design Variation 2a (Alternative 2 with Design Variation)***

As shown on Figure 4-4 and in Table 4.21, Design Variation 2a would require the full acquisition of 6 properties and partial acquisition of 32 properties, totaling approximately 2,191,813 sf (or 50 ac) of land, more than for Alternative 2 or Alternative 6. The land acquired for Design Variation 2a would be permanently incorporated into the State-owned right-of-way for SR-60 or City-owned right-of-way along the City streets improved under Design Variation 2a, as appropriate. Approximately 50 ac of land would be required for acquisitions; therefore, there would be greater land use impacts than under Alternative 2 or Alternative 6. Similar to the Build Alternatives, Design Variation 2a would also convert no residential land and 14 ac of vacant land to transportation uses. Design Variation 2a would also require 45 ac of land for permanent slope easements. The permanent easements needed for Design Variation 2a are summarized in Table 4.21. Those easements would not change existing or approved land uses in the project area or Community Impacts Study Area.

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**LEGEND**

- Design Variation 2a Proposed Improvements
- City/County Boundary
- Parcels Where Acquisitions/Easements Would be Required
- Full Acquisition
- Partial Acquisition
- Temporary Construction Easement



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SOURCE: Aerial - RBF (11/2014); ESRI (2013); LSA (11/2018); MBI (11/2018)  
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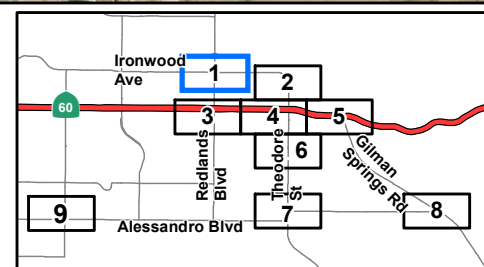


FIGURE 4-4  
Sheet 1 of 9  
SR-60/World Logistics Center Pkwy  
Interchange Project  
Design Variation 2a Property Acquisitions and  
Temporary Construction Easements  
08-RIV-60 PM 20.0/22.0  
EA No. 0M590  
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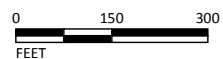
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LEGEND

- Design Variation 2a Proposed Improvements
- City/County Boundary
- Parcels Where Acquisitions/Easements Would be Required
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SOURCE: Aerial - RBF (11/2014); ESRI (2013); LSA (11/2018); MBI (11/2018)  
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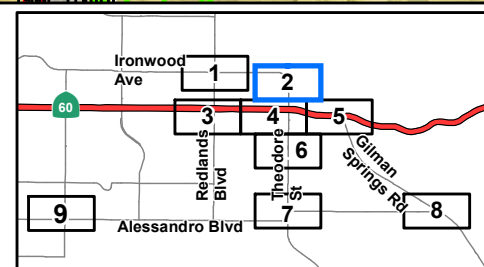
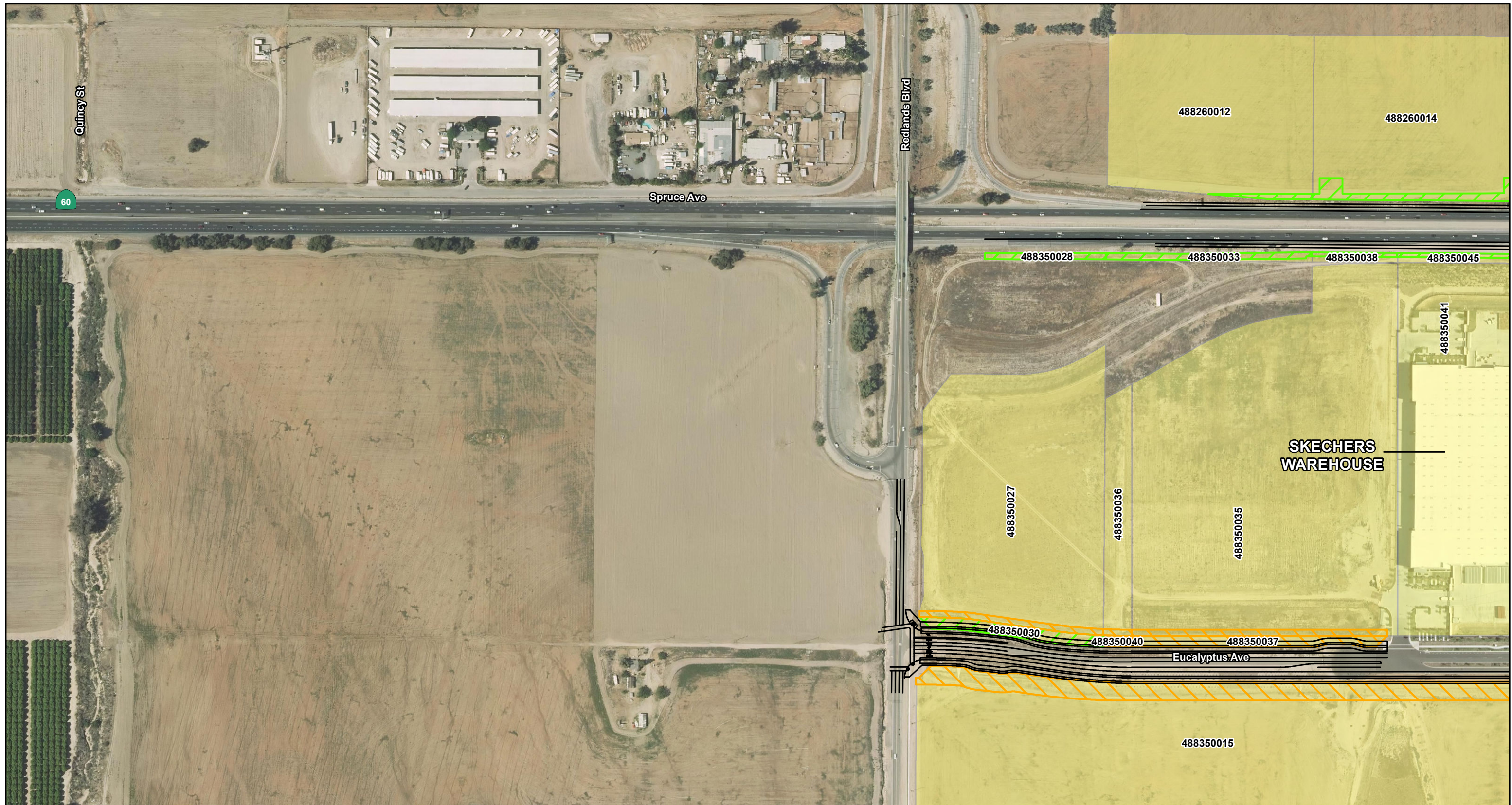


FIGURE 4-4  
 Sheet 2 of 9  
 SR-60/World Logistics Center Pkwy  
 Interchange Project  
 Design Variation 2a Property Acquisitions and  
 Temporary Construction Easements  
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 Project No. 0813000109

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**LEGEND**

- Design Variation 2a Proposed Improvements
- City/County Boundary
- Parcels Where Acquisitions/Easements Would be Required
- Full Acquisition
- Partial Acquisition
- Temporary Construction Easement

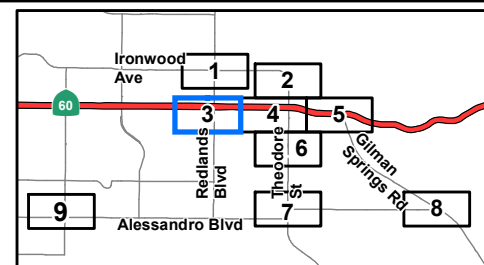
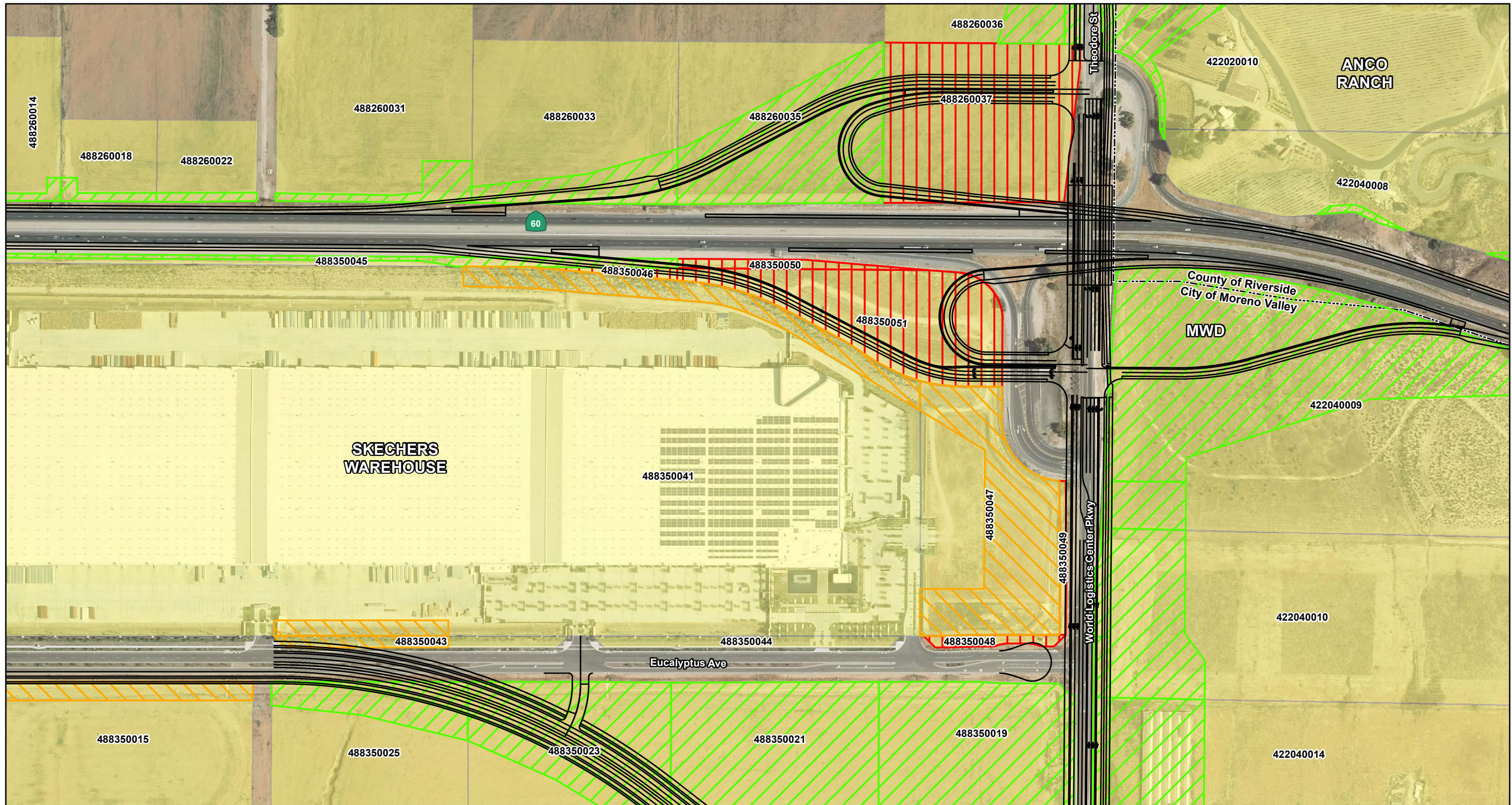


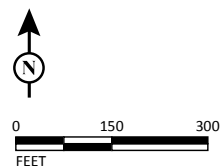
FIGURE 4-4  
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 SR-60/World Logistics Center Pkwy  
 Interchange Project  
 Design Variation 2a Property Acquisitions and  
 Temporary Construction Easements  
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**LEGEND**

- Design Variation 2a Proposed Improvements
- City/County Boundary
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SOURCE: Aerial - RBF (11/2014); ESRI (2013); LSA (11/2018); MBI (11/2018)  
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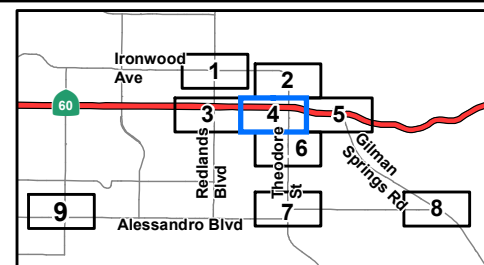
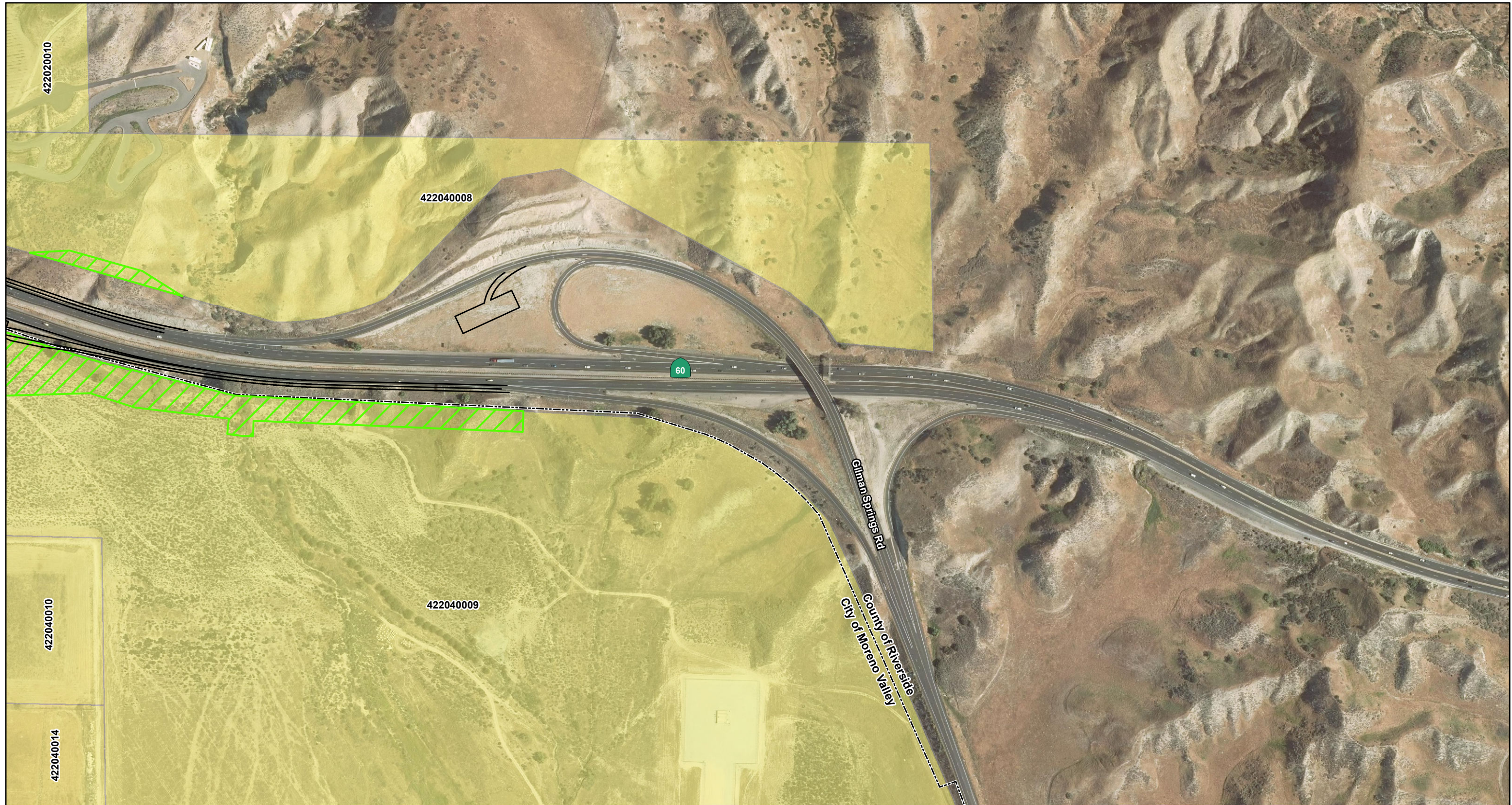


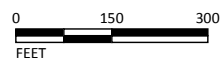
FIGURE 4-4  
 Sheet 4 of 9  
 SR-60/World Logistics Center Pkwy  
 Interchange Project  
 Design Variation 2a Property Acquisitions and  
 Temporary Construction Easements  
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**LEGEND**

- Design Variation 2a Proposed Improvements
- City/County Boundary
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SOURCE: Aerial - RBF (11/2014); ESRI (2013); LSA (11/2018); MBI (11/2018)  
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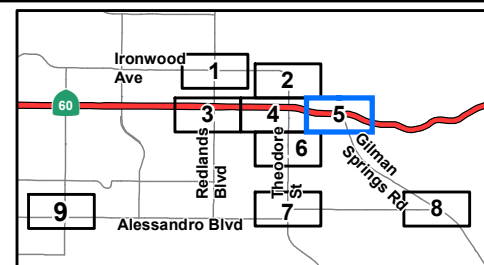
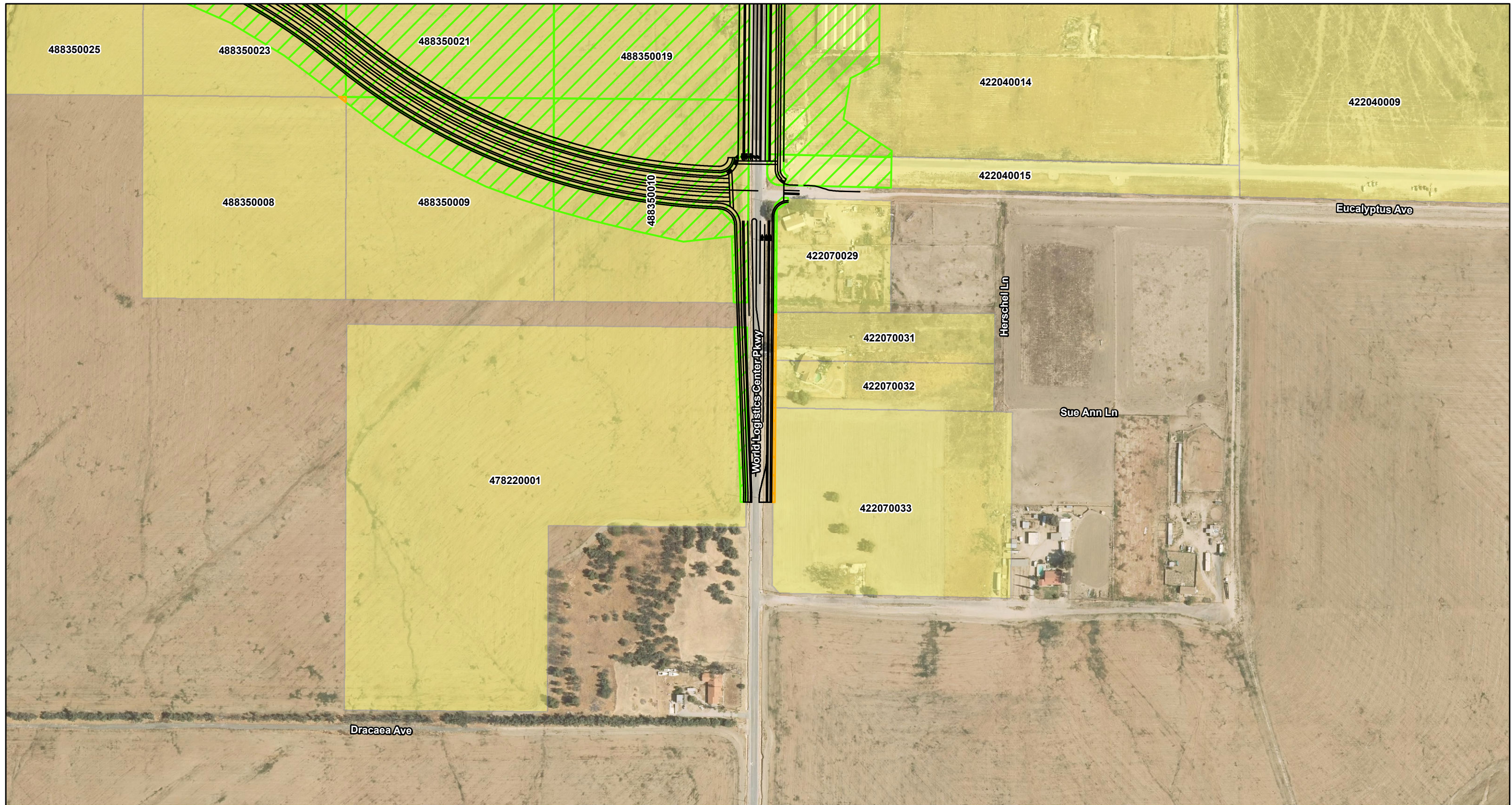








FIGURE 4-4  
 Sheet 5 of 9  
 SR-60/World Logistics Center Pkwy  
 Interchange Project  
 Design Variation 2a Property Acquisitions and  
 Temporary Construction Easements  
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 Project No. 0813000109

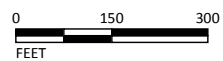
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LEGEND

-  Design Variation 2a Proposed Improvements
-  City/County Boundary
-  Parcels Where Acquisitions/Easements Would be Required
-  Full Acquisition
-  Partial Acquisition
-  Temporary Construction Easement



SOURCE: Aerial - RBF (11/2014); ESRI (2013); LSA (11/2018); MBI (11/2018)  
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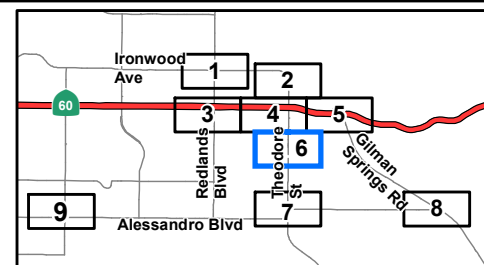
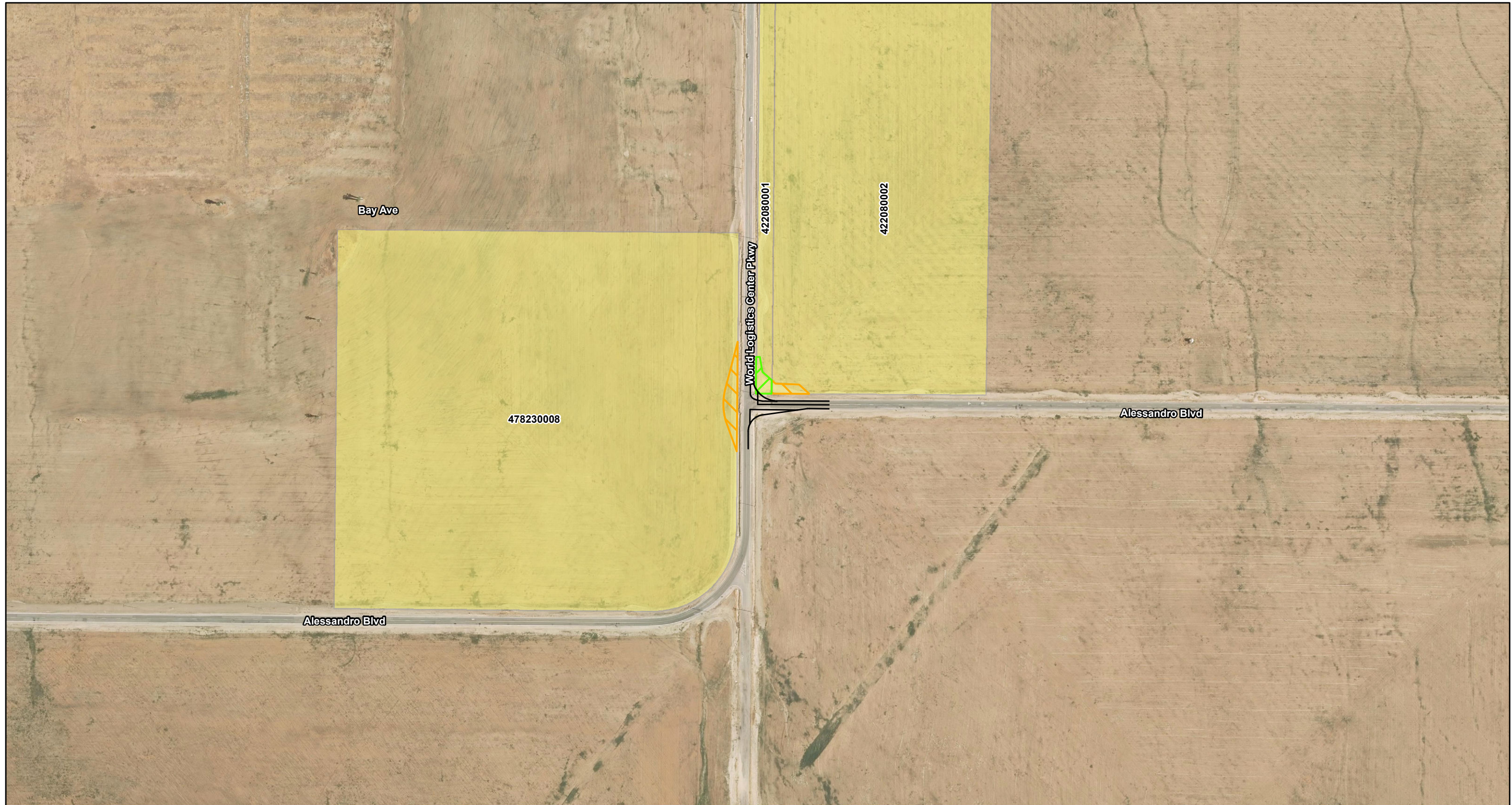


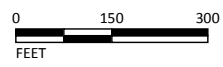
FIGURE 4-4  
 Sheet 6 of 9  
 SR-60/World Logistics Center Pkwy  
 Interchange Project  
 Design Variation 2a Property Acquisitions and  
 Temporary Construction Easements  
 08-RIV-60 PM 20.0/22.0  
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 Project No. 0813000109

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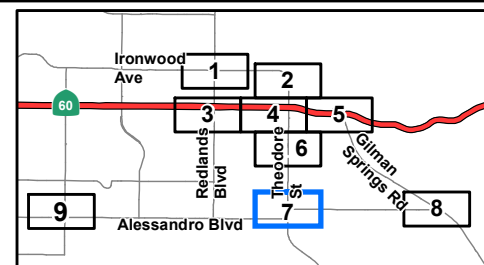


**LEGEND**

- Design Variation 2a Proposed Improvements
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- Partial Acquisition
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SOURCE: Aerial - RBF (11/2014); ESRI (2013); LSA (11/2018); MBI (11/2018)  
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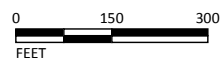
**FIGURE 4-4**  
 Sheet 7 of 9  
*SR-60/World Logistics Center Pkwy*  
*Interchange Project*  
**Design Variation 2a Property Acquisitions and**  
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**LEGEND**

- Design Variation 2a Proposed Improvements
- City/County Boundary
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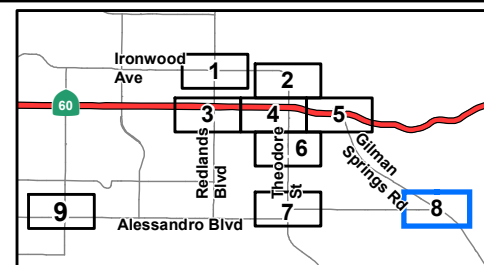


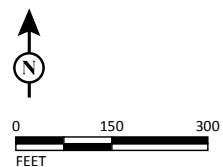
FIGURE 4-4  
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 SR-60/World Logistics Center Pkwy  
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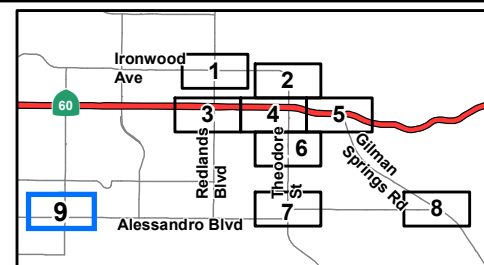


FIGURE 4-4  
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 SR-60/World Logistics Center Pkwy  
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 Design Variation 2a Property Acquisitions and  
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**Table 4.21: Design Variation 2a Parcel Acquisitions**

| APN        | TCE<br>(square feet) | Full/Partial<br>Acquisition | Permanent<br>Acquisition<br>(square feet) | Slope Easement<br>(square feet) |
|------------|----------------------|-----------------------------|---|---------------------------------|
| 488260028  |                      | Partial                     | 3,167                                     | 8,111                           |
| 488260029  | 26,521               | Partial                     | 9,724                                     |                                 |
| 488260030  | 42,072               | Partial                     | 31,953                                    |                                 |
| 488260036  |                      | Partial                     | 21,101                                    | 92,745                          |
| 488260037  |                      | Full                        | 311,929                                   |                                 |
| 488260035  |                      | Partial                     | 229,853                                   |                                 |
| 488260033  |                      | Partial                     | 66,457                                    |                                 |
| 488260031  |                      | Partial                     | 32,824                                    |                                 |
| 488260022  |                      | Partial                     | 9,116                                     |                                 |
| 488260018  |                      | Partial                     | 10,939                                    |                                 |
| 488260014  |                      | Partial                     | 20,179                                    |                                 |
| 488260012  |                      | Partial                     | 4,027                                     |                                 |
| 422020009  |                      |                             |   | 3,814                           |
| 422020003  | 7,671                |                             |   |                                 |
| 422020004  | 10,789               |                             |   |                                 |
| 422020005  | 5,181                |                             |   |                                 |
| 422020006  | 5,164                |                             |   |                                 |
| 422020007  | 8,917                |                             |   |                                 |
| 422020010  | 176,524              |                             |   |                                 |
| 422040008  | 252                  | Partial                     | 20,941                                    |                                 |
| 488260001  | 1,811                |                             |   |                                 |
| Public ROW |                      | Partial                     | 1,587                                     |                                 |
| 422040009  |                      | Partial                     | 687,546                                   | 36,265                          |
| 422040010  |                      | Partial                     | 26,485                                    | 140,666                         |
| 422040014  |                      | Partial                     | 36,002                                    | 190,322                         |
| 422040015  |                      | Partial                     | 5,085                                     | 33,888                          |
| 422070029  | 2,461                | Partial                     | 1,001                                     |                                 |
| 422070031  | 1,162                |                             |   |                                 |
| 422070032  | 1,155                |                             |   |                                 |
| 422070033  | 2,302                |                             |   |                                 |
| 478220001  | 5,618                | Partial                     | 10,434                                    |                                 |
| 488350009  |                      | Partial                     | 54,914                                    | 89,115                          |
| 488350010  | 2,126                | Partial                     | 92,466                                    | 179,482                         |
| 488350019  |                      | Partial                     | 17,478                                    | 331,183                         |
| 488350021  |                      | Partial                     | 28,851                                    | 339,706                         |
| 488350023  |                      | Partial                     | 88,700                                    | 142,614                         |
| 488350025  |                      | Partial                     | 21,014                                    | 55,928                          |
| 488350015  | 152,154              |                             |   |                                 |
| 488350030  | 19,853               | Partial                     | 1,376                                     |                                 |
| 488350027  | 11,859               |                             |   |                                 |
| 488350040  | 3,386                |                             |   |                                 |
| 488350036  | 1,826                |                             |   |                                 |
| 488350037  | 28,432               |                             |   |                                 |
| 488350035  | 16,429               |                             |   |                                 |
| 488350044  | 35,751               |                             |   |                                 |
| 488350041  | 27,954               |                             |   | 98,242                          |
| 488350043  | 20,000               |                             |   |                                 |
| 488350047  |                      |                             |   | 206,000                         |
| 488350048  |                      | Full                        | 14,375                                    |                                 |
| 488350049  |                      | Full                        | 9,904                                     |                                 |
| 488350051  |                      | Full                        | 226,512                                   |                                 |
| 488350050  |                      | Full                        | 18,240                                    |                                 |
| 488350046  |                      | Full                        | 9,583                                     |                                 |

**Table 4.21: Design Variation 2a Parcel Acquisitions**

| APN          | TCE (square feet) | Full/Partial Acquisition     | Permanent Acquisition (square feet) | Slope Easement (square feet) |
|--------------|-------------------|------------------------------|-------------------------------------|------------------------------|
| 488350045    |                   | Partial                      | 43,576                              |                              |
| 488350038    |                   | Partial                      | 3,530                               |                              |
| 488350033    |                   | Partial                      | 13,082                              |                              |
| 488350028    |                   | Partial                      | 7,709                               |                              |
| 487470030    | 636,791           |                              |                                     |                              |
| 478230008    | 9,051             |                              |                                     |                              |
| 422080001    | 3,774             | Partial                      | 80                                  |                              |
| 422080002    | 3,328             |                              |                                     |                              |
| 422130002    | 8,518             | Partial                      | 71                                  |                              |
| 423260005    | 7,769             |                              |                                     |                              |
| 422150007    | 2,232             |                              |                                     |                              |
| 422150008    | 4,950             |                              |                                     |                              |
| 422160008    | 252               |                              |                                     |                              |
| 422160010    | 3,414             |                              |                                     |                              |
| <b>Total</b> | 1,297,449         | <b>6 Full<br/>32 Partial</b> | 2,191,813                           | 1,948,080                    |

Source: Acquisition Spreadsheets and Right-of-Way Data Sheets (Michael Baker International 2018).

APN = Assessor's Parcel Number

ROW = right-of-way

TCE = temporary construction easement

Because Design Variation 2a would improve interchange operations and reduce traffic congestion in the area, land use compatibility impacts are not considered substantial.

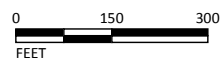
**Design Variation 6a (Alternative 6 with Design Variation)**

As shown on Figure 4-5 and in Table 4.22, Design Variation 6a would require the full acquisition of 7 properties and partial acquisition of 34 properties, totaling approximately 2,362,284 sf (or 54 ac) of land, slightly more than for Design Variation 2a. Design Variation 6a would require 45 ac of land for permanent slope easements. The land acquired for Design Variation 6a would be permanently incorporated into the State-owned right-of-way for SR-60 or City-owned right-of-way along the City streets improved under Design Variation 6a, as appropriate. Approximately 54 ac of land would be required for acquisitions; therefore, there would be greater land use impacts than under either of the Build Alternatives or Design Variation 2a. Design Variation 6a would result in one additional full acquisition that would not be required under the either of the Build Alternatives or Design Variation 2a. Therefore, Design Variation 6a would convert approximately 2.6 ac of residential uses and 14 ac of vacant land to transportation uses. The residential displacement for Design Variation 6a is designated R5 in the City of Moreno Valley General Plan.

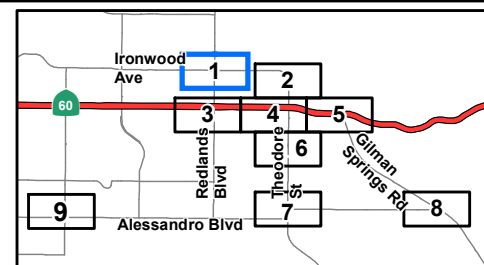


**LEGEND**

- Design Variation 6a Proposed Improvements
- City/County Boundary
- Parcels Where Acquisitions/Easements Would be Required
- Full Acquisition
- Partial Acquisition
- Temporary Construction Easement



SOURCE: Aerial - RBF (11/2014); ESRI (2013); LSA (11/2018); MBI (11/2018)  
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**FIGURE 4-5**  
 Sheet 1 of 9  
*SR-60/World Logistics Center Pkwy*  
*Interchange Project*  
**Design Variation 6a Property Acquisitions and**  
**Temporary Construction Easements**  
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**LEGEND**

- Design Variation 6a Proposed Improvements
- City/County Boundary
- Parcels Where Acquisitions/Easements Would be Required
- ▨ Full Acquisition
- ▨ Partial Acquisition
- ▨ Temporary Construction Easement

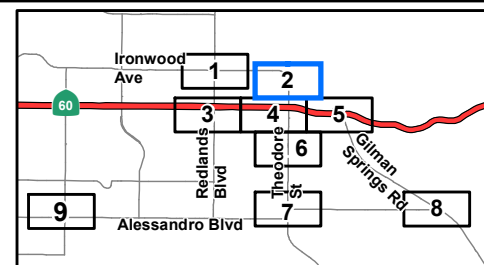
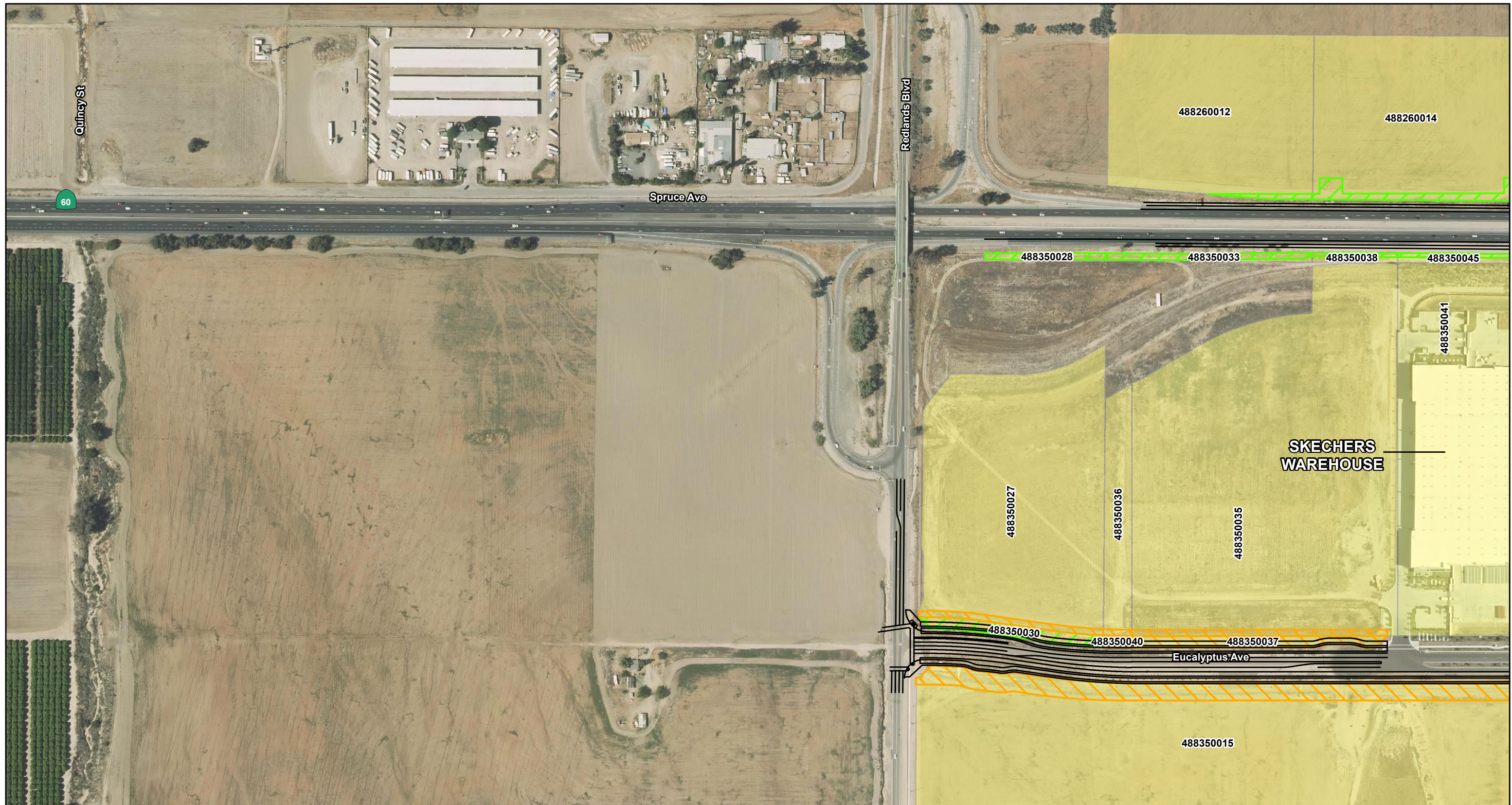


FIGURE 4-5  
 Sheet 2 of 9  
 SR-60/World Logistics Center Pkwy  
 Interchange Project  
 Design Variation 6a Property Acquisitions and  
 Temporary Construction Easements  
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**LEGEND**

- Design Variation 6a Proposed Improvements
- City/County Boundary
- Parcels Where Acquisitions/Easements Would be Required
- Full Acquisition
- Partial Acquisition
- Temporary Construction Easement

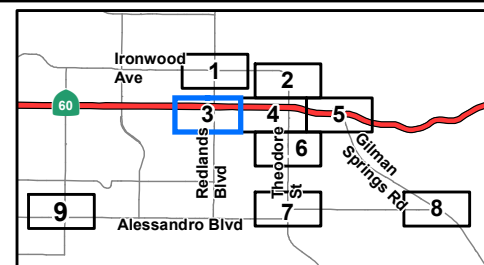
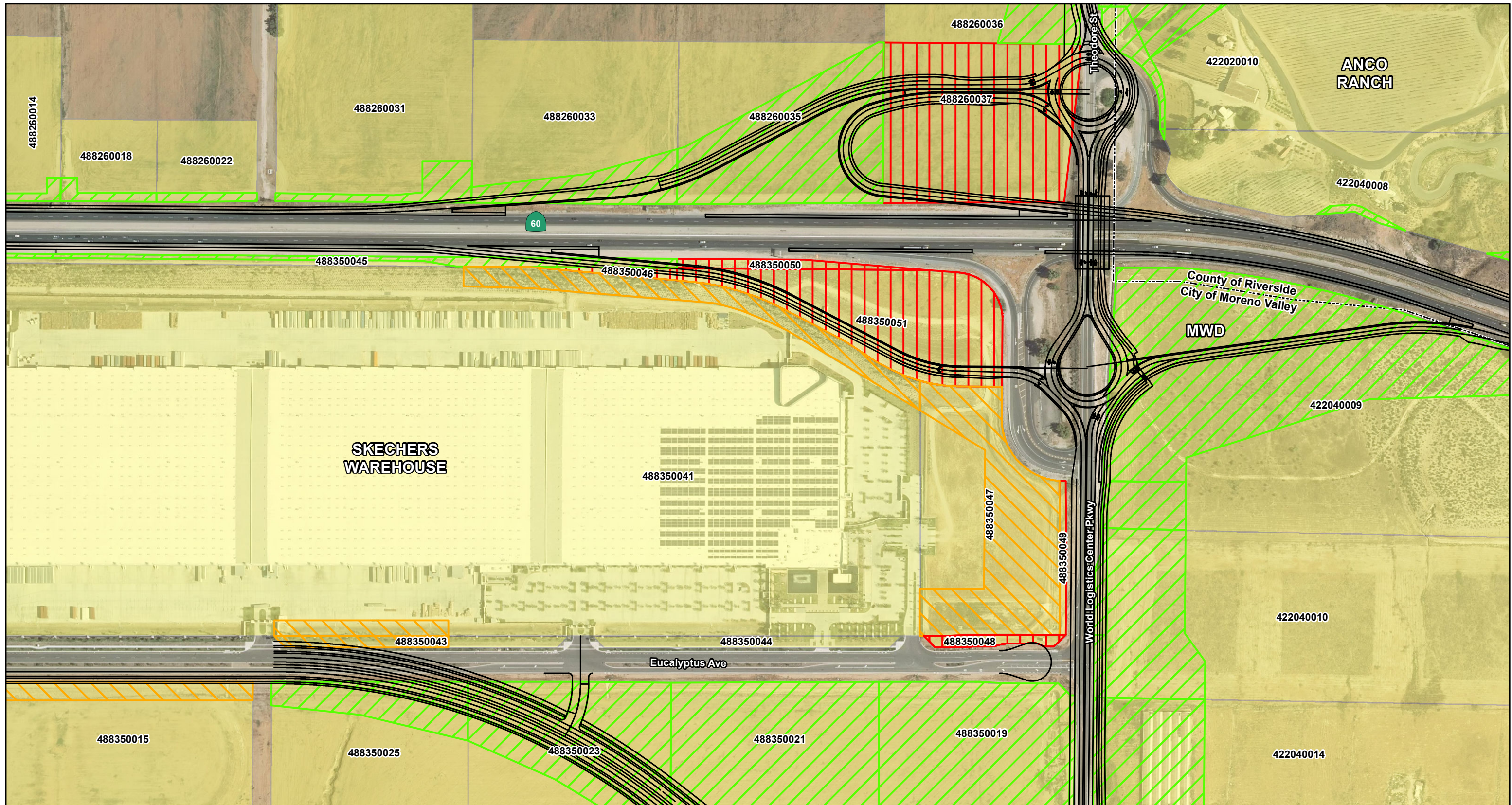


FIGURE 4-5  
 Sheet 3 of 9  
 SR-60/World Logistics Center Pkwy  
 Interchange Project  
 Design Variation 6a Property Acquisitions and  
 Temporary Construction Easements  
 08-RIV-60 PM 20.0/22.0  
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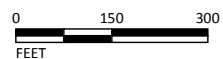
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**LEGEND**

- Design Variation 6a Proposed Improvements
- City/County Boundary
- Parcels Where Acquisitions/Easements Would be Required
- Full Acquisition
- Partial Acquisition
- Temporary Construction Easement



SOURCE: Aerial - RBF (11/2014); ESRI (2013); LSA (11/2018); MBI (11/2018)  
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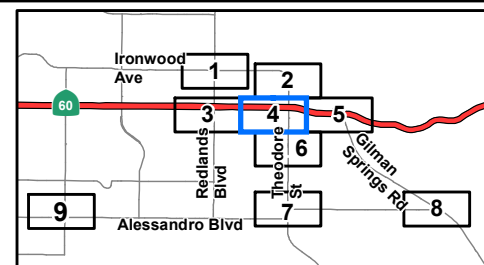


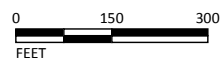
FIGURE 4-5  
 Sheet 4 of 9  
 SR-60/World Logistics Center Pkwy  
 Interchange Project  
 Design Variation 6a Property Acquisitions and  
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 Project No. 0813000109

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**LEGEND**

- Design Variation 6a Proposed Improvements
- City/County Boundary
- Parcels Where Acquisitions/Easements Would be Required
- Full Acquisition
- Partial Acquisition
- Temporary Construction Easement



SOURCE: Aerial - RBF (11/2014); ESRI (2013); LSA (11/2018); MBI (11/2018)  
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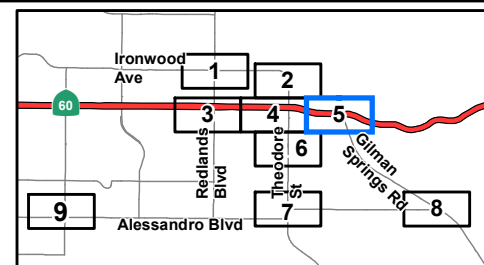
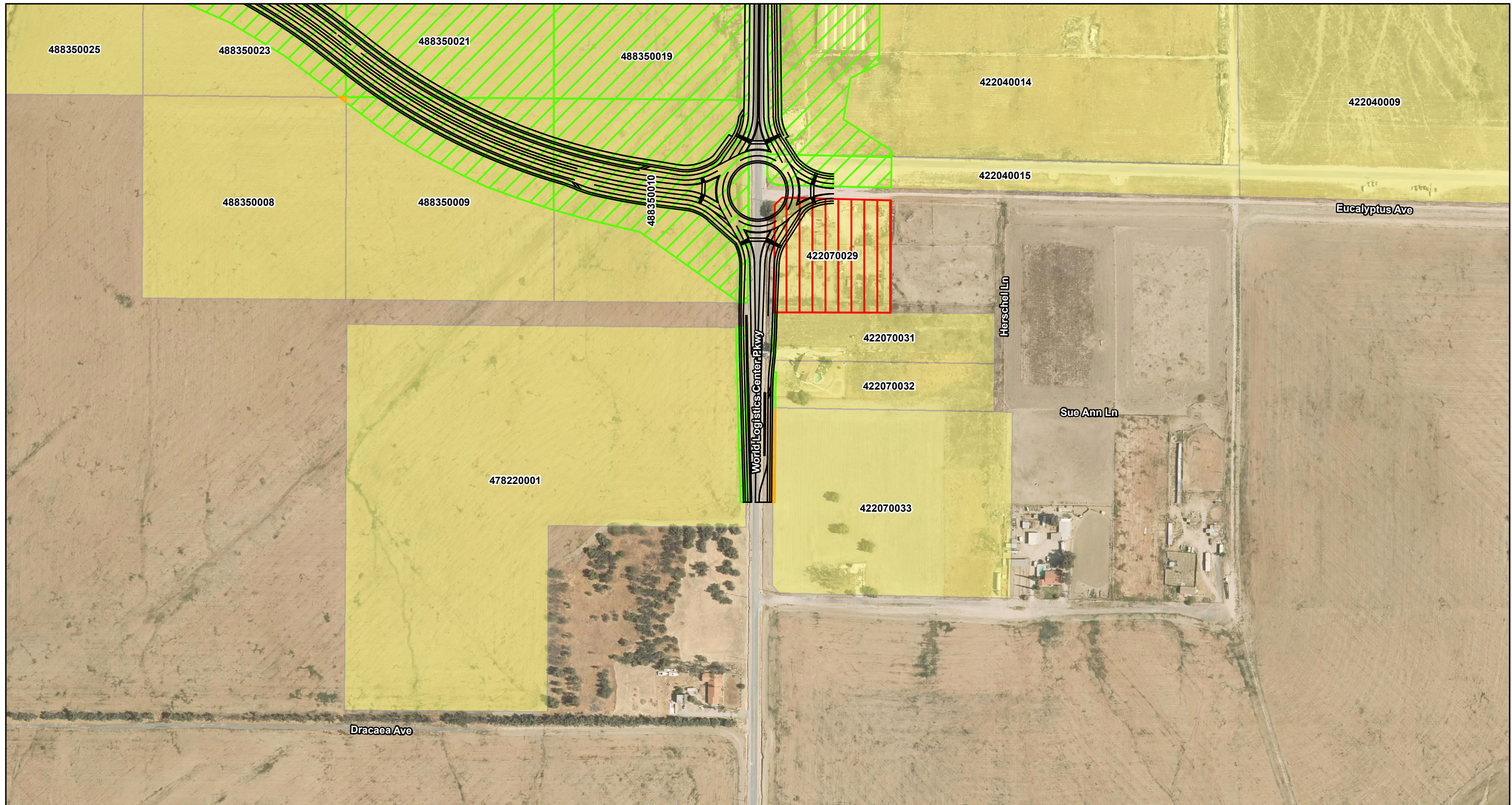


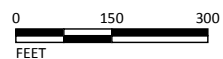
FIGURE 4-5  
 Sheet 5 of 9  
 SR-60/World Logistics Center Pkwy  
 Interchange Project  
 Design Variation 6a Property Acquisitions and  
 Temporary Construction Easements  
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LEGEND

- Design Variation 6a Proposed Improvements
- City/County Boundary
- Parcels Where Acquisitions/Easements Would be Required
- ▨ Full Acquisition
- ▨ Partial Acquisition
- ▨ Temporary Construction Easement



SOURCE: Aerial - RBF (11/2014); ESRI (2013); LSA (11/2018); MBI (11/2018)  
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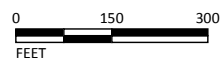
FIGURE 4-5  
 Sheet 6 of 9  
 SR-60/World Logistics Center Pkwy  
 Interchange Project  
 Design Variation 6a Property Acquisitions and  
 Temporary Construction Easements  
 08-RIV-60 PM 20.0/22.0  
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**LEGEND**

- Design Variation 6a Proposed Improvements
- City/County Boundary
- Parcels Where Acquisitions/Easements Would be Required
- Full Acquisition
- Partial Acquisition
- Temporary Construction Easement



SOURCE: Aerial - RBF (11/2014); ESRI (2013); LSA (11/2018); MBI (11/2018)  
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**FIGURE 4-5**  
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*SR-60/World Logistics Center Pkwy*  
*Interchange Project*  
**Design Variation 6a Property Acquisitions and**  
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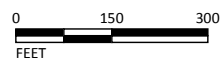
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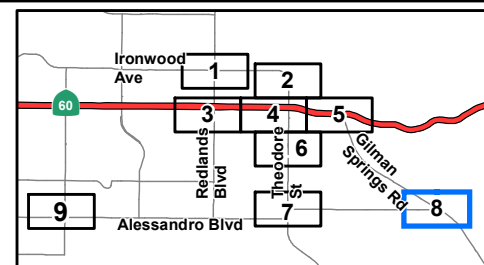


**LEGEND**

- Design Variation 6a Proposed Improvements
- City/County Boundary
- Parcels Where Acquisitions/Easements Would be Required
- Full Acquisition
- Partial Acquisition
- Temporary Construction Easement



SOURCE: Aerial - RBF (11/2014); ESRI (2013); LSA (11/2018); MBI (11/2018)  
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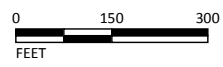
**FIGURE 4-5**  
 Sheet 8 of 9  
*SR-60/World Logistics Center Pkwy*  
*Interchange Project*  
**Design Variation 6a Property Acquisitions and**  
**Temporary Construction Easements**  
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 EA No. 0M590  
 Project No. 0813000109

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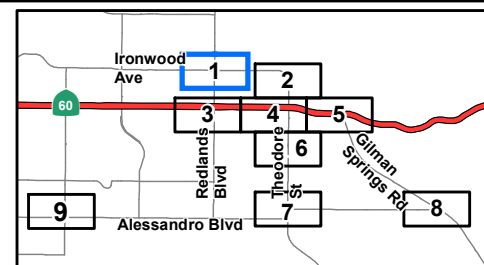


**LEGEND**

- Design Variation 6a Proposed Improvements
- City/County Boundary
- Parcels Where Acquisitions/Easements Would be Required
- Full Acquisition
- Partial Acquisition
- Temporary Construction Easement



SOURCE: Aerial - RBF (11/2014); ESRI (2013); LSA (11/2018); MBI (11/2018)  
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**FIGURE 4-5**  
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*SR-60/World Logistics Center Pkwy*  
*Interchange Project*  
**Design Variation 6a Property Acquisitions and**  
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**Table 4.22: Design Variation 6a Parcel Acquisitions**

| APN        | TCE<br>(square feet) | Full/Partial<br>Acquisition | Permanent<br>Acquisition<br>(square feet) | Slope Easement<br>(square feet) |
|------------|----------------------|-----------------------------|---|---------------------------------|
| 488260028  |                      | Partial                     | 3,167                                     | 8,111                           |
| 488260029  | 25,274               | Partial                     | 8,906                                     |                                 |
| 488260030  | 46,003               | Partial                     | 28,022                                    |                                 |
| 488260036  |                      | Partial                     | 30,452                                    | 83,397                          |
| 488260037  |                      | Full                        | 311,929                                   |                                 |
| 488260035  |                      | Partial                     | 229,853                                   |                                 |
| 488260033  |                      | Partial                     | 66,457                                    |                                 |
| 488260031  |                      | Partial                     | 32,824                                    |                                 |
| 488260022  |                      | Partial                     | 9,116                                     |                                 |
| 488260018  |                      | Partial                     | 10,939                                    |                                 |
| 488260014  |                      | Partial                     | 20,179                                    |                                 |
| 488260012  |                      | Partial                     | 4,027                                     |                                 |
| 422020009  |                      |                             |   | 3,814                           |
| 422020003  | 7,830                |                             |   |                                 |
| 422020004  | 11,547               |                             |   |                                 |
| 422020005  | 5,769                |                             |   |                                 |
| 422020006  | 5,898                |                             |   |                                 |
| 422020007  | 10,190               |                             |   |                                 |
| 422020010  | 168,985              | Partial                     | 23,171                                    |                                 |
| 422040008  |                      | Partial                     | 21,193                                    |                                 |
| 488260001  | 1,811                |                             |   |                                 |
| Public ROW |                      | Partial                     | 1,587                                     |                                 |
| 422040009  |                      | Partial                     | 686,680                                   | 37,131                          |
| 422040010  |                      | Partial                     | 20,854                                    | 146,297                         |
| 422040014  |                      | Partial                     | 33,399                                    | 192,925                         |
| 422040015  |                      | Partial                     | 12,430                                    | 26,544                          |
| 422070029  |                      | Full                        | 114,998                                   |                                 |
| 422070031  | 798                  | Partial                     | 1,322                                     |                                 |
| 422070032  | 763                  | Partial                     | 1,028                                     |                                 |
| 422070033  | 979                  | Partial                     | 474                                       |                                 |
| 478220001  | 5,901                | Partial                     | 9,417                                     |                                 |
| 488350009  |                      | Partial                     | 54,914                                    | 89,115                          |
| 488350010  |                      | Partial                     | 121,228                                   | 178,443                         |
| 488350019  |                      | Partial                     | 17,114                                    | 331,547                         |
| 488350021  |                      | Partial                     | 28,851                                    | 339,706                         |
| 488350023  |                      | Partial                     | 88,700                                    | 142,614                         |
| 488350025  |                      | Partial                     | 21,014                                    | 55,928                          |
| 488350015  | 152,154              |                             |   |                                 |
| 488350030  | 19,853               | Partial                     | 1,376                                     |                                 |
| 488350027  | 11,859               |                             |   |                                 |
| 488350040  | 3,386                |                             |   |                                 |
| 488350036  | 1,826                |                             |   |                                 |
| 488350037  | 28,432               |                             |   |                                 |
| 488350035  | 16,429               |                             |   |                                 |
| 488350044  | 35,751               |                             |   |                                 |
| 488350041  | 27,954               |                             |   | 98,242                          |
| 488350043  | 20,000               |                             |   |                                 |
| 488350047  |                      |                             |   | 206,000                         |
| 488350048  |                      | Full                        | 14,375                                    |                                 |
| 488350049  |                      | Full                        | 9,904                                     |                                 |

**Table 4.22: Design Variation 6a Parcel Acquisitions**

| APN          | TCE<br>(square feet) | Full/Partial<br>Acquisition  | Permanent<br>Acquisition<br>(square feet) | Slope Easement<br>(square feet) |
|--------------|----------------------|------------------------------|---|---------------------------------|
| 488350051    |                      | Full                         | 226,512                                   |                                 |
| 488350050    |                      | Full                         | 18,240                                    |                                 |
| 488350046    |                      | Full                         | 9,583                                     |                                 |
| 488350045    |                      | Partial                      | 43,576                                    |                                 |
| 488350038    |                      | Partial                      | 3,530                                     |                                 |
| 488350033    |                      | Partial                      | 13,082                                    |                                 |
| 488350028    |                      | Partial                      | 7,709                                     |                                 |
| 487470030    | 636,791              |                              |   |                                 |
| 478230008    | 9,051                |                              |   |                                 |
| 422080001    | 3,774                | Partial                      | 80  |                                 |
| 422080002    | 3,328                |                              |   |                                 |
| 422130002    | 8,518                | Partial                      | 71  |                                 |
| 423260005    | 7,769                |                              |   |                                 |
| 422150007    | 2,232                |                              |   |                                 |
| 422150008    | 4,950                |                              |   |                                 |
| 422160008    | 252                  |                              |   |                                 |
| 422160010    | 3,414                |                              |   |                                 |
| <b>Total</b> | 1,291,534            | <b>7 Full<br/>34 Partial</b> | 2,362,284                                 | 1,939,813                       |

Source: Acquisition Spreadsheets and Right-of-Way Data Sheets (Michael Baker International 2018).

APN = Assessor's Parcel Number

TCE = temporary construction easement

Due to its location in a semi-rural area, this residence is not considered a part of a well-established and cohesive community. Design Variation 6a would also require permanent easements for slopes. The permanent easements needed for Design Variation 6a are summarized in Table 4.22. Those easements would not change existing or approved land uses in the project area or Community Impacts Study Area.

Because Design Variation 6a would improve interchange operations and reduce traffic congestion in the area, land use compatibility impacts are not considered substantial.

#### **4.4.2.3 Cumulative Impacts**

Some of the cumulative projects listed in Table 2.2 may result in the acquisition of property and the displacement of existing residential and nonresidential uses on those properties. Based on the availability of replacement properties in Moreno Valley and compliance with the Uniform Act for property acquisition for transportation projects, the cumulative projects listed in Table 2.2 are not anticipated to contribute to cumulative adverse effects related to relocation and real property acquisition.

### **Direct Project Impacts**

Design Variation 6a would result in the acquisition of one residence and the displacement of the occupants of that residence as well as the acquisition of six currently vacant parcels. Alternative 2, Alternative 6, and Design Variation 2a would each result in the acquisition of six currently vacant parcels and would not require the acquisition of any residential parcels. Based on the availability of replacement properties in Moreno Valley and compliance with the Uniform Act for property acquisition, the Build Alternatives and Design Variations would not contribute to cumulative adverse effects related to relocation and real property acquisition.

### **Indirect Project Impacts**

The Build Alternatives and Design Variations would not result in indirect impacts related to relocation and real property acquisition and therefore would not result in indirect impacts that would contribute to cumulative adverse effects related to relocation and real property acquisition.

### **4.4.3 Avoidance, Minimization, and/or Mitigation Measures**

As set forth in the DRIM, the following measures will be implemented to minimize relocations and displacement impacts:

- The Uniform Act (Public Law 91-646, 84 Statutes 1894) mandates that certain relocation services and payments be made available to eligible residents, businesses, and nonprofit organizations displaced by its projects.
- The Uniform Act provides for uniform and equitable treatment by federal or federally assisted programs of persons displaced from their homes, businesses, or farms, and establishes uniform and equitable land acquisition policies.
- Caltrans and the City will provide all affected property owners with a copy of the Uniform Act and will comply with the Uniform Act as applicable.

Where acquisition and relocation are unavoidable, the provisions of the Uniform Act would be followed. An independent appraisal of the affected property will be obtained, and an offer for the full appraisal would be made.

The Uniform Act requires that comparable, decent, safe, and sanitary replacement housing that is within a person's financial means be made available before that person may be displaced. In the event that such replacement housing is not available for persons displaced by the project within the statutory limits for replacement housing payments, last resort housing may be provided in a number of prescribed ways.

## 4.5 Environmental Justice

This project has been developed in accordance with Title VI of the Civil Rights Act of 1964, as amended, and EO 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. Title VI states that “No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” EO 12898 requires each federal agency (or its designee) to take the appropriate and necessary steps to identify and address “disproportionately high and adverse” effects of federal or federally funded projects on minority and low-income populations.

### 4.5.1 Affected Environment

The CEQ, an advisory body that has oversight of the federal government’s compliance with EO 12898 and NEPA, has developed guidance for implementing environmental justice under NEPA.<sup>1</sup> The CEQ guidance recommends identifying minority populations where either (a) the minority population of the affected area exceeds 50 percent or (b) the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis. The CEQ guidance also recommends identifying low-income populations in an affected area by applying the annual statistical poverty thresholds from the United States Census Bureau Current Population Reports, Series P-60 on Income and Poverty.

In January 2003, Caltrans published the *Desk Guide, Environmental Justice in Transportation Planning and Investments* (Desk Guide), which provides information and examples of ways to promote environmental justice to those involved in making decisions about California’s transportation system.<sup>2</sup> The Desk Guide notes that transportation agencies, particularly those in a state as diverse as California, may need to adapt the regulatory definitions of low-income and minority populations to conduct

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<sup>1</sup> Council on Environmental Quality, “Environmental Justice under the National Environmental Policy Act,” December 10, 1997. Website: <https://ceq.doe.gov/docs/ceq-regulations-and-guidance/regs/ej/justice.pdf>, accessed October 8, 2017.

<sup>2</sup> California Department of Transportation, *Desk Guide, Environmental Justice in Transportation Planning and Investments*, January 2003. Website: <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/EnvironmentalJusticeDeskGuideJan2003.pdf>, accessed October 8, 2017.



a meaningful analysis. In regions with high minority and low-income populations, for example, use of the standard definitions to define such populations could result in selection of most of the region. Because Riverside County contains substantial Hispanic/Latino and low-income populations (47.5 percent Hispanic/Latino and 16.5 percent living below the poverty threshold established by the U.S. Census Bureau) and somewhat elevated racial minority populations (36.7 percent racial minorities), a different standard is required to identify those census tracts in the Community Impacts Study Area where minority and low-income populations are present in meaningfully greater percentages than the general population in the County.

The Desk Guide also notes that the low-income or minority threshold may also be adapted in order to make use of available data. For example, the United States Census Bureau determines the number of persons living below poverty based on its poverty thresholds, which differ slightly from the poverty guidelines defined by the Department of Health and Human Services (DHHS). For 2016, the United States Census Bureau's preliminary weighted average poverty threshold for a family of four was \$24,563.<sup>1</sup> For 2016, DHHS established a poverty guideline of \$24,300 for a family of four.<sup>2</sup> Therefore, because the available census data related to persons living below the poverty level is based on the United States Census Bureau's poverty thresholds, as recommended in the CEQ guidance, this analysis identifies low-income populations that are meaningfully greater than the general population by applying the United States Census Bureau's poverty thresholds rather than the DHHS poverty guidelines.

This environmental justice analysis applies the following methodology to identify minority and low-income populations in Riverside County:

- Census tracts are considered to have substantial racial minority populations if the percentage of racial minority residents within them is more than 10 percentage points higher than Riverside County as a whole (i.e., 46.7 percent or higher).

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<sup>1</sup> U.S. Census Bureau, Preliminary Estimate of Weighted Average Poverty Thresholds for 2016, August 11, 2017. Website: <https://www2.census.gov/programs-surveys/cps/tables/time-series/historical-poverty-thresholds/thresh16.xls>, accessed October 12, 2018.

<sup>2</sup> United States Department of Health and Human Services, 2017 Poverty Guidelines. Website: <https://aspe.hhs.gov/2017-poverty-guidelines>, accessed January 3, 2019.

- Census tracts are considered to have substantial Hispanic/Latino populations if the percentage of Hispanic/Latino residents within them is more than 10 percentage points higher than Riverside County as a whole (i.e., 57.5 percent or higher).
- Census tracts are considered to have substantial low-income populations if the percentage of residents within them who are living below the United States Census Bureau’s defined poverty threshold is more than 5 percentage points higher than Riverside County as a whole (i.e., 21.5 percent or higher).

The environmental justice analysis was conducted using demographic information from the 2012–2016 ACS. The following populations were considered in assessing whether the Build Alternatives and Design Variations would result in disproportionate impacts to environmental justice populations and whether those alternatives and design variations would result in benefits for those populations:

- **Racial Minority Population:** Defined as individuals who identify themselves as Black/African-American, Asian, Native Hawaiian/Pacific Islander, Native American/Native Alaskan, Some Other Race, or Two or More Races. As described in the methodology set forth above, Community Impacts Study Area census tracts are considered to have substantial racial minority populations if the aggregated percentage of racial minority residents within them is 46.7 percent or higher.
- **Hispanic/Latino Population:** Defined as individuals who identify themselves as being of Hispanic/Latino origin (a descriptor of ethnic origin who may be of any race). As described in the methodology set forth above, Community Impacts Study Area census tracts are considered to have substantial Hispanic/Latino populations if the percentage of Hispanic/Latino residents within them is 57.5 percent or higher.
- **Low-Income Population:** Pursuant to the methodology outlined above, low-income populations are those persons living below the poverty level as defined as the United States Census Bureau’s poverty threshold. As described above, the United States Census Bureau’s preliminary weighted average poverty threshold for a family of four was \$24,563 for 2016. As described in the methodology set forth above, Community Impacts Study Area census tracts are considered to have substantial low-income populations if the percentage of persons living below the poverty level within them is 21.5 percent or higher.

The percentages of the racial minority, Hispanic, and low-income populations for each Community Impacts Study Area census tract, Moreno Valley, and the County

are shown in Table 4.23. As identified in Table 4.23, Moreno Valley has higher percentages of racial minorities (58.8 percent) and Hispanics (56.5 percent) than the County (36.7 and 47.5 percent, respectively). Census Tract 426.24 has higher percentages of racial minorities (60.5 percent) and Hispanics (53.2 percent) than the County. Census Tract 424.01 also has higher percentages of Hispanics (48.4 percent) than the County.

**Table 4.23: Minority and Low-Income Demographics**

| Jurisdiction/Area  | Percent                        |                        |                                  | Median Household Income <sup>2</sup> |
|--|--------------------------------|------------------------|----------------------------------|--------------------------------------|
|  | Racial Minorities <sup>1</sup> | Hispanics <sup>1</sup> | Below Poverty Level <sup>2</sup> |                                      |
| Riverside County   | 36.7                           | 47.5                   | 16.5                             | \$57,972                             |
| Moreno Valley  | <b>58.8</b>                    | 56.5                   | 18.6                             | \$56,456                             |
| Census Tract 424.01 (Unincorporated Riverside County/ Moreno Valley) | 28.0                           | 48.4                   | 4.9                              | \$74,934                             |
| Census Tract 426.24 (Unincorporated Riverside County/ Moreno Valley) | <b>60.5</b>                    | 53.2                   | 13.9                             | \$85,286                             |

Note: **Bold Italicized numbers** indicate that values are substantially greater than those for the County. For racial minority populations, “substantially greater” means 10 percentage points higher than the percentage for the County (i.e., 46.7%). For Hispanic/Latino populations, “substantially greater” means 10 percentage points higher than the percentage for the County (i.e., 57.5%). For low-income populations, “substantially greater” means the poverty level is 5 percentage points higher than the percentage for the County (i.e., 21.5%).

<sup>1</sup> 2012-2016 American Community Survey, Table DP02. Racial minorities include individuals who identify themselves as Black/African-American, Asian, Native Hawaiian/Pacific Islander, Native American/Native Alaskan, Some Other Race, or two or more races on the American Community Survey. The Hispanic population is not considered a race but rather an ethnicity; therefore, Hispanics can be of any race.

<sup>2</sup> 2012–2016 American Community Survey, Table DP03.

As shown in Table 4.23, the percentage of persons living below the poverty level in Moreno Valley, Riverside County, and the Community Impacts Study Area census tracts varies. Moreno Valley has a higher percentage of persons living below the poverty level (18.6 percent) than the County (16.5 percent). The percentages of persons living below the poverty level in Census Tracts 424.01 (4.9 percent) and 426.24 (13.9 percent) are lower than the County percentage. Both Census Tracts 424.01 (\$74,934) and 426.24 (\$85,286) have a higher median household income than Moreno Valley and the County.

In summary, Census Tract 424.01 does not contain any substantial racial minority, Hispanic, or low-income populations. Census Tract 426.24 contains substantial racial minority populations.

#### 4.5.2 Environmental Consequences

This project has been developed in accordance with Title VI of the Civil Rights Act of 1964, as amended, and EO 12898, *Federal Actions to Address Environmental*

*Justice in Minority Populations and Low-Income Populations.* Title VI states that “No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” EO 12898 requires each federal agency (or its designee) to take the appropriate and necessary steps to identify and address “disproportionately high and adverse” effects of federal or federally funded projects on minority and low-income populations.

Consistent with this guidance, the environmental justice analysis for the Build Alternatives and Design Variations describes: (1) the existing population in the Community Impacts Study Area and the presence of minority and low-income population groups in the Community Impacts Study Area; (2) potential adverse effects and measures to avoid or minimize those effects for all population groups, including minority and low-income population groups in the Community Impacts Study Area; (3) potential disproportionately high and adverse effects on minority and low-income population groups; and (4) community outreach and public involvement efforts (see Chapter 6).

As discussed previously in Section 4.5.1, one of the two Community Impacts Study Area census tracts (Census Tracts 426.24) contains substantial racial minority populations.

#### **4.5.2.1 Adverse Effects on Overall Population**

Noise, air quality, traffic, water quality, hazardous waste, cultural resources, natural environment, and relocation impact technical studies have been conducted to determine the potential for the Build Alternatives and Design Variations to result in adverse effects on all segments of the general population, including minority and low-income population groups. These studies determined that impacts would not be adverse with compliance with Caltrans standards; local, State, and federal regulations; and avoidance, minimization, and mitigation measures.

#### ***Temporary Impacts***

Construction activities associated with the Build Alternatives and Design Variations would temporarily affect residents and businesses throughout the entire Community Impacts Study Area, including low-income and minority populations. Such impacts could include temporary disruption of local traffic patterns and access to residences and businesses during roadway closures as well as increased traffic congestion, noise levels, vibration, and dust. As specified in Measure LU-1 in Section 2.1.3, all land

temporarily used for construction would be returned to a condition equal to the pre-construction staging condition. Impacts from dust and air pollution resulting from construction activities would be substantially minimized through implementation measures to control excessive fugitive dust emissions, control emissions from construction vehicles, and adhere to Caltrans standard specifications for reducing air pollution during construction. In addition, noise resulting from construction activities would be substantially minimized through compliance with federal, State, and local regulations specified in the *Noise Study Report* (LSA 2018d). As described in Measure TR-1 in Section 5.3.1, a TMP would be developed and implemented to address short-term access and circulation effects during project construction. Nevertheless, construction-related closures could impede movement in the Community Impacts Study Area, which would result in temporary effects to community character and cohesion. However, these temporary construction effects would occur throughout the Community Impacts Study Area and would not disproportionately impact low-income and/or minority residents in the Community Impacts Study Area.

Construction activities would also provide jobs that may benefit the local economy of the Community Impacts Study Area, including low-income and minority populations.

### ***Permanent Impacts***

#### ***Alternative 1 (No Build Alternative)***

Alternative 1 (No Build) does not include modifications to the SR-60/WLC Pkwy interchange. There are no planned road modification/maintenance projects on local roadways within the interchange area.

#### ***Alternative 2 (Modified Partial Cloverleaf Interchange)***

Alternative 2 would result not result in any residential displacements. Alternative 2 would not substantially impact low-income and minority populations.

When compared to Alternative 6, Alternative 2 requires the acquisition of fewer properties and has a slightly smaller footprint. Noise, air quality, and utilities impacts would be similar for both Build Alternatives because the project would add capacity at the interchange and the footprint of each Build Alternative would involve relocation of the same utilities.

***Alternative 6 (Modified Partial Cloverleaf with Roundabout Intersections)***

Similar to Alternative 2, Alternative 6 would not result in any residential displacements. As with Alternative 2, Alternative 6 would not substantially impact low-income and minority populations.

Compared to Alternative 2, Alternative 6 requires the acquisition of a greater number of properties and has a slightly larger footprint. Noise, air quality, and utilities impacts would be similar for both Build Alternatives because the project would add capacity at the interchange and the footprint of each Build Alternative would involve relocation of the same utilities.

***Design Variation 2a (Alternative 2 with Design Variation)***

Design Variation 2a would not result in any residential displacements. As with the Build Alternatives, Design Variation 2a would not substantially impact low-income and minority populations.

Compared to the Build Alternatives, Design Variation 2a requires the acquisition of more properties and has a slightly larger footprint. Noise, air quality, and utilities impacts would be similar for both Build Alternatives and both Design Variations because the project would add capacity at the interchange and the footprint of each Build Alternative and Design Variation would involve relocation of the same utilities.

***Design Variation 6a (Alternative 6 with Design Variation)***

Design Variation 6a would result in one residential displacement from Census Tract 426.24 in the City of Moreno Valley. Although Census Tract 426.24 contains substantial racial minority populations, given the low number of residential displacements, residential displacements from Design Variation 6a would not substantially impact low-income and minority populations.

Compared to Alternative 2, Alternative 6, and Design Variation 2a, Design Variation 6a requires the acquisition of more properties and has a slightly larger footprint. Noise, air quality, and utilities impacts would be similar for both Build Alternatives and both Design Variations because the project would add capacity at the interchange and the footprint of each Build Alternative and Design Variation would involve relocation of the same utilities.

**4.5.2.2 Potential Disproportionately High and Adverse Effects**

The determination of whether or not the effects of the Build Alternatives and Design Variations are disproportionately high and adverse depends on whether: (1) the

effects of the project are predominantly borne by a minority or low-income population, or (2) the effects of the project are appreciably more severe or greater in magnitude on minority or low-income populations compared to the effects on non-minority or non-low-income populations.<sup>1</sup>

Based on the demographic characteristics used for evaluating environmental justice (minority groups, median household income, and poverty level), the Build Alternatives and Design Variations could impact minority or low-income populations with regard to temporary noise, dust, and traffic congestion/detour impacts as well as changes to community character and visual quality due to ramp realignments. However, because all the users of the interchange (not just minority and low-income populations) would be subjected to traffic congestion and detours during construction, all neighboring uses (including both environmental justice and non-environmental justice populations) would experience temporary noise and dust impacts during construction. All residents and workers in the vicinity of the project (regardless of their minority status or income level) would experience changes to community character and visual quality following completion of the project, and these impacts would be comparable for all affected populations in proximity to the project and would not be appreciably more severe or greater in magnitude in a particular area. Therefore, the project would not cause disproportionately high and adverse effects on minority or low-income populations.

Residents in the vicinity of the interchange would be temporarily impacted by the interchange closure, detours, dust, and noise during construction activities, and these impacts would be minimized through compliance with Caltrans standards; other local, State, and federal regulations; and avoidance, minimization, and/or mitigation measures. The residents who would be displaced would be relocated consistent with Uniform Act requirements. Circulation would be modified as discussed in detail in Section 4.4.

#### **4.5.2.3 Project Benefits**

The SR-60/WLC Pkwy interchange is an existing facility, and the interchange improvements will benefit all populations equally in that traffic congestion would be reduced. In addition, displaced residents have the potential to be relocated to

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<sup>1</sup> FHWA Western Resource Center Interim Guidance – Addressing Environmental Justice in the Environmental Assessment/Environmental Impact Statement. 1999.

residential areas away from a roadway. The project would also provide employment during the construction period.

#### **4.5.2.4 Environmental Justice Determination**

##### ***Alternative 1 (No Build Alternative)***

This alternative does not include modifications to the SR-60/WLC Pkwy interchange, and there are no planned road modification/maintenance projects on local roadways in the project area or the Community Impacts Study Area.

##### ***Alternatives 2 and 6 (Build Alternatives)***

The Build Alternatives would not result in disproportionate impacts to environmental justice populations due to the demographics of the two Community Impacts Study Area census tracts compared to the County and City as a whole, the number of displacements, and the availability of replacement housing. In addition, as described above, all interchange users would be subjected to traffic congestion and detours during construction, all neighboring uses would experience temporary noise and dust impacts during construction, and all residents and workers in the vicinity of the project would experience changes to community character and visual quality following completion of the project. Because the Build Alternatives would improve interchange operations in the long term, they would benefit all local populations.

All considerations under Title VI of the Civil Rights Act of 1964 and related statutes in the long term have been included in the Build Alternatives and Design Variations. Based on the percentages of minority residents and residents below the poverty level, median household incomes, and expected displacements in the Community Impacts Study Area census tracts, disproportionate impacts to environmental justice populations are not anticipated in the project area or the Community Impacts Study Area as a result of the Build Alternatives. Based on the above discussion and analysis, Alternatives 2 and 6 will not cause disproportionately high and adverse effects on any minority or low-income populations per EO 12898 regarding environmental justice.

##### ***Design Variations 2a and 6a (Design Variations)***

Due to the similarity in effects between the Build Alternatives and the Design Variations, refer to the discussion for Alternatives 2 and 6, above.

##### ***Cumulative Impacts***

The cumulative development projects listed in Table 2.2 may also displace some existing uses and would provide a substantial number of permanent jobs. Those development projects and the transportation projects listed in Table 2.2 would



generate a substantial amount of new construction jobs. The permanent jobs and construction jobs generated by the cumulative projects in Table 2.2 would be open to all residents in the area, including environmental justice populations. As a result, those projects would result in beneficial effects on environmental justice populations related to employment opportunities.

#### *Direct Project Impacts*

A preliminary determination was made that the effects of the Build Alternatives and Design Variations would not be disproportionately high and adverse on environmental justice populations. The effects of the Build Alternatives and Design Variations would not be predominantly borne by a minority or low-income population, and would not be appreciably more severe or greater in magnitude on minority or low-income populations compared to the effects on non-minority or non-low-income populations. The Build Alternatives and Design Variations would benefit all populations, including environmental justice populations, related to short-term employment opportunities and improved traffic operations at the project interchange in the long term. As a result, the Build Alternatives and Design Variations would not contribute to a cumulative adverse impact on environmental justice populations.

#### *Indirect Project Impacts*

The Build Alternatives and Design Variations would not result in indirect impacts related to environmental justice populations and therefore would not result in indirect impacts that would contribute to cumulative adverse effects on environmental justice populations.

#### **4.5.3 Avoidance, Minimization, and/or Mitigation Measures**

Refer to Measure LU-1, Restoration of Land Used Temporarily During Construction (Section 2.1.3), and Measure TR-1, Transportation Management Plan (Section 5.3).

Based on the above discussion and analysis, the Build Alternatives and Design Variations would not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of EO 12898. No further environmental justice analysis is required.

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# **Chapter 5**      Traffic and Transportation/Pedestrian and Bicycle Facilities

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## **5.1 Affected Environment**

Transportation projects may affect or disrupt circulation within a region and a more localized study area, both during construction and operation. Therefore, it is important to describe the types of transit facilities, highways, streets, and pedestrian facilities.

### **5.1.1 Access, Circulation, and Parking**

The existing SR-60/WLC Pkwy interchange provides regional access to Moreno Valley. According to the City of Moreno Valley General Plan Circulation Element, SR-60 is the major east-west roadway that links Moreno Valley to both neighboring and outlying communities. Theodore Street/WLC Pkwy currently provides one travel lane in each direction throughout the project limits, including the SR-60 overcrossing, although the City's General Plan Circulation Element designates Theodore Street (portions of which are now known as WLC Pkwy) as a Minor Arterial (two lanes in each direction).

Because the SR-60/WLC Pkwy interchange is a primary access to SR-60 in Moreno Valley, it is a key transportation facility for commuters to utilize while traveling to work.

Within the Community Impacts Study Area, the majority of parking is provided in designated off-street lots for commercial and residential land uses.

### **5.1.2 Public Transportation**

#### **5.1.2.1 Pedestrian Facilities**

There are no sidewalks along WLC Pkwy in the project area. Sidewalks are provided along the north side of Eucalyptus Avenue west of WLC Pkwy.

#### **5.1.2.2 Bicycle Lanes**

There are no existing bicycle lanes within 0.5 mi of the project area. The City of Moreno Valley General Plan shows a planned Class II bicycle lane on Theodore Street (now WLC Pkwy) between Alessandro Boulevard and Ironwood Avenue. The City's General Plan also shows planned Class I bicycle lanes along Eucalyptus

Avenue, between Redlands Boulevard and Gilman Springs Road, and on the east side of Redlands Boulevard, between Alessandro Boulevard and the northern City limits.

### **5.1.2.3 Transit**

Moreno Valley is served by several bus routes operated by the Riverside Transit Agency (RTA). Although RTA Route 35, which connects Beaumont to the Moreno Valley Mall Transit Center, travels on SR-60 in the project area, it does not stop at the SR-60/WLC Pkwy interchange and therefore does not provide transit service to the project area. No other existing RTA bus routes serve the project area.

## **5.2 Environmental Consequences**

### **5.2.1 Access, Circulation, and Parking**

#### **5.2.1.1 Temporary Impacts**

No parking spaces would be temporarily affected as a result of project construction of the Build Alternatives or Design Variations. During construction, some construction-related short-term disruptions of access to neighborhoods or community facilities may occur, but would cease as soon as construction is completed. As described in Section 4.1.2, Environmental Consequences, the Build Alternatives and Design Variations would require regional traffic to be diverted to I-10 during mainline closures on SR-60 during construction. Therefore, other transportation facilities roads may experience higher than normal traffic volumes as a result of disruptions from construction of the Build Alternatives and Design Variations.

#### **5.2.1.2 Permanent Impacts**

No parking spaces would be permanently affected as a result of project implementation. Improvements to circulation from the Build Alternatives and Design Variations would likely reduce congestion along other local major roads serving local communities.

### **5.2.2 Public Transportation**

Public transportation facilities and routes, particularly those within the area of primary impacts, may also experience service delays and disruptions.

## 5.3 Avoidance, Minimization, and/or Mitigation Measures

### 5.3.1 Access and Circulation

A TMP will be prepared for the Build Alternatives and Design Variations.

**TR-1 Transportation Management Plan (TMP):** The following requirements will be incorporated into the TMP for the project:

- During construction, the contractor will be required to coordinate all temporary road closures and detour plans with applicable fire, emergency, medical, and law enforcement providers in order to minimize temporary delays in provider response times.
- The TMP will include construction staging, detours, and road closures for the State Route 60/World Logistics Center Parkway Interchange Project during any overlapping construction periods. The TMP will be reviewed and approved by the California Department of Transportation.
- The TMP will develop and implement a construction management program that maintains access to and from the project area through signage, detours, flagmen, etc.

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## **Chapter 6**      Public Involvement

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Caltrans is aware of the unique character and nature of the Community Impacts Study Area. Where possible, to avoid unnecessary impacts to the community, including its character, businesses, residents, recreational users, motorists, public transportation uses, and others, the Build Alternatives and Design Variations have been designed with input from the community. Caltrans will continue to work with the community throughout the construction process to inform residents and employers of ramp/lane closures, detours, and other temporary impacts to access and circulation. Only one residential structure would be displaced as a result of Design Variation 6a. Therefore, a minimal impact to community character and cohesion would occur.

Public meetings will be held during the review period for the Draft IS/EA prepared for the project.

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# Appendix A Farmland Conversion Impact Rating Form

U.S. DEPARTMENT OF AGRICULTURE  
Natural Resources Conservation Service

NRCS-CPA-106  
(Rev. 1-91)

**FARMLAND CONVERSION IMPACT RATING  
FOR CORRIDOR TYPE PROJECTS**

|  |  |  |  |
|--|--|--|--|
| <b>PART I (To be completed by Federal Agency)</b>  |  | 3. Date of Land Evaluation Request<br>December 5, 2018       | 4. Sheet 1 of 1                            |
| 1. Name of Project<br>SR-60/World Logistics Center Parkway   |  | 5. Federal Agency Involved<br>Federal Highway Administration |  |
| 2. Type of Project<br>Interchange and Roadway Improvements   |  | 6. County and State<br>Riverside County, California          |  |
| <b>PART II (To be completed by NRCS)</b>   |  | 1. Date Request Received by NRCS                             | 2. Person Completing Form<br>ROBERT HEWITT |
| 3. Does the corridor contain prime, unique statewide or local important farmland?<br>(If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> |  | 4. Acres Irrigated Average Farm Size<br>180                  |  |
| 5. Major Crop(s)<br>CITRUS, GRAPES, ROW CROPS  | 6. Farmable Land in Government Jurisdiction<br>Acres: NA % | 7. Amount of Farmland As Defined in FPPA<br>Acres: NA %      |  |
| 8. Name Of Land Evaluation System Used<br>STORIE INDEX   | 9. Name of Local Site Assessment System<br>NONE            | 10. Date Land Evaluation Returned by NRCS<br>12-6-2018 RSH   |  |

| <b>PART III (To be completed by Federal Agency)</b> | Alternative Corridor For Segment                                  |            |            |            |      |
|---|---|------------|------------|------------|------|
|   | Corridor A  | Corridor B | Corridor C | Corridor D |      |
|   | A. Total Acres To Be Converted Directly                           | 44.1       | 44.5       | 76.8       | 78.9 |
|   | B. Total Acres To Be Converted Indirectly, Or To Receive Services |            |            |            |      |
| C. Total Acres In Corridor                          | 44.1  | 44.5       | 76.8       | 78.9       |      |

|  |      |      |      |      |
|--|------|------|------|------|
| <b>PART IV (To be completed by NRCS) Land Evaluation Information</b>               |      |      |      |      |
| A. Total Acres Prime And Unique Farmland   | 2    | 2    | 2    | 2    |
| B. Total Acres Statewide And Local Important Farmland                              | 4    | 4    | 4    | 4    |
| C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted            | 0.02 | 0.02 | 0.02 | 0.02 |
| D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value |      |      |      |      |

|  |    |    |    |    |
|--|----|----|----|----|
| <b>PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)</b> | 57 | 57 | 57 | 57 |
|--|----|----|----|----|

|  |                |           |           |           |           |
|--|----------------|-----------|-----------|-----------|-----------|
| <b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(e))</b> | Maximum Points |           |           |           |           |
| 1. Area In Nonurban Use  | 15             | 13        | 13        | 6         | 6         |
| 2. Perimeter in Nonurban Use   | 10             | 8         | 8         | 5         | 5         |
| 3. Percent Of Corridor Being Farmed  | 20             | 0         | 0         | 0         | 0         |
| 4. Protection Provided By State And Local Government   | 20             | 0         | 0         | 0         | 0         |
| 5. Size of Present Farm Unit Compared To Average   | 10             | 0         | 0         | 2         | 2         |
| 6. Creation Of Nonfarmable Farmland  | 25             | 0         | 0         | 25        | 25        |
| 7. Availability Of Farm Support Services   | 5              | 5         | 5         | 5         | 5         |
| 8. On-Farm Investments   | 20             | 10        | 10        | 10        | 10        |
| 9. Effects Of Conversion On Farm Support Services  | 25             | 5         | 5         | 5         | 5         |
| 10. Compatibility With Existing Agricultural Use   | 10             | 0         | 0         | 0         | 0         |
| <b>TOTAL CORRIDOR ASSESSMENT POINTS</b>  | <b>160</b>     | <b>41</b> | <b>41</b> | <b>58</b> | <b>58</b> |

|   |            |           |           |            |            |
|---|------------|-----------|-----------|------------|------------|
| <b>PART VII (To be completed by Federal Agency)</b>                       |            |           |           |            |            |
| Relative Value Of Farmland (From Part V)                                  | 100        | 57        | 57        | 57         | 57         |
| Total Corridor Assessment (From Part VI above or a local site assessment) | 160        | 41        | 41        | 58         | 58         |
| <b>TOTAL POINTS (Total of above 2 lines)</b>                              | <b>260</b> | <b>98</b> | <b>98</b> | <b>115</b> | <b>115</b> |

|                       |   |                       |  |
|-----------------------|---|-----------------------|--|
| 1. Corridor Selected: | 2. Total Acres of Farmlands to be Converted by Project: | 3. Date Of Selection: | 4. Was A Local Site Assessment Used?<br>YES <input type="checkbox"/> NO <input type="checkbox"/> |
|-----------------------|---|-----------------------|--|

5. Reason For Selection:

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Signature of Person Completing this Part: \_\_\_\_\_ DATE \_\_\_\_\_

NOTE: Complete a form for each segment with more than one Alternate Corridor

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# **Appendix B** References and Contacts

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## **B.1 Technical Studies**

The following technical studies and memoranda were prepared to evaluate the potential effects of the proposed SR-60/WLC Pkwy interchange:

LSA Associates, Inc. 2018a. *Air Quality Analysis*. December 2018.

LSA Associates, Inc. 2018b. *Draft Relocation Impact Memorandum*. December 2018.

LSA Associates, Inc. 2018c. *Natural Environment Study*. December 2018.

LSA Associates, Inc. 2018d. *Noise Study Report*. December 2018.

Michael Baker International. 2018. Acquisition Spreadsheets and Right-of-Way Data Sheets. August.

Parsons Brinckerhoff, Inc. 2016. *SR-60/Theodore Interchange Ramp Closure Study*. December 2018.

## **B.2 References**

The following references were used in the analyses of the potential effects of the State Route 60/World Logistics Center Parkway Interchange project:

California Department of Education, DataQuest. 2017-18 Enrollment by Ethnicity and Grade, Moreno Valley Unified Report (33-67124). Website: <https://dq.cde.ca.gov/dataquest/dqcensus/EnrEthGrd.aspx?cds=3367124&agglevel=district&year=2017-18>, accessed August 3, 2018.

California Department of Tax and Fee Administration. California Sales and Use Tax Rates by County and City. Website: <https://www.cdtfa.ca.gov/formspubs/ctdfa95.pdf>, accessed October 29, 2018.

———. Detailed Description of the Sales & Use Tax Rate. Website: <https://www.cdtfa.ca.gov/taxes-and-fees/sut-rates-description.htm>, accessed August 14, 2018.

———. Table 3 – Taxable Sales in California Counties, by Type of Business, Third Quarter 2017. Website: <https://www.cdtfa.ca.gov/legal/t3-3q17.pdf>, accessed October 29, 2018.

———. Table 4 – Taxable Sales in California Cities, by Type of Business, Third Quarter 2017. Website: <https://www.cdtfa.ca.gov/legal/t4-3q17.pdf>, accessed October 29, 2018.

California Department of Transportation (Caltrans). 2000. *Ramp Meter Design Manual*. January.

———. 2003. *Desk Guide, Environmental Justice in Transportation Planning and Investments*. January. Website: <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/EnvironmentalJusticeDeskGuideJan2003.pdf>, accessed October 8, 2017.

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———. 2011. Standard Environmental Reference, Environmental Handbook Volume 4, “Chapter 8, Title VI and Environmental Justice.” Website: [http://www.dot.ca.gov/ser/vol4/downloads/vol4\\_entire.pdf](http://www.dot.ca.gov/ser/vol4/downloads/vol4_entire.pdf), accessed December 31, 2018.

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