**RESOLUTION #JPA 17-28**

**A RESOLUTION OF THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY ADOPTING ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS, CERTIFYING THE MERIDIAN WEST CAMPUS-LOWER PLATEAU FINAL ENVIRONMENTAL IMPACT REPORT (SCH # 2016061020), AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE MERIDIAN WEST CAMPUS-LOWER PLATEAU PROJECT**

**WHEREAS**, the March Joint Powers Authority ("Authority" or "March JPA") is a joint powers agency created by a joint powers agreement dated September 7, 1993, as amended, to act as the federally recognized reuse authority, local land use authority, redevelopment agency, and airport authority for the former March Air Force Base; and

**WHEREAS**, the March JPA is comprised of the County of Riverside, the City of Riverside, the City of Moreno Valley, and the City of Perris; and

**WHEREAS**, the approximately 6,500 acres formerly known as the March Air Force Base was placed under the jurisdiction of the March JPA pursuant to the Retrocession of Legislative Jurisdiction from the United States, recorded in the County of Riverside on May 17, 1996, and Chapter 663 of the Statutes of 1996 of the State of California, effective on September 19, 1996; and

**WHEREAS**, pursuant to Government Code section 6502 and section 1 of the joint powers agreement, as amended, the member entities have delegated to the March JPA the power and authority to create a joint planning agency pursuant to Government Code section 65101 to exercise the powers and perform the duties set forth in Division 1 of Title 7 (commencing with section 65000) of the Government Code for the March Air Force Base ("MJPA Planning Area"); and

**WHEREAS**, Meridian Park West, LLC ("Applicant") proposes the development of the "West Campus-Lower Plateau" area adjacent to and west of the existing North Campus of the Meridian Business Center. The development would specifically entail development as follows ("Project"):

- The approximately 5.5-acre parcel on the west side of Meridian Parkway (northeastern portion of the Project site) would be developed with Mixed Use zoning, which would allow office, retail, and/or a small business park development. At a future date, a 66,000-square-foot mixed-use development, including office, retail, and/or a small business park, would be submitted as a component of a separate Plot Plan submittal.

- The approximately 51.3-acre parcel north of the extended Cactus Avenue would be developed with an approximately 1,000,000-square-foot industrial warehouse building containing a total of up to 252 loading docks and up to 431 trailer parking stalls. Employee vehicle parking would be provided in the parking lot located

immediately south of the building and north of Cactus Avenue. The maximum building height would be approximately 44, with architectural enhancements up to 50 feet above ground level elevation.

- The approximately 43.5-acre parcel south of the extended Cactus Avenue would be developed with an approximately 845,000-square-foot industrial warehouse building containing a total of up to 190 loading docks and up to 283 trailer parking stalls. Employee vehicle parking would be provided in two parking areas: one lot located immediately north of the building and south of Cactus Avenue and a second lot fronting the south side of the warehouse building. The maximum building height would be 42 feet above ground level elevation.

- The approximately 23.6-acre area farthest to the south would be developed with three smaller industrial buildings (Building A: approximately 142,000 square feet; Building B: approximately 110,000 square feet; and Building C: approximately 110,000 square feet) totaling approximately 362,000 square feet. Up to 412 parking spaces would be provided, as required by code. The maximum building height would be 42 feet above ground level elevation.

- The approximately one-acre parcel north of the extended Cactus Avenue may be developed as a "Low Water Use/Drought Tolerant Landscape Demonstration Garden" that would include an "efficiency garden" as an educational center that offers examples of California native and climate-appropriate plants, information on irrigation systems, and soils that impact the landscape's water-saving abilities. The efficiency garden may be built and operated by the Western Municipal Water or other third party.

- Cactus Avenue would be extended to the west by 1,700 feet, terminating in a cul-de-sac. The roadway would be 112 feet wide with two lane(s) in each direction; bicycle lanes would also be provided along both sides of the roadway.

- Construction of a new cul-de-sac roadway, Street A, immediately south of the Mixed Use area to provide access to the 5.5-acre mixed-use site, as well as the 51.3-acre parcel accommodating the approximately 1,000,000-square-foot industrial warehouse building.

- Construction of a new cul-de-sac roadway, Street B, immediately south of the proposed 845,000-square-foot industrial warehouse building and north of the three smaller industrial buildings in the southern portion of project area would be constructed to provide access to both properties.

- Installation of a total of approximately 400,000 square feet of rooftop solar atop the 1,000,000-square-foot and 845,000-square-foot warehouse buildings, producing a total of approximately 2 megawatts (2,000 kilowatts) hours of power.

- Utility line relocations and abandonments would be also be required as part of the proposed Project. These would include the following:

- The existing pipeline owned by the Southern California Gas Company would be relocated along the edges of the property line. Southern California Gas Company supports this relocation.

    - The existing dry utilities easement that includes overhead electrical and cable would be abandoned; electrical and cable utilities would be located along the eastern property line.

    - The existing City of Riverside sewer would be abandoned after being relocated to the western property line.

    - The existing 4-inch-diameter private water line through the site would be abandoned.

    - The existing 8-inch-diameter private sewer line through the site would be abandoned; and

**WHEREAS**, although the two larger industrial buildings are intended to be used as warehouse distribution facilities, an end user has not yet been identified; and

**WHEREAS**, to facilitate Project approval, the following would be required:

- **General Plan Amendment:** The proposed Meridian West Campus-Lower Plateau Project site is currently designated Industrial (IND) and Business Park (BP) within the March JPA General Plan (GP) Land Use Map (March JPA 2012). The requested General Plan amendment would modify the General Plan to:

    - Create approximately 5.7 acres of Mixed Use designated land along Meridian Parkway, in proximity to the Metrolink passenger rail site;

    - Reduce approximately 108 acres of Industrial designated land use to approximately 97.2 acres of Industrial designated land use; and

    - Increase approximately 19 acres of Business Park land use to approximately 24.1 acres of Business Park land use.

- **Zoning Designation:** As the Project site is not yet zoned, to be consistent with the requested General Plan land use designations of Industrial, Business Park and Mixed Use, the proposed Project is pursing zoning designations of Industrial (IND) on 94.8 acres, Business Park (BP) on 23.63 acres, and Mixed Use (MU) on 5.57 acres. Project zoning acreages are based on net lot size which is smaller than General Plan acreages that are based on gross acreage (with streets).

- **Parcel Map:** Parcel Map 37107 would create five fee title parcels totaling approximately 124.97 acres and public right-of-way for roadways, landscaping, and other features.

- **Master Plot Plan:** The proposed Master Plot Plan grants approval for future development of a minimum of five parcels. Each parcel would develop as follows:

- The approximately 5-acre parcel on the west side of Meridian Parkway (northeastern portion of the Project site) is analyzed within this environmental document but is not submitted as a component of the Master Plot Plan. At a future date, a 66,000-square-foot Mixed-Use development, including office, retail, and/or a small business park, would be submitted as a component of a separate Plot Plan submittal.
- The approximately 51.3-acre parcel north of the extended Cactus Avenue would be developed with an approximately 1,000,000-square-foot industrial warehouse building.
- The approximately 43.5-acre parcel south of the extended Cactus Avenue would be developed with an approximately 845,000-square-foot industrial warehouse building.
- The approximately 23.6-acre parcel furthest to the south would be developed with three smaller industrial buildings (Building A: approximately 142,000 square feet; Building B: approximately 110,000 square feet; and Building C: approximately 110,000 square feet) totaling approximately 362,000 square feet.
- The approximately 1-acre parcel north of the extended Cactus Avenue may be developed as a "Low Water Use/Drought Tolerant Landscape Demonstration Garden" as an educational center that offers examples of California native and climate-appropriate plants, information on irrigation systems, and soils that impact the landscape's water-saving abilities. Should this site not be pursued for this use by Western Municipal Water District, the site will be used for landscape areas not intended for the public.
- Extend Cactus Avenue approximately 1,700 feet to the west using a 112-foot right-of-way (with additional 9-foot landscape easements as developed on Meridian Parkway) with two travel lanes in each direction and bicycle lanes on each side of the roadway.
- Construction of a new cul-de-sac roadway, Street A, immediately south of the Mixed Use area to provide access to the 5.5-acre mixed-use site as well as the 51.3-acre parcel accommodating the approximately 1,000,000-square-foot industrial warehouse building.
- Construction of a new cul-de-sac roadway, Street B, immediately south of the proposed 855,000-square-foot industrial warehouse building and north of the three smaller industrial buildings in the southern portion of the project area would be constructed to provide access to both properties.
- Installation of a total of approximately 400,000 square feet of rooftop solar atop the 1,000,000-square-foot and 845,000-square-foot warehouse buildings,

producing a total of approximately 2 megawatts (2,000 kilowatts) hours of power, subject to consultation with March Air Reserve Base (ARB) and Riverside County Airport Land Use Commission, and review and approval by March ARB.

- Utility line relocations and abandonments would be required, including:
  - The existing pipeline owned by the Southern California Gas Company would be relocated along the edges of the property line. The existing dry utilities easement that includes overhead electrical and cable would be abandoned; electrical and cable utilities would be located along the eastern property line.
  - The existing City of Riverside sewer would be abandoned after being relocated to the western property line.
  - The existing 4-inch-diameter private water line through the site would be abandoned.
  - The existing 8-inch-diameter private sewer line through the site would be abandoned; and

**WHEREAS**, the Project site is generally located south of Alessandro Boulevard, west of Meridian Parkway, and north of the Opportunity Way alignment, and east of Plummer Street, within the March JPA's jurisdiction in unincorporated Riverside County; and

**WHEREAS**, the Project site comprises three parcels designated as Assessor's Parcel Numbers (APNs) 297-100-026, 297-110-011, and 294-040-002.

**WHEREAS**, pursuant to the California Environmental Quality Act (Public Resources Code, § 21000 et seq.), the State CEQA Guidelines (California Code of Regulations, title 14, § 15000 et seq.), and March JPA Local CEQA Guidelines (collectively, "CEQA"), March JPA is the lead agency for the proposed Project; and

**WHEREAS**, in accordance with State CEQA Guidelines section 15063, March JPA evaluated the Project by preparing an Initial Study, to evaluate whether an Environmental Impact Report ("EIR") was required; and

**WHEREAS**, based on the Initial Study, March JPA determined that an EIR should be prepared because the Project may have a significant effect on the environment in the following areas: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Public Services, Transportation and Traffic, Utilities and Service Systems, and Energy Conservation; and

**WHEREAS**, based on the Initial Study, March JPA further determined that impacts to Agricultural and Forest Resources, Mineral Resources, Population and Housing, and Recreation would be less than significant and thus need not be analyzed further in the EIR; and

**WHEREAS**, in accordance with State CEQA Guidelines section 15082, on June 9, 2016, March JPA sent to the Office of Planning and Research and each responsible and trustee agency a Notice of Preparation ("NOP") stating that an Environmental Impact Report (State Clearinghouse Number # 2016061020) would be prepared; and

**WHEREAS**, thirteen (13) comment letters were received in response to the NOP during the 30-day NOP review period between June 9, 2016 and July 11, 2016; and

**WHEREAS**, pursuant to Public Resources Code section 21083.9 and State CEQA Guidelines sections 15082(c) and 15083, March JPA held a duly noticed Scoping Meeting on June 30, 2016, to solicit comments on the scope of the environmental review of the proposed Project and eleven (11) comments were received; and

**WHEREAS**, a Draft Environmental Impact Report ("Draft EIR") was prepared, incorporating comments received in response to the NOP; and

**WHEREAS**, in accordance with State CEQA Guidelines section 15085, a Notice of Completion was prepared and filed with the Office of Planning and Research on July 19, 2017; and

**WHEREAS**, as required by State CEQA Guidelines section 15087(a), March JPA provided the Notice of Availability of the Draft EIR to the public at the same time that March JPA sent the Notice of Completion to the Office of Planning and Research, on July 19, 2017; and

**WHEREAS**, during the public comment period, copies of the Draft EIR and technical appendices were available for review and inspection at the March JPA offices located 14205 Meridian Parkway Suite 140, Riverside, CA 92518 and on the March JPA website at Marchjpa.com; and

**WHEREAS**, pursuant to State CEQA Guidelines section 15087(e), the Draft EIR was circulated for a 45-day review period from June 19, to August 3, 2017; and

**WHEREAS**, during the 45-day public comment period, March JPA consulted with and requested comments from all responsible and trustee agencies, other regulatory agencies, and others pursuant to State CEQA Guidelines section 15086; and

**WHEREAS**, March JPA received fourteen (14) written comment letters on the Draft EIR, including an acknowledgement from the State Clearinghouse that March JPA has complied with CEQA environmental review requirements; and

**WHEREAS**, pursuant to Public Resources Code section 21092.5, March JPA provided copies of its responses to commenting public agencies at least ten (10) days prior to March JPA's consideration of the Final EIR on October 25, 2017; and

**WHEREAS,** on October 14, 2017, March JPA gave public notice of the March Joint Powers Authority Commission ("Commission") public hearing by advertisement in a newspaper of general circulation, and mailed to 324 property owners, including all property owners within 300 feet of the project boundary; and

**WHEREAS**, on October 25, 2017, commencing at 3:00 P.M. in the Board Room, Suite 110, 14205 Meridian Parkway, Riverside CA 92518, the Commission conducted a public hearing at which time all persons wishing to testify in connection with the Project were heard, and said application was fully studied; and

**WHEREAS**, March JPA has prepared a Final EIR, consisting of the comments received during the public review and comment period on the Draft EIR, written responses to those comments, and revisions to the Draft EIR. For purposes of this Resolution, the "EIR" shall refer to the Draft EIR, as revised by the Final EIR, together with other sections of the Final EIR; and

**WHEREAS**, the environmental impacts identified in the EIR that March JPA finds of no impact or constitute a less than significant impact and do not require mitigation are described in Section 3 hereof; and

**WHEREAS**, the environmental impacts identified in the EIR as potentially significant but which March JPA finds can be mitigated to a level of less than significant through the incorporation of feasible Mitigation Measures identified in the EIR and set forth herein, are described in Section 4 hereof; and

**WHEREAS**, the environmental impacts identified in the EIR as potentially significant but which March JPA finds cannot be mitigated to a level of less than significant, despite the imposition of feasible Mitigation Measures identified in the EIR and set forth herein, are described in Section 5 hereof; and

**WHEREAS**, the cumulative impacts of the Project identified in the EIR and set forth herein, are described in Section 6 hereof; and

**WHEREAS**, the significant and irreversible environmental changes that would result from the Project, but which would be largely mitigated, and which are identified in the EIR and set forth herein, are described in Section 7 hereof; and

**WHEREAS**, the existence of any growth-inducing impacts resulting from the Project identified in the EIR and set forth herein, are described in Section 8 hereof; and

**WHEREAS**, alternatives to the Project that might eliminate or reduce significant environmental impacts are described in Section 9 hereof; and

**WHEREAS**, the Commission has determined that the benefits of the Project outweigh its potential significant environmental impact, and the basis for that determination is set forth in the Statement of Overriding Considerations included in Section 10 hereof; and

**WHEREAS**, the Mitigation Monitoring and Reporting Program setting forth the mitigation measures to which March JPA shall bind itself in connection with the Project, is adopted in Section 12 below, and is attached hereto as Exhibit "A"; and

**WHEREAS**, prior to taking action, the Commission has heard, been presented with, reviewed, and considered all of the information and data in the administrative record, including the EIR, and all oral and written evidence presented to it during all meetings and hearings; and

**WHEREAS**, the EIR reflects the independent judgment of the Commission and is deemed adequate for purposes of making decisions on the merits of the Project; and

**WHEREAS**, March JPA has not received any comments or additional information that constituted substantial new information requiring recirculation under Public Resources Code section 21092.1 and State CEQA Guidelines section 15088.5; and

**WHEREAS**, all the requirements of CEQA and the State CEQA Guidelines have been satisfied by March JPA in the EIR, which is sufficiently detailed so that all of the potentially significant environmental effects of the Project have been adequately evaluated; and

**WHEREAS**, all other legal prerequisites to the adoption of this Resolution have occurred.

**NOW, THEREFORE, THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY DOES HEREBY RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS**:

**SECTION 1.** RECITALS. The Commission hereby finds that the recitals set forth above are true and correct and are incorporated herein as substantive findings of this Resolution.

**SECTION 2.** SUMMARY OF FINDINGS. At a session assembled on October 25, 2017, the Commission determined that, based on all of the evidence presented, including but not limited to the EIR, written and oral testimony given at meetings and hearings, and the submission of testimony from the public, organizations, and regulatory agencies, the following environmental impacts associated with the Project are either: (1) less than significant and do not require mitigation; or (2) potentially significant but will be avoided or reduced to a level of insignificance through the identified Mitigation Measures; or (3) significant and cannot be fully mitigated to a level of less than significant but will be substantially lessened to the extent feasible by the identified Mitigation Measures.

**SECTION 3.** FINDINGS REGARDING LESS THAN SIGNIFICANT IMPACTS NOT REQUIRING MITIGATION. Consistent with Public Resources Code section 21002.1 and section 15128 of the State CEQA Guidelines, the EIR focused its analysis on potentially significant impacts, and limited discussion of other impacts for which it can be seen with certainty there is no potential for significant adverse environmental impacts. State CEQA Guidelines section 15091 does not require specific findings to address environmental effects that an EIR identifies as "no impact" or a "less than significant" impact. Nevertheless, the Commission hereby finds that the Project would have either no impact or a less than significant impact to the following resource areas:

**A. Aesthetics**

**1. Scenic Vista**

Threshold: Would the Project have a substantial adverse effect on a scenic vista?

Finding: Less than significant impact. (Draft EIR, pp. 4.1-8 – 4.1-10.)

Explanation:

*Construction*

Large construction equipment would be visible from surrounding areas looking toward the Project site. Construction activities would require the use of heavy equipment and vehicles such as large trucks, cranes, and bulldozers. While equipment such as cranes would display a tall, vertical profile that would rise above the Project site and roofline and frames of proposed structures, the height of construction equipment would not obstruct views of any scenic vista. Tall crane extensions would display a relatively thin line against background features (i.e., terrain and sky) and would not substantially block or impede available views of Olive Hill, the Russell Mountains, San Bernardino Mountains or other mountainous terrain in the surrounding area. Construction activities would also require the presence of construction workers and vehicles on the Project site; however, construction activities are temporary and would occur for approximately 14 months. Construction activities would occupy large portions of the Project site, but the mountainous terrain in the surrounding area would remain visible throughout the duration of construction and views would not be substantially screened or blocked. As such, construction activities would not have a substantial adverse impact on scenic vistas, and impacts would be less than significant. (Draft EIR, pp. 4.1-8 and 4.1-9.)

*Operation*

The Project would develop the approximate 130-acre site with one rectangular, 44-foot tall building with architectural elements extending up to 50 feet above ground level elevation totaling 1,000,000 square foot industrial warehouse building, one 42-foot tall 845,000 square foot industrial warehouse building, three rectangular110,000 to 142,000 square foot Business Park buildings, not exceeding 42' in height, a 5.5-acre office, retail, and/or business park mixed use development, and a one-acre low water use/drought tolerant demonstration garden or other one-acre landscape area as approved. The existing elevation of the Project site ranges from approximately 1,560 feet above sea level in the northern portion of the site to approximately 1,600 feet in the southern portion of the site. Upon construction of the proposed 44-foot and 42-foot buildings, finished floor elevations would range between 1,636 and 1,658 feet above sea level, including architectural elements that extend up to 50 feet above ground.. Surface parking, roadway improvements, and landscaping is also proposed and would be introduced to the site. The Project site is located outside of but adjacent to the North Campus of the Meridian Business Park/March Business Center Specific Plans. In addition to warehouse, storage and distribution companies housed in large, lightly colored and rectangular warehouse-style structures, the North Campus of the March Business Center and Meridian Business Park includes office, commercial, and business park businesses housed within one to two-story offices, or business park-style development. Finished building elevations for industrial developments within the adjacent North Campus range from 1,596 to 1,608 feet above sea level. The Global Corporate Park finished elevation is approximately 1,608 feet above sea level, the Clifford Development finished elevation is approximately 1,596 feet above sea level, and the Falcon Business Park finished elevation is approximately 1,605 feet above sea level. As such, finished elevations for the proposed Project would range between approximately 40 to 60 feet higher. With the construction of similar uses

displaying comparable bulk and scale, but of increasing height, the Project would be a continuation of the office/industrial visual character of existing development within the North Campus of the March Business Center and Meridian Business Park and industrial and office centers along the I-215 corridor. However, the proposed buildings would exceed existing building heights in the adjacent business park east of the project.

To visually identify anticipated changes from public vantage points to the north and east of the Project site, visual simulations were prepared from three key vantage points. The Orangecrest neighborhood is located at a higher elevation than the Project site, and as such, there is the potential for downhill views onto the Project site from the public streets in the neighborhood. As shown in Figure 4.1-6, which coincides with Viewpoint Location No.1 shown in Figure 4.1-3, this location is southwest of the Project site, and with Project implementation, the roof of Building 2 would be partially visible when looking northeast along Yarrow Lane in the Orangecrest neighborhood. None of the other buildings associated with the Project would be visible given existing landscaping and development in both the Orangecrest neighborhood and surrounding the Project site. Existing distant views of Olive Hill and the San Bernardino Mountains would remain unobstructed by the Project.

Similar to Viewpoint Location No.1, Viewpoint Location No.2 is located in the Orangecrest neighborhood and at a higher elevation than the Project site. As shown in Figure 4.1-7, which coincides with the Viewpoint Location No.2 shown in Figure 4.1-4, this location is directly east of the Project site and looking downhill down Iris Canyon Road. With Project implementation, roofs of Buildings 3 and 4 would be partially visible along Iris Canyon Road; Buildings 1, 2 and 5 would not be visible given existing landscaping and development in both the Orangecrest neighborhood and surrounding the Project site. Existing distant and expansive views of the San Bernardino Mountains, Mount Russell, and San Jacinto Mountain would remain unobstructed by Project implementation.

Viewpoint Location No.3 is located on the south side of Alessandro Boulevard looking east towards the City of Moreno Valley, Mount Russell and San Jacinto Mountain. The Project site is located on the far right-had side in this Viewpoint. As shown in Figure 4.1-8, which depicts Project buildout, a portion of Building 1 would be visible for eastbound travelers along Alessandro Boulevard. The location of this building, however, does not obstruct distant views of Mount Russell or San Jacinto Mountain. As such, these distant mountain views would remain unobstructed by the Project.

As shown in Figures 4.1-6 through 4.1-8, existing uses within the North Campus of the Meridian Business Park and visible development to the east do not display a vertical profile capable of substantially blocking or obstructing mountainous terrain in the surrounding area from view. As previously stated, the tallest structures on the Project site (42- to 50-foot tall industrial warehouses) would display comparable bulk and scale as existing industrial development on the North Campus of the Meridian Business Park. Additionally, with Project implementation, the scenic vistas available from the east and north of the Project site would remain. Therefore, proposed structures and architectural elements displaying a maximum height ranging between 42 and 50 feet on the Project site, with finished grade elevations ranging between 1,636 and 1,658 feet above sea level would not be capable of substantially blocking or obstructing the distant mountainous terrain. Therefore, development of the Project would not result in a substantial adverse effect on a scenic vista from

Viewpoint Locations No. 1, No. 2, and No.3, and impacts would be less than significant. (Draft EIR, pp. 4.1-9 and 4.1-10.)

**2. Scenic Resources**

Threshold: Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?

Finding: No impact. (Initial Study, pp. 10-11.)

Explanation: There are no state scenic highways near the Project site as identified by the California Scenic Highway Mapping System. However, there are a series of rock outcroppings west of the site. Proposed Project development would block views of these features, but these features are not significant and not within a State scenic highway. Therefore, implementation of the Project would not substantially damage scenic resources within a state scenic highway. No impacts would occur. (Initial Study, pp. 10-11.)

**3. Visual Character**

Threshold: Would the Project substantially degrade the existing visual character or quality of the site and its surrounding?

Impact: Less than significant impact. (Draft EIR, pp. 4.1-11 and 12.)

Explanation:

*Construction*

The Project would develop the approximately 130-acre site with one rectangular, 42-foot tall, 1,000,000 square foot industrial warehouse buildings, one rectangular 845,000 square foot industrial warehouse building, three rectangular, 42-foot tall, 110,000 to 142,000 square foot industrial buildings, a 5.5-acre office and retail or business park development, and a one-acre low water use/drought tolerant demonstration garden or other landscape use area as determined appropriate. Surface parking, roadway improvements, and landscaping are also proposed. Construction of the proposed Project would entail the use of construction equipment vehicles and equipment on the 130-acre site and surrounding roadways. The presence of construction vehicles and equipment and the transformation of the currently undeveloped site to a series of graded building pads would alter the existing visual character of the site. Construction vehicles and equipment, the removal of existing land cover, and modification of the existing terrain would be visible from surrounding areas. Construction activities would also require the presence of construction workers, equipment, and vehicles on the Project site; however, construction activities and the influx of workers would not be permanent. Furthermore, the visual character of the Project site would change daily throughout the course of the construction phase and as activities progress, the graded site would begin to resemble industrial and commercial developments located immediately to the east and along Meridian Parkway. Since construction activities would be temporary, no substantial degradation of views would occur during construction, and ultimately

the site would be developed in a manner consistent the visual character of existing development in the North Campus of the Meridian Business Center and the March Business Park. As such, construction impacts associated with substantial degradation of existing visual character and quality are considered less than significant. (Draft EIR, p. 4.1-11.)

*Operation*

The Project would introduce several industrial warehouse buildings and an office and retail (or business park) development to a currently undeveloped approximately 130-acre site in an area that does not have a particularly unique or distinctive visual qualities. In addition to being located adjacent to the North Campus of the Meridian Business Park/March Business Center, the site is located in close proximity to I-215, 0.9 miles north of Van Buren Boulevard and approximately 2 miles south of State Route 60 (SR-60). The I-215 freeway corridor between SR-60 and Van Buren Boulevard is dominated by large and rectangular industrial warehouses, two- to three-story office complexes, multi-tenant business parks, and March Air Reserve Base. These facilities accommodate parking through surface parking lots. As such, the proposed industrial warehouses and office and retail mixed use development of the Project would be consistent with the established industrial and office character of the North Campus of the March Business Center/Meridian Business Park and the I-215 corridor between Van Buren Boulevard and SR-60.

In order to evaluate the potential for the Project to substantially degrade the existing visual character from the existing residential neighborhood (Orangecrest) and quality of the surrounding area, visual simulations were prepared from three vantage points. The locations of the vantage points are shown in Figure 4.1-2. Representative views of the existing Project site and vicinity, both before and after Project implementation, are shown in Figures 4.1-6 through 4.1-8. The vantage points provide representative northeasterly, easterly, and southeasterly views from the City of Riverside's Orangecrest neighborhood and Alessandro Boulevard toward the Project site.

The proposed industrial building architectural design would be a concrete tilt-up building including glass, reveals, metals, score lines, bands of color, recessed openings, and other architectural design elements to create visual interest with significant articulation in panel heights to break up the building expanse. The main colors of the building would be Treasured Moment (cool white) with accents of Fossil Grey (grey) and Lax Caux Cave (deeper taupe) and Courtyard Stone (green-grey) for Buildings 1 and 2, and Snowbound (white) with accents of Worldly Gray, Gray Area, Connected Gray, and Courtyard Stone for Buildings 3, 4 and 5. As proposed a screening wall would be constructed and buffered from view by tree and shrub landscaping along the western side of the screening wall. The Project would contribute to the office/industrial visual character of existing development with the introduction of uses supporting similar industries and construction of structures displaying comparable bulk and scale within the North Campus of the March Business Center and Meridian Business Park and along the I-215 corridor in the immediate vicinity. Additionally, as shown in Figures 4.1-6 through 4.1-8, Project implementation would not obstruct or negatively change the existing visual character and quality of the site and the surrounding area. Therefore, operational impacts associated with substantial degradation of existing visual character and quality are considered less than significant. (Draft EIR, p. 4.1-12.)

**B. Agricultural and Forest Resources**

### 1. Convert Farmland

Threshold: Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Finding: No Impact. (Initial Study, p. 12.)

Explanation: In the 1930s, the Project site was vacant, but included dry farm land. However, the Project site is no longer used for farming and is currently undeveloped. There are no areas on the Project site that are designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) by the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program. The Project site is designated "Farmland of Local Importance" and "Other Land" by the DOC Farmland Mapping and Monitoring Program. The DOC defines "Farmland of Local Importance" as soils that would be classified as prime and statewide, but lack available irrigation water and defines "Other Land" as land not included in any other mapping category. Common examples of "Other Land" include low density rural developments, brush, timber, wetland, and riparian areas not suitable for livestock grazing, confined livestock, poultry, or aquastructure facilities, strip mines, borrow pits, and water bodies smaller than 40 acres. According to Public Resources Code Section 21060.1, "Farmland of Local Importance" is not considered agricultural lands. Since the Project site is not identified on any Farmland designations, no conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use would occur. As such, no impacts would occur. (Initial Study, p. 12.)

### 2. Williamson Act

Threshold: Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Finding: No impact. (Initial Study, pp. 12-13.)

Explanation: The Project site is designated as Industrial (IND) and Business Park (BP) by the March JPA General Plan Land Use Map, but is not presently zoned. According to the California Department of Conservation's Williamson Act Map, there are no Williamson Act contracts on or adjacent to the Project site. Since the Project site is not an agricultural land use and is not under a Williamson Act contract, no impacts to an existing zoning for agricultural use or Williamson Act contract would occur. As such, no impacts would occur. (Initial Study, pp. 12-13.)

### 3. Forest Land or Timberland Zoning

Threshold: Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in California Public Resources Code Section 12220(g)), timberland (as defined by California Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

Finding: No Impact. (Initial Study, p. 13.)

Explanation: The Project site is designated as Industrial (IND), Business Park (BP), and Mixed Use (MU) by the March JPA General Plan Land Use Map, but is not presently zoned. No forest land, timberland, or Timberland Production areas (as defined in California Public Resources Code Section 12220(g) and 4526, or California Government Code Section 51104(g)) are located within or adjacent to the Project site. Therefore, the proposed Project would not conflict with existing zoning for forest land, timberland, or Timberland Production areas, or result in the loss or conversion of forest lands to non-forest uses, because none exist. As such, no impacts would occur. (Initial Study, p. 13.)

**4. Loss of Forest Land**

Threshold: Would the Project result in the loss of forest land or conversion of forest land to non-forest use?

Finding: No impact. (Initial Study, p. 13.)

Explanation: The Project site is currently undeveloped and contains no forest land. Therefore, implementation of the proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. As such, no impacts would occur. (Initial Study, p. 13.)

**5. Conversion**

Threshold: Would the Project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?]

Finding: No impact. (Initial Study, p. 13.)

Explanation: In the 1930s, the Project site was vacant, but included dry farm land. However, the Project site is no longer used for farming and is currently undeveloped. There are no areas on or adjacent to the Project site that are designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) by the California Department of Conservation Farmland Mapping and Monitoring Program. The Project site is designated "Farmland of Local Importance" and "Other Land" by the California Department of Conservation Farmland Mapping and Monitoring Program. According to Public Resources Code Section 21060.1, "Farmland of Local Importance" is not considered agricultural lands. The Project site is designated as Industrial (IND), Business Park (BP), and Mixed Use (MU) by the March JPA General Plan Land Use Map, but is not presently zoned. No forest land area, as defined in California Public Resources Code Section 12220(g), are located within or adjacent to the Project site. Therefore, changes to the existing environment that could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use would not occur. As such, no impacts would result. (Initial Study, p. 13.)

## C. Air Quality

### 1. Sensitive Receptors

Threshold: Would the project expose sensitive receptors to substantial pollutant concentrations?

Impact: Less than significant impact. (Draft EIR, pp. 4.2-35 – 4.2-39.)

Explanation:

*Localized Significance Thresholds Analysis*

Sensitive receptors are those more susceptible to the effects of air pollution than are the population at large. People most likely to be affected by air pollution include children, the elderly, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993). The closest off-site sensitive receptors to the Project site include residences located approximately 171 meters from the Project boundary, as depicted in Appendix B.

Table 4.2-9, Comparison of Project On-Site Construction Emissions to Interpolated Localized Significance Thresholds, in the Draft EIR presents the estimated maximum on-site unmitigated and mitigated daily construction emissions generated during construction of the Project in each year and compares the emissions to the applicable interpolated LSTs. The construction emissions are based on conservative assumptions to represent the maximum level of construction activity that may occur on the Project site on a given day. As shown in Table 4.2-9, construction of the Project is not anticipated to result in an exceedance of the interpolated SCAQMD LSTs or of the approximated LST for the 1-hour $NO_2$ NAAQS. Localized ambient air quality impacts would be less-than-significant. Since the analysis shows that on-site construction emissions are below the mass-rate LSTs, further air dispersion modeling was not required.

Table 4.2-10, Comparison of Project On-Site Operational Emissions to Interpolated Localized Significance Thresholds, in the Draft EIR presents the estimated maximum Project on-site operational emissions and compares the emissions to the applicable interpolated LSTs. This analysis conservatively assumed that on-site mobile emissions constitute 5 percent of total estimated mobile emissions based on an estimate of the travel distance onsite relative to the overall trip length (due to 60 mile trip lengths and on-site idling/travel limitations). As shown in Table 4.2-10, operation of the Project is not anticipated to result in an exceedance of the interpolated SCAQMD LSTs or of the approximated LST for the 1-hour $NO_2$ NAAQS. Localized ambient air quality impacts would be less-than-significant. Since the screening analysis shows that on-site operational emissions are below the mass-rate LSTs, further air dispersion modeling was not required.

*Carbon Monoxide Hotspots*

Based on the comparative analysis presented in Appendix B of the Draft EIR and summarized below, a quantitative CO hotspots analysis was not needed to determine whether the change in the LOS of an intersection by the Project would have the potential to result in exceedances of the CAAQS or NAAQS. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 AQMP and the 1992 CO Plan. As discussed in Appendix B, peak CO concentrations in the SCAB are due to unusual meteorological and topographical considerations, and not due to the impact of particular intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of the 1992 CO Plan and subsequent plan updates and AQMPs.

Appendix B includes a comparison of CO hotspot analysis included in the 1992 CO Plan, which assessed CO concentrations for four busy intersections in Los Angeles at the peak morning and afternoon time periods, to intersections affected by Project traffic volumes. The busiest intersection evaluated in the 1992 CO Plan was Wilshire Boulevard/Veteran Avenue, which had a daily traffic volume of about 100,000 vehicles per day and did not result in a CO standard violation. The 2003 AQMP estimated that the 1-hour concentration for this intersection was 4.6 ppm, which indicates that the most stringent 1-hour CO standard (20.0 ppm) would likely not be exceeded until the daily traffic at the intersection exceeded more than 400,000 vehicles per day, based on the ratio of the CO standard (20.0 ppm) and the modeled value (4.6 ppm). At buildout of the Project, the highest average daily trips at an intersection would be approximately 116,082 at the Overlook Parkway/Canyon Crest Drive/Alessandro Boulevard intersection, which is below the daily traffic volumes that would be expected to generate CO exceedances as evaluated in the 2003 AQMP. This daily trip estimate is based on the average daily traffic (ADT) rate conditions of the intersection as calculated in the TIA. There is no reason unique to SCAB meteorology to conclude that the CO concentrations at the Overlook Parkway/Canyon Crest Drive/Alessandro Boulevard intersection would exceed the 1-hour CO standard if modeled in detail, based on the studies undertaken for the 2003 AQMP. Based on the above considerations, localized CO impacts would be less than significant.

*Health Risk Assessment*

According to CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (CARB 2005b), living close to distribution centers or warehouse facilities may lead to adverse health effects beyond those associated with regional air pollution in urban areas. The activities associated with delivering, storing, and loading freight produces DPM emissions. In addition to on-site emissions, truck exhaust from travel in and out of distribution centers contributes to the local pollution impact. DPM has been identified as a TAC and represents 70% of the known potential cancer risk from air toxics in California. DPM is an important contributor to particulate matter air pollution. CARB and SCAQMD analyses indicate that providing a separation of 1,000 feet would substantially reduce DPM concentrations and public exposure downwind of a distribution center. Therefore, CARB recommends a separation of 1,000 feet based on the combination of risk analysis done for Transportation Refrigeration Units (TRUs) and the decrease in exposure predicted within SCAQMD modeling (CARB 2005b).

Sensitive receptors within 1,000 meters of the Project site were included in the HRA, which

consist of residences in the Orangecrest and Mission Grove neighborhoods (the nearest of which is 171 meters or 560 feet west of the Project), the Narrows skate park, Prince of Peace adult residential facility, and the Chesapeake Falls adult residential facility. The HRA is consistent with Office of Environmental Health Hazard Assessment (OEHHA) guidance (OEHHA 2015), where risks were estimated at the location of the maximally exposed individual resident (MEIR) and included evaluation of the maximally exposed individual sensitive receptor (MEISR). The MEIR and MEISR are defined as the off-site receptor locations where residents and other sensitive individuals may reside or be present, respectively, with the potential highest cancer risk or chronic HI. Additionally, the 2015 OEHHA guidance includes an exposure duration of 30 years for the residences, as well as applicable age sensitivity factors (ASFs) and daily breathing rates. A detailed description of the 2015 OEHHA guideline assumptions is included in Appendix B.

In summary, the incremental increase in lifetime cancer risk and chronic HI for a resident at the off-site MEIR location due to operational emissions would be 4.2 in a million and 0.002, respectively, which would not exceed the applicable SCAQMD cancer and non-cancer risk thresholds. For this analysis, the MEIR was identified as a residential receptor and thus determined to be the MEISR. Health risk impacts associated with long-term operations of the Project would be less than significant. (Draft EIR, pp. 4.2-35 – 4.2-39.)

**2. Objectionable Odors**

Threshold: Would the Project create objectionable odors affecting a substantial number of people?

Impact: Less than significant impact. (Draft EIR, p. 4.2-39.)

Explanation: The occurrence and severity of potential odor impacts depends on numerous factors. The nature, frequency, and intensity of the source, the wind speeds and direction, and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public, and generate citizen complaints. Odor impacts associated with Project construction and operations are discussed below.

Odors would be potentially generated from vehicles and equipment exhaust emissions during construction of the Project. Odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment. Such odors are temporary and generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction would be considered less than significant.

According to the SCAQMD, land uses and industrial operations typically associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project does not include any uses identified by the SCAQMD as commonly associated with odors. Therefore, Project operations would result in an odor impact that would be less than significant. (Draft EIR, p. 4.2-39.)

**D. Biological Resources**

### 1. Movement of Wildlife

Threshold: Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Impact: Less than significant impact. (Draft EIR, pp. 4.3-62 – 4.3-63.)

Explanation: The Project is not within a Western Riverside MSHCP designated Criteria Cell, Public/Quasi-Public Conserved Land area, existing conserved Additional Reserve Land, or land described for conservation. The Project site is located adjacent to the southern habitat block of an area described as Existing Core D by the Western Riverside MSHCP. The northern habitat block of Core D encompasses Sycamore Canyon Wilderness Park (located approximately 0.5 mile north of the Project site and immediately north of Alessandro Boulevard). The closest wildlife linkage recognized in the Western Riverside MSHCP is Proposed Constrained Linkage 7, which connects Box Springs Mountain Reserve with Sycamore Canyon Wilderness Park approximately 3.75 miles northeast of the Project site (Figure 4.3-3). The proposed Project would not impact Constrained Linkage 7 or Existing Core D, and both of these areas would continue to function as a linkage and habitat block during and after construction of the Project. Thus, direct and/or indirect off-site impacts to the Proposed Constrained Linkage 7 designated wildlife corridors are not expected to occur.

Landscape features on the Project site may support wildlife movement including drainages, typically vegetated with scrub and/or trees that provide cover and shelter for moving wildlife. Although the drainages on-site support riparian vegetation communities, the majority of the drainages on-site traverse the Project site in a west to east direction and do not provide connection to the MSHCP Conservation Areas north and south of the Project site. Additionally, surrounding land uses including developed lands and major roadways reduce the function of the site to provide for substantial wildlife movement, especially for non-avian wildlife species. As a patch of undeveloped land with native habitats, the Project site likely serves as a stepping stone corridor for avian species moving through this region.

The Project will result in the loss of native habitat within the project site; however this loss is not expected to appreciably reduce wildlife movement in the vicinity. The Project site does not contain identified habitat linkages or Core habitat per the Western Riverside MSHCP. Additionally in accordance with the Settlement Agreement, 664 acres of land was or will be placed into a conservation easement and managed for wildlife habitat value, which includes similar habitats and wildlife movement functions as the Project site and is located immediately adjacent to the Project. Additionally, potential edge effects to the conservation areas adjacent to the Project site would be reduced through implementation of the Urban/Wildland Interface requirements, as set forth in Section 6.1.4 of the MSHCP and stipulated in the Settlement Agreement. The Urban/Wildland Interface provides guidelines to reduce noise, minimize toxic discharge into conservation areas, shielding of night lighting, avoidance and minimization measures to reduce impacts to drainages, including riparian habitat, requires landscape plans that minimize invasive plants, and incorporates barriers to limit human disturbance within the adjacent conservation areas. The wildlife movement functions of the designated conservation areas are expected to offset any effects resulting from the

Project on wildlife movement and such impacts would be considered less than significant with Project implementation and no additional mitigation is required, conditional upon acceptance of the designated conservation areas as mitigation by the resource agencies for satisfaction of previous mitigation requirements within the BO (BO No. 1-6-99-F-13 and FWS-WRIV-09F1185), subsequent Settlement Agreement (S.D. Cal. No. 09-cv-1854-JAH-POR), and consistency determination (2080-1999-56-6). (Draft EIR, pp. 4.3-62 – 4.3-63.)

### 2. Local Policies and Ordinances

Threshold: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Impact: Less than significant impact. (Draft EIR, p. 4.3-63.)

Explanation: No native oaks occur within the Project site; therefore, no impacts to oaks that are protected under the Riverside County Oak Tree Management Guidelines would occur with Project implementation. As such, the Project would not represent a significant adverse impact to the Riverside County Oak Tree Management Guidelines; and impacts to native oaks would be less than significant with Project implementation, and no additional mitigation is required. (Draft EIR, p. 4.3-63.)

## E. Cultural Resources

### 1. Historic Resources

Threshold: Would the Project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines?

Impact: Less than significant impact. (Draft EIR, pp. 4.4-19 – 4.4-21.)

Explanation: Much of ground surface in the Project site has been heavily disturbed by past construction activities and other human use. The Project site is currently undeveloped and does not contain any standing buildings or structures (i.e., historic built environment resources) that could be identified as historically significant.

Six archaeological sites and one isolate were identified within or partially within the Project boundaries. A discussion of these resources in consideration of Project-related impacts is provided below:

Sites P-33-003285 and P-33-005456 (Structural Remains Associated with Camp Haan). Sites P-33-003285 and P-33-005456 were previously determined not eligible for listing in the NRHP, with SHPO concurrence documented on the evaluation of P-33-003285 (McDonald and Giacomini 1996:37; McKenna 2001:12). However, they have not been previously evaluated for listing in the CRHR. These sites and the additional features recorded as part of site P-33-003285 during this study, including a number of foxholes and ca. 1943 shell casing, share a well-known connection to WWII-era Camp Haan, which arguably embodies an important event in local history. However, with the nearly complete demolition of the military base after WWII, the minor,

fragmented structural remains that survive today, such as those recorded at sites P-33-003285 and P-33-005456, do not retain the necessary historic integrity to relate to the event or the potential period of significance for Camp Haan (1940- 1946).

The features recorded at site P-33-005456 and the portion of site P-33-003285 within the Project area are not known to be closely associated with any persons of recognized significance in national, state, or local history. As common, ubiquitous structural remains built with typical materials and techniques of the day, these features demonstrate little potential for any important archaeological data for the study of WWII history, which is very well documented by both historical literature and archival records, nor do they exhibit any architectural or aesthetic merits. Therefore, these features do not contribute materially to the potential historic significance of Camp Haan. As such, they do not appear to be eligible for listing in the CRHR, and are not considered historical resources as defined in Section 15064.5 of the CEQA Guidelines.

Sites P-33-005433 and P-33-024837 (Bedrock Milling Features). Due to the lack of associated surface artifacts, midden, or other indicators of long-term use or occupation, site P-33-005433 was previously found not eligible for listing in the NRHP (McDonald and Giacomini 1996:37). However, neither resource has been evaluated for listing in the CRHR or as a unique archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines. Both sites P-33-005433 and P-33-024837 consist exclusively of shallow grinding slicks on bedrock boulders with no associated artifacts. Small groups of bedrock milling features with lightly used slicks, such as these two sites, represent the most common type of prehistoric cultural remains in the Riverside-Moreno Valley area, and are virtually ubiquitous in the Project vicinity. They were created when Native Americans used handheld grinding stones to rub, scrape, and pound plant or animal products on bedrock boulders in preparation for food consumption or other uses. Often termed special-use sites, these sites may have resulted from a few visits, or perhaps even a single visit, by Native Americans while gathering natural resources. Generally speaking, these sites do not represent long-term habitation areas.

Numerous past archaeological investigations on similar sites in southern California have yielded very little information of scientific value. With few exceptions, they have been found to lack a substantial amount of associated artifacts, either on the surface or in subsurface deposits. The potential significance of such sites lies solely in their placement in the larger setting of the prehistoric cultural landscape—especially in relation to other, more substantial sites—and their data potential is essentially exhausted upon initial recordation into the archaeological inventory. Based on these considerations, sites P-33-005433 and P-33-024837 do not appear eligible for listing in the CRHR, and are not considered historical resources as defined in Section 15064.5 of the CEQA Guidelines.

Isolate P-33-024836 (Shell Casing). Isolate P-33-024836 consists of a single artifact found on the surface, without an intact depositional context or any potential for further archaeological data. By definition, an isolate does not qualify as an archaeological site due to the lack of contextual integrity. As such, Isolate 33-024836 is not considered a historical resource pursuant to Section 15064.5 of the CEQA Guidelines and requires no further consideration under CEQA.

Site P-33-024838 (Remains of Adobe Structure). Site P-33-024838 consists of a partial wall or footing constructed of adobe bricks, and historical background research yielded no information regarding its age or possible association, although its presence may be a result of

construction activities on the former Camp Haan property since 1940. The site does not contain a surface deposit of associated artifacts, nor did the field observations reveal any indication of subsurface artifact deposit. As a minor set of structural remains with no documented historical association and no apparent architectural, technological, or aesthetic merit, Site P-33-024838 does not meet any of the criteria for listing in the CRHR pursuant to Section 15064.5 of the CEQA Guidelines.

Site P-33-024842 (Abandoned Railroad Grade). Site P-33-024842 represents the remnants of a post-WWII railroad spur that was constructed between 1953 and 1966 and removed by at least 1978. Today, the only railroad-related feature remaining at the site is the abandoned ballast. With the loss of all principal, character-defining elements of the rail line, site P-33-0024842 retains no historic integrity to relate to any persons or events in its history, or to the historic period in general. It demonstrates no special qualities in design and construction, and little potential for any archaeological, architectural, or engineering data. Therefore, it does not appear eligible for listing in the CRHR and does not qualify as a historical resource pursuant to Section 15064.5 of the CEQA Guidelines.

No historic built environment resources were identified within the Project area. Further, all six archaeological sites and the isolated finds were found to be not eligible for the CRHR as a result of the cultural resources study and are not considered to be historical resources under CEQA. Therefore, construction and operation of the Project would not cause a substantial change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5, and impacts would be less than significant. (Draft EIR, pp. 4.4-19 – 4.4-21.)

**2. Tribal Cultural Resources**

Threshold: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Impact: Less than significant impact. (Draft EIR, pp. 4.4-25 –4.4-26.)

Explanation: No tribal cultural resources were identified within the Project area as either a result of the CHRIS records search or in consultation with California Native American Tribes.

On October 7-14, 2016 March JPA mailed SB 18 and AB 52 notices to applicable tribes. Based on Tribal responses, March JPA has entered into government-to-government consultation

with the Pechanga Band of Luiseño Indians, Soboba Band of Luiseño Indians, Morongo Band of Mission Indians and Agua Caliente Band of Cahuilla Indians. On June 14, 2016, March JPA staff met with Joe Ontiveros of the Soboba Band of Luiseño Indians, and on June 17, representatives of March JPA and the Master Developer walked the site with Ray Huaute of the Morongo Band of Mission Indians. On March 3, 2017, March JPA staff held a consultation meeting with representatives of the Pechanga Tribe, and on May 5, 2017, March JPA staff walked the site with Joe Foussat of the Pechanga Band of Luiseño Indians. Based on these discussions, monitoring of future ground disturbance will occur by Tribal monitors from the Pechanga, Soboba and Morongo Tribes. To date, the Agua Caliente Tribe has not requested monitoring of ground disturbance activities. (Draft EIR, pp. 4.4-25 –4.4-26.)

**F. Energy**

**1. Consumption of Energy**

Threshold: Would the Project result in wasteful, inefficient, or unnecessary consumption of energy?

Impact: Less than significant impact. (Draft EIR, pp. 4.14-15 –4.14-21.)

Explanation: Implementation of the Project would increase the demand for electricity and natural gas at the Project site and gasoline consumption in the region during construction and operation.

*Electricity*

Temporary electric power for as-necessary lighting and electronic equipment such as computers may be needed inside temporary construction trailers. However, the electricity used for such activities would be temporary and would be substantially less than that required for Project operation and would have a negligible contribution to the Project's overall energy consumption. The operational phase would require electricity for multiple purposes including, but not limited to, building heating and cooling, lighting, appliances, and electronics.

CalEEMod (version 2013.2.2) was used to estimate Project emissions from energy uses (see Appendix F for calculations). Default electricity generation rates in CalEEMod were used (based on the proposed land use and climate zone) and adjusted based on compliance with 2013 Title 24. According to these estimations, the Project would consume approximately 10,354,771 kilowatt-hours (kWh) per year, not accounting for mitigation measures such as Energy Star lighting. This equates to approximately 10,355 megawatt-hours (MWh) per year. On-site operation of the Project would also entail use of industrial forklifts, which would be powered by electricity. It is estimated that 136 forklifts operating for eight hours per day, 365 days per year would consume approximately 6,919 MWh per year of electricity.

The electricity demand calculation for the Project assumes compliance with Title 24 standards for 2013. This estimate is conservative, as the Project will be subject to the more stringent 2016 standards. The Project would be required to meet the California Building Energy Efficiency Standards (24 CCR, Part 6) which improve the energy efficiency of non-residential

buildings. The Title 24, Part 6, standards are updated every three years. The currently applicable amendments are the 2013 standards. The 2013 standards are 21.8% more efficient for electricity to Title 24, Part 6, referred to as the 2016 standards, will become effective on January 1, 2017. In general, non-residential buildings built to the 2016 standards will use an estimated 5% less energy than those built to the 2013 standards (CEC 2015b). Although the Project would be required to comply with 2016 Title 24 standards because it is anticipated to be constructed during or after January 1, 2017, this energy analysis does not quantify the increased energy efficiency associated with the more stringent 2016 Title 24 standards and relies instead on the 2013 standards to remain conservative.

Although electricity consumption would increase due to the implementation of the Project, the building envelope, HVAC, lighting, and other systems, such as electric motor equipment, shall be designed to maximize energy performance. The Project is subject to statewide mandatory energy requirements as outlined in Title 24, Part 6, of the California Code of Regulations. Title 24, Part 11, contains voluntary energy measures that are applicable to Project under the California Green Building Standards Code. Prior to Project approval, March JPA would ensure that the Project would meet Title 24 requirements applicable at that time, as required by state regulations through their plan review process. Project-consumed electricity is also subject to the cap-and-trade regulation. For these reasons, the electricity consumption of the Project would not be considered inefficient or wasteful, and impacts would be less than significant.

*Natural Gas*

Natural gas is not anticipated to be required during construction of the Project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed below under the "petroleum" subsection. Any minor amounts of natural gas that may be consumed as a result of Project construction would be substantially less than that required for project operation and would have a negligible contribution to the Project's overall energy consumption. Natural gas consumption during operation would be required for various purposes, including, but not limited to, building heating and cooling.

Default natural gas generation rates in CalEEMod for the proposed land use and climate zone were used and adjusted based on compliance with 2013 Title 24 (see Appendix F for calculations). According to these estimations, the Project would consume approximately 14,555,768 thousand British thermal units (kBTU) per year. As with electricity demand, natural gas demand calculation for the Project assumes compliance with Title 24 standards for 2013. This estimate is conservative, as the Project will be subject to the more stringent 2016 standards. The currently applicable amendments are the 2013 standards. The 2013 standards are 16.8% more efficient for natural gas in non-residential construction as compared to the 2008 standards. The most recent amendments to Title 24, Part 6, referred to as the 2016 standards, will become effective on January 1, 2017. In general, non-residential buildings built to the 2016 standards will use an estimated 5% less energy than those built to the 2013 standards (CEC 2015b). Although the Project would be required to comply with 2016 Title 24 standards because it is anticipated to be constructed during or after January 1, 2017, this energy analysis does not quantify the increased energy efficiency associated with the more stringent 2016 Title 24 standards and relies instead on the 2013 standards to remain conservative.

Although natural gas consumption would increase due to the implementation of the Project, the building envelope, HVAC, lighting, and other systems shall be designed to maximize energy performance. The Project is subject to statewide mandatory energy requirements as outlined in Title 24, Part 6, of the California Code of Regulations. Title 24, Part 11, contains voluntary energy measures that are applicable to Project under the California Green Building Standards Code. Prior to Project approval, March JPA would ensure that the Project would meet Title 24 requirements applicable at that time, as required by state regulations through their plan review process. Project-consumed natural gas is also subject to the cap-and-trade regulation. For these reasons, the natural gas consumption of the Project would not be considered inefficient or wasteful, and impacts would be less than significant.

*Petroleum*

Petroleum would be consumed throughout construction and operation of the Project. Potential impacts were assessed through projected traffic trip generation during construction and operation, as provided by the CalEEMod outputs and the traffic impact report that was prepared for the Project (Appendix C and Appendix K, respectively). Fuel consumption factors were obtained using California's Emission Factors 2014 model (EMFAC2014), which was developed by CARB to calculate emission rates from all vehicles operating on roadways in the state. Fuel consumption factors were calculated for worker vehicles, vendor trucks, and haul trucks using EMFAC2014 for the year 2017. EMFAC2014 provides fuel consumption for each vehicle class type. Worker vehicles were assumed to consist of passenger cars and light duty trucks. Vendor trucks were assumed to consist of light heavy duty trucks, medium duty vehicles, and medium heavy duty trucks. Haul trucks were assumed to consist of heavy-heavy duty trucks. A weighted average fuel consumption factor was determined for worker vehicles and vendor trucks using the total fuel consumption per vehicle class type and vehicle miles traveled per vehicle class type. Haul trucks were assumed to be diesel engines only, while vendor trucks and worker vehicles were assumed to be diesel or gasoline engine vehicles.

Energy would be required during construction for the transportation of building materials and construction of buildings and infrastructure. Gasoline and diesel use would account for the vast majority of construction-period energy needs. During operations, the majority of fuel consumption resulting from the Project would involve the use of motor vehicles traveling to and from the Project site. Heavy-duty construction equipment associated construction activities would rely on diesel fuel, as would material haul trucks. Construction workers would travel to and from the project site throughout the duration of construction. It is assumed in this analysis that construction workers would travel to and from the site in gasoline-powered vehicles.

The Project is conservatively anticipated to consume 255,913 gallons of petroleum during the construction phase, which is anticipated to occur from January 2017 through February 2018. By comparison, California's consumption of petroleum is approximately 72 million gallons per day (EIA 2016b). Based on these assumptions, approximately 32 billion gallons of petroleum would be consumed in California over the course of the construction period. Construction of the Project would, therefore, equate to 0.0008% of the total amount of petroleum that would be used statewide during the course of the construction period.

Petroleum fuel consumption associated with the Project is a function of the VMT as a result

of Project construction and operation. According to the traffic report for the Project (included as Appendix K), the Project would generate 7,731 average daily trips. As shown in Appendix F, the annual VMT attributable to the Project is expected to be 30,981,780 VMT. Assuming a weighted average fuel consumption of 21.5 miles per gallon (EMFAC 2014), the Project would consume 1,440,167 gallons of petroleum per year of operation for vehicular trips to and from the Project. By comparison, California as a whole consumes approximately 26 billion gallons of petroleum per year. The anticipated increase in consumption associated with one year of project operation is 0.006% of the statewide use.

It should be noted that over the lifetime of the Project, the fuel efficiency of the vehicles being used by the visitors, employees, and trucks associated with the Project is expected to increase. As such, the amount of gasoline and diesel consumed as a result of vehicular trips to and from the Project site during operation would decrease over time. As discussed under Section 4.14.2 in the Draft EIR, there are numerous regulations in place that require and encourage increased fuel efficiency. As discussed in under Assembly Bill 1493, the amendments to the Pavley regulations are part of California's commitment to a nationwide program to reduce new passenger vehicle GHGs from 2012 through 2016. It is expected that the Pavley regulations would reduce GHG emissions from California passenger vehicles by about 22% in 2012 and about 30% in 2016, all while improving fuel efficiency and reducing motorists' costs. As discussed under the Advanced Clean Cars Program summary, CARB has adopted a new approach to passenger vehicles—cars and light trucks—by combining the control of smog-causing pollutants and GHG emissions into a single coordinated package of standards. The new approach also includes efforts to support and accelerate the numbers of plug-in hybrids and ZEVs in California (CARB 2013).

In response to SB 375, CARB has adopted the goal of reducing per-capita GHG emissions from 2005 levels by 8% by the year 2020 and 13% by the year 2035 for light-duty passenger vehicles in the Southern California Association of Governments planning area. This reduction would occur by reducing vehicle miles traveled through the integration of land use planning and transportation (SCAG 2012). As such, vehicle trips associated with the Project are expected to use less petroleum due to advances in fuel economy over time.

As described in Section 4.14.2, the EPA and NHTSA GHG emission and fuel consumption standards for medium- and heavy-duty trucks would reduce fuel use for applicable vehicles. Additionally, the Heavy-Duty Vehicle Greenhouse Gas Emission Reduction Regulation as required by CARB, would improve fuel efficiency for applicable trucks through improvements in tractor and trailer aerodynamics and the use of low rolling resistance tires. Since there are no specific tenants identified for the Project at the time of the publication of this Draft EIR writing, it cannot be determined exactly what the age of the fleet or what engine models are going to be using the proposed facility. However, given that these requirements are in place and required by law, it can be determined that whatever end user uses the Project facility, they would comply with these regulations for applicable vehicles, which would aid in the lessening of fuel consumption for the Project.

Transit accessibility, given the Project's proximity to existing bus routes and proposed Moreno Valley/March Field Metrolink Station, would also help reduce potential petroleum consumption. In addition, the transportation measures from the September 12, 2012 Settlement Agreement (described in Section 4.14.4 above) would further reduce passenger vehicle trips and fuel consumption.

Although the Project would see an increase in vehicle trips, vehicles associated with the Project are expected to use less petroleum due to advances in fuel economy over time. Given these considerations, the Project would not contribute to inefficient or wasteful consumption of petroleum. As such, impacts related to wasteful, inefficient, or unnecessary consumption of energy would be less than significant. However, incorporation of Project design features, compliance with state and local regulations, and mitigation measures (MM-AQ-4 through MM-AQ-7) from the Air Quality section of the Draft EIR would further reduce Project's impacts related to petroleum. (Draft EIR, pp. 4.14-15 – 4.14-21.)

**2. Energy Standards and Regulations**

Threshold: Would the Project conflict with existing energy standards and regulations?

Impact: Less than significant impact. (Draft EIR, pp. 4.14-21 – 4.14-22.)

Explanation: Title 24 of the California Code of Regulations contains energy efficiency standards for residential and non-residential buildings based on a state mandate to reduce California's energy demand. Specifically, Title 24 addresses a number of energy efficiency measures that impact energy used for lighting, water heating, heating, and air conditioning, including the energy impact of the building envelope such as windows, doors, skylights, wall/floor/ceiling assemblies, attics, and roofs.

Part 6 of Title 24 specifically establishes energy efficiency standards for residential and non-residential buildings constructed in the State of California in order to reduce energy demand and consumption. The Project would comply with Title 24, Part 6 per state regulations. In accordance with Title 24 Part 6, March JPA would have: (a) sensor based lighting controls—for fixtures located near windows, the lighting would be adjusted by taking advantage of available natural light; and, (b) efficient process equipment—improved technology offers significant savings through more efficient processing equipment.

Title 24, Part 11, contains voluntary and mandatory energy measures that are applicable to the Project under the California Green Building Standards Code. As discussed under the previous threshold, the Project would result in an increased demand for electricity, natural gas, and petroleum. In accordance with Title 24 Part 11 mandatory compliance, the March JPA would have: (a) 50% of its construction and demolition waste diverted from landfills; (b) mandatory inspections of energy systems to ensure optimal working efficiency; (c) low-pollutant emitting exterior and interior finish materials, such as paints, carpets, vinyl flooring and particle boards; and, (d) a 20% reduction in indoor water use. Compliance with all of these mandatory measures would decrease the consumption of electricity, natural gas, and petroleum.

Because the Project would comply with Title 24, Part 6 and Part 11, no conflict with existing energy standards and regulations would occur. Therefore, impacts would be considered less than significant. (Draft EIR, pp. 4.14-21 – 4.14-22.)

**3. Demand on Energy Supplies**

Threshold: Would the Project place a significant demand on local and regional energy supplies or require a substantial amount of additional capacity?

Impact: Less than significant impact. (Draft EIR, pp. 4.14-22 –4.14-23.)

Explanation:

*Electricity*

Electricity is supplied to the project site by SCE. As of 2014, approximately 76 billion kWh of electricity were used in SCE's service area. Annual retail sales of electricity in SCE's service area are forecasted to be approximately 75 billion kWh in 2020 (CPUC 2016). According to CalEEMod estimations (see Appendix F for calculations), the Project would consume approximately 10,345,771 kWh per year of electricity. This increase represents 0.014% of SCE's existing demand and approximately 0.014% of SCE's total forecasted electricity sales in 2020 (near the time of Project buildout). As such, under both existing and future conditions, the increase in electricity demand at the Project site would be negligible relative to the electricity use in SCE's service area. Furthermore, the increase in electricity demand at the project site would be accommodated within the amount of electricity that SCE is anticipated to provide in its service area in 2020.

*Natural Gas*

Natural gas is supplied to the project site by SoCalGas. As of 2012, approximately 7,357 million therms of natural gas were used in SoCalGas' service area per year. Around the time of project buildout in 2020, natural gas demand is anticipated to be approximately 7,388 million therms per year in SoCalGas' service area (CEC 2014). The total capacity available is anticipated to be 3.9 billion cubic feet per day (California Gas and Electric Utilities 2016). This equates to 14.5 billion therms per year, which is well above both existing and future anticipated demand. According to CalEEMod estimations (see Appendix F for calculations), the Project would consume approximately 14.3 million cubic feet (approximately 14,555,768 kBTU per year) of natural gas consumption. This amount of natural gas is equivalent to 145,558 therms.[1] The expected increase in use represents approximately 0.002% of SoCalGas' existing 2014 demand and 0.002% of SoCalGas' future 2020 demand. This increase is 0.001% of SoCalGas' existing and future available supply, which would be accommodated within the amount of available natural gas that SoCalGas is anticipated to provide in its service area.

*Petroleum*

The Project would increase the use of petroleum relative to existing conditions at the project site. As noted in the discussion of Threshold ENR-1, during the construction phase, it is anticipated that approximately 255,913 gallons of petroleum would be used. This amount is approximately 0.0008% of the total amount of petroleum that would be used statewide during the course of the construction period. During operation, the increase in number of vehicles traveling to and from the Project site would result in petroleum consumption of 1,440,167 gallons per year.

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[1] One Therm is equal to 100,000 Btu or 100 kBtu. 14,555,768 kBTU ÷ 100 = 145,558 Therms

This equates to 0.006% of yearly petroleum use throughout the state. As described in Section 4.14.1, the United States produces approximately 9.7 million barrels of petroleum per day, amounting to 407 million gallons per day. The increase in petroleum attributable to the Project would be negligible relative to petroleum production in the United States alone.

For the reasons described above, the Project's energy use falls well within local and regional energy supplies. The Project's anticipated energy consumption is minimal relative to future consumption at both the local and regional scale. Further, as substantiated in the calculations above, the increase in electricity and natural gas usage attributable to the Project falls within anticipated increases in the SCE and SoCalGas electricity and natural gas demands, respectively. Regarding petroleum, fuel economy and use of alternative modes of transportation are expected to increase over time, and even without such reductions in future petroleum use, the petroleum use associated with the Project would be negligible relative to current use and production. Impacts would be less than significant. (Draft EIR, pp. 4.14-22 –4.14-23.)

**G. Geology and Soils**

**1. Fault Rupture**

Threshold: Would the Project expose people or structures to the potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

Impact: Less than significant impact. (Initial Study, p. 19.)

Explanation: No Fault Rupture Zone or Alquist-Priolo Earthquake Fault Zone, as designated by the Department of Conservation, exists within the Project site. Construction of the Project would be required to meet California Building Code standards. Additionally, the March JPA would review and approve the plans and specifications of the proposed Project to ensure compliance with the provisions of the California Building Code and Title 24, which regulates building standards. Title 24 is administered by the California Building Standards Commission, which, by law is responsible for coordinating all building standards. Under State law, all building standards must be centralized in Title 24 or they are not enforceable. Because the Project site is not within a Fault Rupture Hazard Zone or within an Alquist-Priolo Earthquake Fault Zone, and the Project is required to comply with the provisions of the California Building Code and Title 24, the potential for exposing people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving rupture of a known earthquake fault is low. Therefore, a less than significant impact is expected. (Initial Study, p. 19.)

**2. Landslides**

Threshold: Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Impact: Less than significant impact. (Initial Study, p. 20.)

Explanation: According to Figure S-5 of the Riverside County General Plan (2008), the Project site is not located within an area with steep slopes having the potential to result in landslides. The property has an approximately 55 foot elevation difference from north to south, with drainage from the site at the northern end. Additionally, the proposed Project would undergo staff review with the March JPA to ensure that Project grading activities would not be subject to, or result in, landslides. As such, impacts would be less than significant. (Initial Study, p. 20.)

### 3. Loss of Topsoil

Threshold: Would the Project result in substantial soil erosion or the loss of topsoil?

Impact: Less than significant impact. (Initial Study, p. 20.)

Explanation: Construction activities, including excavation and grading, may have the potential to result in soil erosion or the loss of topsoil. Short-term erosion effects during construction of the Project would be prevented through implementation of a stormwater pollution prevention plan (SWPPP) as required in compliance with the National Pollution Discharge and Elimination System (NPDES) program and through incorporation of best management practices intended to reduce soil erosion. The SWPPP would include standard construction methods such as temporary detention basins to control on-site and off-site erosion. The SWPPP is required by the March JPA during plan review and approval of Project improvement plans; therefore, with implementation of an approved SWPPP, impacts resulting from erosion during construction operations would be less than significant. (Initial Study, p. 20.)

### 4. Septic Tanks

Threshold: Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Impact: No impact. (Initial Study, p. 21.)

Explanation: No septic tanks currently existing on the Project site. Since the proposed Project will include the construction of a connection to a complete sewer system, there would be no impacts associated with septic tanks or alternative waste water disposal systems. (Initial Study, p. 21.)

## H. Hazards and Hazardous Emissions

### 1. Hazards Near Schools

Threshold: Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Finding: Less than significant impact. (Initial Study, p. 23.)

Explanation: There are no schools within one-quarter mile of the Project site. The closest school is Tomas Rivera Elementary School, located approximately 1.06 miles southeast from the Project site. Therefore, implementation of the proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. As such, impacts would be less than significant. (Initial Study, p. 23.)

**2. Cortese List**

Threshold: Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Finding: Less than significant impact. (Initial Study, p. 23.)

Explanation: California Government Code Section 65962.5 combines several regulatory lists of sites that may pose a hazard related to hazardous materials or substances. According to the EnviroStor Hazardous Waste and Substances site "Cortese" list, there are no hazardous materials or waste sites located on the Project site or near the Project site. Additionally, according to the EnviroStor database, there are no current or past cleanup sites on the Project site. The nearest cleanup site is located at McLane Food Service, located at 14813 Meridian Parkway, Riverside, California 92518, adjacent to the southern end of the Project site, but the case has been closed and no further action required. Since the Project site is not located on a site that is included on a list of hazardous materials sites, impacts would be less than significant. (Initial Study, p. 23.)

**3. Private Airstrip**

Threshold: For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?

Finding: No impact. (Initial Study, p. 24.)

Explanation: The Project site is not within the vicinity of a private airstrip. March ARB/Inland Port Airport is considered a joint-use airport utilized for both commercial and military purposes. As such, no impacts associated with people residing or working within the vicinity of a private airstrip would result from Project implementation. (Initial Study, p. 24.)

**4. Emergency Response Plan**

Threshold: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Finding: Less than significant impact. (Initial Study, p. 24.)

Explanation: The Project site is located within the March JPA Planning Area emergency response plan. During construction of the proposed Project, no lane closures are anticipated; however, should there be any lane closures during the road way extension along Cactus Avenue and Innovation Drive, land detours during construction activities shall be submitted to March JPA for review and approval. Operation of the proposed Project would not interfere with an emergency response plan because access driveways would be provided on Cactus Avenue, Innovation Drive, and the new street at the south end of the proposed mixed use area. Additionally, the proposed site plan, including the access driveways, would be reviewed and approved by the March JPA, police, and fire department during plan review to ensure emergency access would be provided at all times. Therefore, implementation of the Project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.

### 5. Wildland Fires

Threshold: Would the Project expose people or structure to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Finding: Less than significant impact. (Draft EIR, pp. 4.7-19 –4.7-20.)

Explanation: According to the Map My County – Riverside County database (County of Riverside 2015), the Project site is not within a designated fire hazard area. However, while, the Project site is surrounded by development to the north, east, and southeast, the Project site does abut open space to the west and northwest. While Project implementation would develop approximately 130 acres of existing space immediately adjacent to existing development (the Meridian Business Park), approximately 175 acres of permanent open space, in the form of a conservation easement would be maintained and would border the Project site to the west. County of Riverside Ordinance No. 695 requires hazardous vegetation abatement within 100 feet of an unimproved parcel adjacent to a roadway or 100 feet of a structure on an improved parcel adjacent to an unimproved parcel. Since the ordinance applies to the conservation easement area, vegetation along the western boundary of the Project site would be removed on annual basis at the discretion of the County of Riverside Fire Department, thereby reducing the potential risks associated with loss, injury or death involving wildland fires. In addition, per the County of Riverside Fire Prevention Standard No. 06-05 (2007 California Fire Code, Chapter 5, Section 503), all development requires fire access roads. At the discretion of the County, developers are required to maintain a 20-foot minimum fire access road. Adherence to the County ordinance and standards would reduce the exposure to wild land fires to less than significant, and no mitigation is required. (Draft EIR, pp. 4.7-19 –4.7-20.)

## I. Hydrology and Water Quality

### 1. Flood Hazard Areas

Threshold: Would the Project placing housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Threshold: Would the Project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

Finding: No impact. (Initial Study, p. 26.)

Explanation: Implementation of the proposed Project would not result in the development of housing. Additionally, the Project site is not located within a 100-year flood hazard area. The site is located within Zone D, which according to FEMA means that there are possible but undetermined flood hazards as no analysis of flood hazards has been conducted. No housing or other structures would be placed within a 100-year flood hazard area with implementation of the proposed Project and there would be no impeding or redirecting flood flows. As such, no impacts would occur. (Initial Study, p. 26.)

**2. Risk of Loss, Injury, or Death Involving Flooding**

Threshold: Would the Project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

Finding: Less than significant impact. (Initial Study, pp. 26-27.)

Explanation: The Lake Perris Dam is located southeasterly of the Project site as well as downstream; therefore, the Project site would not be subject to inundation by dam failure at Lake Perris. Therefore, the potential for inundation at the site as a result of an earthquake-induced dam or levee failure is considered low. Impacts related to exposure of people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of a failure of a levee or dam, is considered less than significant. (Initial Study, pp. 26-27.)

**3. Inundation**

Threshold: Would the Project be susceptible to inundation by seiche, tsunami, or mudflow?

Finding: Less than significant impact. (Initial Study, p. 27.)

Explanation: A seiche is a to-and-from vibration of an enclosed water body that is similar to the slopping of water in a basin. Seiches are often triggered by earthquakes. Based on a review of Google Earth, the Project site is located approximately 5.8 miles northwest of Lake Perris, which may be subject to seiche. However, the Project site is not located downslope of Lake Perris or any other large bodies of water that could adversely affect the site in the event of earthquake-induced seiches. Tsunamis are tidal waves that occur in coastal areas. The Project site is not located near any coastal areas, which are subject to tsunamis. The site is located approximately 39 miles inland from the Pacific Ocean and at an elevation of approximately 1,550 feet above mean sea level. Due to the distance between the Project site and the Pacific Ocean, the risk of a tsunami affecting the site is low. The Project site is not located near a river or water stream, and the Project site is not subject to significant mudflows since there are few slopes or mountainous areas that would contribute to mudflow risks. Given the Project's location, and since there are no features that

would pose a threat from seiche, tsunami, or mudflow, this impact is considered less than significant. (Initial Study, p. 27.)

**4. Groundwater Supplies**

Threshold: Would the Project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

Finding: Less than significant impact. (Draft EIR, p. 4.8-15.)

Explanation: Potable water would be supplied by Western Municipal Water District (WMWD). Water sources from WMWD primarily depend on imported water resources. WMWD purchases both Colorado River and State Water Project water from Metropolitan Water District of Southern California (MWD). Most of the water purchased by WMWD is from the State Water Project with about 20 percent coming from the Colorado River. In 2015, groundwater consisted of approximately 9 percent of WMWD supply (WMWD 2016). The Colorado River Aqueduct feeds into Lake Mathews, a MWD facility, which is a primary source of potable water for the planning area and surrounding communities. WMWD also imports small amounts of water from the San Bernardino Bunker Hill groundwater basin.

The Project would not directly draw groundwater from the underlying aquifer, would not result in a water demand from WMWD that appreciably deplete their overall groundwater supplies, and the Project would use water-efficient devices and landscaping to reduce water consumption. The development under the proposed Project would include LID stormwater design features such as bioretention BMPs which encourage on-site infiltration of stormwater runoff which would provide groundwater recharge. The Project would also use recycled water for non-potable uses (Appendix H). For these reasons, the Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. As such, impacts to groundwater would be less than significant. (Draft EIR, p. 4.8-15.)

**5. Degradation of Water Quality**

Threshold: Would the Project substantially degrade water quality?

Finding: Less than significant impact. (Draft EIR, pp. 4.8-17 and 4.8-18.)

Explanation: The Project would not substantially degrade water quality. During construction, the required coverage under the Statewide General Construction Permit would be adequate to ensure potential construction-related impacts on water quality would be avoided or substantially minimized, and would not violate any SWRCB/RWQCB water quality standards or WDRs. Post-construction, the Project would not be approved unless the WQMP meets March JPA standards, is approved by the March JPA Civil Engineer, and the Project incorporates the BMPs identified in the WQMP as conditions of approval, as outlined in the March JPA WQMP Guidance

Document. Additionally, through implementation of the SWPPP, a WQMP, the proposed drainage design, and compliance with the regional Municipal Stormwater Permit and the related *New Development & Redevelopment Guidelines for Projects Under the March JPA* (March JPA 2008), Project impacts to water quality would be less than significant. (Draft EIR, pp. 4.8-17 and 4.8-18.)

**J. Land Use and Planning**

**1. Divide a Community**

Threshold: Would the Project physically divide an established community?

Finding: Less than significant impact. (Initial Study, p. 27.)

Explanation: The proposed Project would not divide the existing community surrounding the site. The site is generally bounded by Alessandro Boulevard to the north, Meridian Parkway to the east, Opportunity Way to the south, and Plummer Street to the west. Areas to the north consist of a Farmer Boys drive-thru restaurant, industrial warehouse buildings, vacant parcels, a Chevron gas station, and Sycamore Cannon Wilderness Area; areas to the south consist of open space and the Least Bell's Vireo Conservation Easement; areas to the west consist of the North Campus of the Meridian Business Park, including mixed use, business park, commercial, and industrial uses; areas to the west include open space followed by residential development. The proposed Project would not divide an established community, but would provide warehousing and distribution; office, retail and/or business park land uses, which are similar to the uses currently found in the I-215 corridor. As such, the impacts are considered less than significant. (Initial Study, p. 27.)

**K. Mineral Resources**

**1. Known and Locally Important Resources**

Threshold: Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Threshold: Would the Project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

Finding: Less than significant impact. (Initial Study, p. 28.)

Explanation: The proposed Project lies within Mineral Resource Zone 3 (MRZ-3), indicating areas where the available geologic information suggests that mineral deposits are likely to exist, but where the significance of the deposit is undetermined. Based on the MRZ-3 designation and given that the site is surrounded by existing development (e.g., industrial development immediately to the east), the proposed Project is not likely to result in the loss of a known mineral resource. Additionally, implementation of industrial warehouse facilities and other mixed use land uses such as office, retail or small business park buildings with above-ground

facilities would not compromise the potential future identification and use of mineral resources found on site. Therefore, impacts are less than significant. (Initial Study, p. 28.)

**L. Noise**

**1. Private Airstrip**

Threshold: For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?

Finding: No impact. (Initial Study, p. 30.)

Explanation: The Project site is not within the vicinity of a private airstrip. March Inland Port Airport is considered a joint-use airport utilized for both commercial and military purposes. As such, no impacts associated with exposing people residing or working within the vicinity of a private airstrip to excessive noise levels would result from Project implementation. (Initial Study, p. 30.)

**M. Population and Housing**

**1. Population Growth**

Threshold: Would the Project induce substantial population growth in an area, either directly or indirectly?

Finding: Less than significant. (Initial Study, pp. 30-31.)

Explanation: The proposed Project involves the development of new industrial warehouse, mixed use, including office, retail, or small business park buildings land uses, and a possible low water use garden. No housing is being proposed with this Project; therefore, the Project would not generate substantial population growth. The Project would enhance the jobs/housing balance of the March JPA Planning Area and adjacent jurisdictions at full buildout. It is anticipated that new jobs could be filled by the existing residential population in the greater Riverside County area. Therefore, the proposed Project would not generate substantial population growth. Minor infrastructure improvements would involve the extension of Cactus Avenue and Innovation Drive to the west dividing the Project site and a new cul-de-sac roadway immediately south of the mixed use area in order to provide access to the Project site. Based on the above, no adverse impacts related to population growth would result from the Project. Therefore, impacts are less than significant. (Initial Study, pp. 30-31.)

**2. Displace Housing and People**

Threshold: Would the Project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Threshold: Would the Project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Finding: No impact. (Initial Study, p. 31.)

Explanation: The Project site is undeveloped and does not currently support any housing or population. Substantial numbers of existing housing or people would not be displaced, and the construction of replacement housing elsewhere would not be necessary as a result of the proposed Project. Therefore, no impacts would occur. (Initial Study, p. 31.)

**N. Public Services**

**1. Schools**

Threshold: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for public services related to schools?

Finding: Less than significant impact. (Initial Study, p.32)

Explanation: There are no schools within one-quarter mile of the proposed Project. The proposed Project does not include new housing and therefore would not generate an increase in resident population requiring new or expanded educational facilities and services. Therefore, impacts are less than significant. (Initial Study, p. 32.)

**2. Parks**

Threshold: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for public services related to parks?

Finding: Less than significant impact. (Initial Study, p.32)

Explanation: The Project does not propose residential uses and therefore would not result in an increased demand for parks. Additionally, March JPA is implementing the payment of a parkland development impact fee as a condition of approval for non-residential projects. As such, with payment of fees on a fair share basis, impacts for this Project would be less than significant. (Initial Study, p. 32.)

**3. Other Public Facilities**

Threshold: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for public services related to other public facilities?

Finding: Less than significant impact. (Initial Study, p.32)

Explanation: No other public facilities or services other than police and fire protection are anticipated to serve the proposed industrial warehouse buildings and mixed use, including office, retail, and/or small business park. Therefore, impacts are less than significant. (Initial Study, p. 32.)

**4. Fire Protection**

Threshold: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection services?

Impact: Less than significant impact. (Draft EIR, pp. 4.11-8 – 4.11-9.)

Explanation: Project implementation would result in the development of five industrial buildings totaling approximately 2.2 million square feet, including a 1,000,000-square-foot industrial warehouse, an 845,000-square-foot industrial warehouse, a 142,000 square foot industrial building, and two 110,000 square foot industrial buildings. Additionally, an approximately 5.5-acre mixed use area would be developed with an approximately 66,000-suqre foot mixed use development. The closest fire station to the Project site is Station 6 – Towngate Fire Station, located at 22250 Eucalyptus Avenue, Moreno Valley, California 92553, approximately 3.5 miles northeast to the Project site. Station 6 would likely serve as the primary responder to fire-related incidents on the Project site. Station 65 – Kennedy Park, is located at 15111 Indian Street, Moreno Valley, California 92551, approximately 5 miles west of the Project site. Station 65 would likely serve as the secondary responder to fire-related incidents on the Project site. As shown in Table 4.11-1, Station 6's response time would be approximately 4 minutes, while Station 65's response time would be approximately 7 to 10 minutes to the Project site. In the event of an emergency in which additional resources are needed, resources from the City of Moreno Valley and the County of Riverside would respond.

The Riverside County Fire Department ensures that new development complies with the California Fire Code (24 CCR, Part 9). Buildings would be required to install fire prevention devices, such as fire alarms and sprinklers, in order to improve emergency-related problems for the proposed development. Zoned fire sprinklers systems would be installed throughout the building.

At build-out, the total estimated number of employees on the Project site would be 1,411. Project employment would not result in substantial population growth within the fire station jurisdictions listed in Table 4.11-1 in Section 4.11 of the Draft EIR, as it is expected that jobs

would be filled by the existing residential population in the greater Riverside County area. However, the increase in developed industrial lands within and the March JPA Planning Area could result in increased calls for fire protection services and therefore result in the need for additional fire facilities. With the service of Station 6 within 4 minutes from the Project site and Station 65 within 8 minutes from the Project site, as well as other nearby Riverside County fire stations, the Project would be served by sufficient fire protection services. The additional demand for fire–rescue response services generated by the Project is not expected to could negatively affect response times or and workload capacities for the existing engines. While Moreover, fire hydrants and sprinkler systems would be required throughout the Project site and are required by the California Fire Code and the Uniform Building Code, there is the potential for increased fire demands to result in impacts. Further, the Riverside County Fire Department requires fire hydrants at maximum 330-foot intervals. The intervals can be higher pending fire department approval. This applies to the street network as well as individual lots. Fire hydrants along the street network would be placed on alternating sides of the street rights-of-way. As part of standard development practices, prior to construction, Project plans would be reviewed by the Riverside County Fire Department, and the Project would be required to incorporate the Riverside County Fire Department's recommendations into the final Project design. The Riverside County Fire Department review and approval of plans would ensure that the Project complies with the California Fire Code (24 CCR, Part 9). The Project would also be subject to the payment of a Development Impact Fee, which would be used exclusively for future facility improvements necessary to ensure that the development contributes its fair share of the cost of facilities and equipment determined to be necessary to adequately accommodate new development within the March JPA Planning Area. Therefore, the Project would not could result in the need for new or expanded fire protection facilities, and impacts would be less than significant. (Draft EIR, pp. 4.11-8 – 4.11-9; Final EIR.)

**5. Police Protection**

Threshold: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services?

Impact: Less than significant impact. (Draft EIR, p. 4.11-9.)

Explanation: Development of the proposed Project would result in the construction of approximately 2.2 million square feet over five buildings, as described above. Additionally, an approximately 5.5-acre area would be developed with an approximately 66,000-square-foot mixed-use development. The new industrial development will bring new employees to site but would not cause a substantial increase in population. The development of the industrial use may result in additional enforcement calls and emergency responses to this location, but would not increase the overall demand for additional law enforcement personnel and services in Riverside County and surrounding area and would trigger the need for new or improved facilities in order to meet the additional demand as no new population is expected. Any additional personnel (officers, supervisors, or support staff), equipment, and vehicles necessary to service calls to the new

industrial use could be accommodated at existing facilities. The proposed Project would also pay the criminal justice public facilities DIF equaling $1,925 per acre, or $250,250 for the approximately 130-acre Project. Therefore, impacts to law enforcement facilities as a result of Project implementation would be less than significant. (Draft EIR, p. 4.11-9.)

## O. Recreation

### 1. Existing and New Recreational Facilities

Threshold: Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Threshold: Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Finding: Less than significant impact. (Initial Study, p. 32.)

Explanation: The proposed Project involves the development of industrial buildings and mixed uses, including office, retail, or small business park uses. The proposed Project would not include new homes or businesses that would increase the use of existing parks or recreational facilities, and thus no deterioration of existing facilities would occur. There would not be an increase in the use of the parks and recreational facilities from this Project, and thus no deterioration of existing facilities. Additionally, March JPA is implementing the payment of a parkland development impact fee as a condition of approval for non-residential projects. As such, with the payment of fees on a fair share basis, the Project would not result in significant impacts to parks or recreational facilities. Therefore, impacts are less than significant. (Initial Study, p. 32.)

## P. Transportation/Traffic

### 1. Air Traffic

Threshold: Would the Project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Finding: No impact. (Initial Study, p. 34.)

Explanation: The Project site is located within the March ARB land use plan area. Specifically, the Project site is located within the B1, B2, and C1 compatibility zone, as depicted in the March ARB/Inland Port Airport Land Use Compatibility Plan. Zone B1, Inner Approach/Departure Zone, encompasses areas of high noise and high accident potential risk within the inner portion of the runway approach and departure corridors. Zone B2, High Noise Zone,

encompasses areas of high noise and moderate accident potential risk. Zone C1, Primary Approach/Departure Zone, encompasses areas of moderate to high noise and moderate accidental potential risk. Generally, uses prohibited within Zones B1, B2, and C1 include children's schools, day care centers, libraries, hospitals, congregate care facilities, places of assembly, noise-sensitive outdoor nonresidential uses, and hazards to flight. Additionally, prohibited uses within Zone B1 and B2 include hotels/motels, habitable areas exceeding certain floors, and critical community infrastructure facilities. Additionally, prohibited uses within Zone B1 include restaurants, hazardous materials manufacture/storage. The Project's compliance with the March ARB/Inland Port Airport Land Use Compatibility Plan is addressed in the Hazards and Hazardous Materials section of the EIR, as the intent of the compatibility plan is to protect people and the environment from impacts due to proximity to the airport. However, the proposed Project does not include uses or activities that would generate the need for revised air traffic patterns. As such, no impacts would occur. (Initial Study, p. 34.)

**2. Design Feature Hazards**

Threshold: Would the Project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Impact: Less than significant impact. (Draft EIR, 4.12-77.)

Explanation: The March JPA designated truck route map is shown on Exhibit 3-11 in the TIA (Appendix J). I-215, Alessandro Boulevard (west of I-215), Meridian Parkway, Innovation Drive, Van Buren Boulevard, and Cactus Avenue are identified as designated truck routes. As shown on Figure 4-2A of Appendix J, 45% of outbound truck trips are estimated to utilize Cactus Avenue, 43% are expected to utilize Van Buren Boulevard, and 12% are anticipated to utilize Alessandro Boulevard. As designated truck routes, these roadways have identified by March JPA as being designed to adequately support tractor trailer traffic. Thus, the introduction of Project-related truck trips on these designated truck routes would not be considered incompatible uses.

All roadway improvements required as a result of the Project, whether located on- or off-site, would be designed and constructed in accordance with all applicable local, state, and federal roadway standards and practices. Implementation of these improvements would be overseen by the lead agency and their qualified traffic engineers. This approach would ensure compliance with any and all applicable roadway design requirements. As such, no hazardous design features would be part of the Project's roadway improvements. Therefore, impacts associated with hazardous design features or incompatible uses would be less than significant, and no mitigation measures are required. (Draft EIR, 4.12-77.)

**3. Alternative Transportation Modes**

Threshold: Would the Project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Impact: No impact. (Draft EIR, pp. 4.12-78 and 4.12-79.)

Explanation: The study area within the March JPA and the surrounding Cities of Riverside and Moreno Valley are currently served by the Riverside Transit Authority (RTA), a public transit agency serving various jurisdictions within Riverside County. RTA Route 20 could potentially serve the Project, as it currently operates along Alessandro Boulevard to the north of the Project site. RTA Route 26 could serve the Project, as it currently operates along Meridian Parkway to the east of the Project site. RTA Route 27 also operates nearby along Van Buren Boulevard. Transit service is reviewed and updated by RTA periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments that may lead to either enhanced or reduced service where appropriate.

The recently opened Moreno Valley/March Field Metrolink Station is located at 14160 Meridian Parkway, across the street of the Project site.

Field observations conducted in December 2015 indicate nominal pedestrian and bicycle activity within the study area. The pedestrian and bicycle crossings were less than 10 per hour for all the study area intersections, with the exception of the Wood Road/Van Buren Boulevard intersection, which had 183 pedestrian crossings and 12 bicycle crossings in during the AM peak hour. There are currently Class II bike lanes along Alessandro Boulevard, Meridian Parkway, Opportunity Way, and Van Buren Boulevard within the study area. Existing sidewalks are currently in place on both sides of the street along Meridian Parkway, Cactus Avenue, Innovation Drive, and Opportunity Way. Sidewalks are present on the north side of Alessandro Boulevard in the study area.

The Project would not include any off-site improvements that would extend into adjacent roadways or otherwise impede public transit, bicycle, or pedestrian facilities. The Project would not include any improvements that would extend into Meridian Parkway or Alessandro Boulevard and interfere with the construction of this bicycle facility in the future. Additionally, primarily based on the Project area's urbanized nature, no existing recreational trails serve the immediate Project area. Therefore, there are no impacts to alternative transportation facilities, and no mitigation measures are required. (Draft EIR, pp. 4.12-78 and 4.12-79.)

**Q. Utilities and Service Systems**

**1. Wastewater**

Threshold: Would the Project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Finding: Less than significant impact. (Draft EIR, p. 4.13-16.)

Explanation: The Project site lies within the service area of WMWD. Upon its implementation, the proposed Project's wastewater flows would be treated at the Riverside Water Quality Control Plant, which is a wastewater treatment plant that is currently being expanded to handle a capacity of 46 MGD. The Riverside Water Quality Control Plant is subject to the waste discharge requirements set forth in RWQCB Order No R8-2013-0016 (NPDES No. CA0105350), which was adopted on November 1, 2013, and expires on October 31, 2018. Since the proposed Project would be served by the existing Riverside Water Quality Control Plant, which operates in compliance with the treatment and discharge requirements of the Santa Ana RWQCB, impacts would be less than

significant. (Draft EIR, p. 4.13-16.)

### 2. Wastewater Treatment Capacity

Threshold: Would the Project result in a determination by the wastewater treatment provider which serves or may serve the Project that it does not have adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?

Finding: Less than significant impact. (Draft EIR, p. 4.13-19.)

Explanation: The proposed Project would add demand for wastewater services within the service area of WMWD. The Project would result in a wastewater flow generation of 4,510 gallons per day. Based upon the anticipated wastewater generated from the proposed Project, it is anticipated that off-site improvements to the Riverside Water Quality Control Plant would not be required to accommodate the anticipated occupancy and use. Since the Riverside Water Quality Control Plant has recently been expanded to handle a capacity of 46 MGD and the proposed Project would result in wastewater flow generation of less than 1% of that capacity, the proposed Project would not result in the need for further expansion. As such, impacts would be less than significant. (Draft EIR, p. 4.13-19.)

**SECTION 4.** FINDINGS REGARDING ENVIRONMENTAL IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT. The Commission hereby finds that Mitigation Measures have been identified in the EIR and this Resolution that will avoid or substantially lessen the following potentially significant environmental impacts to a less than significant level. The potentially significant impacts, and the Mitigation Measures that will reduce them to a less than significant level, are as follows:

## A. Aesthetics

### 1. Light or Glare

Threshold: Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 4.1-13 – 4.1-15.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).)

Explanation: The Project site is currently undeveloped and does not contain lighting or reflective building materials. However, there is lighting in the surrounding area consisting of street lights and vehicle lights on nearby roads and I-215, interior and exterior lighting (including parking lot lighting) associated with existing development within the North Campus of the Meridian Business Park and the March Business Center, residential land uses in the Orangecrest neighborhood, and tall sports lighting installed at Orange Terrace Park and the Grove Community Church. Commercial uses along East Alessandro Boulevard also contribute lighting to the existing

night environment. While existing development contains glass windows, structures in the surrounding area are constructed with low reflective building materials.

As proposed the Project would introduce new lighting sources to the site and surrounding area. In addition to exterior and interior building lighting, entryway and parking lot lighting would be required for safety and security purposes. While a Project-specific lighting schedule has not yet been prepared, Project lighting is anticipated to be of a similar intensity of lighting located on and near existing structures in the North Campus of the Meridian Business Park and the March Business Center. In addition, and pursuant to the September 12, 2012 Settlement Agreement, lighting associated with the Project would be subject to Mitigation Measures from Exhibit B of the September 2012 Settlement Agreement with the Center for Biological Diversity and the San Bernardino Valley Audubon Society. The Settlement Agreement mitigation measures include the following considerations that must be implemented by the Project, and as such are included as mitigation within this analysis.

***MM-AES-1 Exterior Lighting***

*The following lighting requirements shall be incorporated into the Project design:*

- *All exterior on-site light fixtures shall be fully shielded with no light emitted above the horizon.*
- *Exterior on-site lighting shall not exceed .5 candle/foot at the property line confirmed through point-by-point photometric study.*
- *All exterior lighting shall be low-pressure sodium or high-pressure sodium. Metal Halide is prohibited.*
- *Maximum on-site lighting wattage is 750.*
- *Maximum height of on-site exterior lighting is 25 feet.* (Draft EIR, p. 4.1-15.)

Provided parking lot areas will include 40% tree coverage (approximately 1 tree for every 14 stalls) for office uses and 30% tree coverage (approximately 1 tree for every 20 stalls) for industrial or business park uses within 10 to 15 years of construction. Project will use trees that mature over a longer timeframe with lower low water demand. Shade requirements will exclude truck courts and drive isles.

Furthermore, the proposed Project would be subject to compliance with Section 9.08.100, Lighting, light and glare performance standards established in Section 9.10.110, Light and Glare, and Chapter, 9.13, Landscape Requirements, of the March JPA development code. While Section 9.08.100 specifically relates to permitted lighting and design guidelines associated with Project lighting, Chapter, 9.13, Landscape Requirements, is in part intended to reduce Project-generated light and glare through incorporation of street trees at project entryways, along parking lot edges and public right-of-way frontage, within setback areas, and along the boundary of a non-residential site when adjacent to residential site. Section 9.10.110, Light and Glare requires that all Project lighting shall be designed to project downward and shall not create glare on adjacent properties. With implementation of the September 2012 Settlement Agreement Mitigation Measures (included herein as **MM-AES-1**) and through adherence with lighting and landscaping

requirements of the March JPA development code, project-generated lighting would not result in the introduction of a new source of substantial light or glare which would adversely affect nighttime views in the area. As such, impacts would be less than significant with implementation of mitigation. (Draft EIR, pp. 4.1-13 and 4.1-14.)

The proposed Project architectural design would include the use concrete tilt-up structures. While office, retail, and/or small business park structures on the 5.5-acre parcel west of Meridian Parkway would feature glass and metal elements, bands of color, recessed openings, and other architectural design elements to create visual interest, proposed industrial warehouse buildings will feature limited glass and metal elements and would be less adorned than the office/retail development. Furthermore, glass used on proposed building exteriors would not be particularly reflective (the use of mirrored glare is not anticipated) and would be similar to glass elements incorporated into existing development in the immediate area. While the Project would be located within one mile of the nearest runway at March Air Reserve Base and proposed buildings would include glass and metals elements, the use of particularly reflective materials capable of creating a substantial hazard to nearby air navigation is not anticipated. Rather, the Project would be similar to the adjacent industrial development along the I-215 corridor by incorporating similar architectural design and accents displayed by existing development and through the use of similar building materials.

The Project could include solar voltaic systems atop buildings. When solar panels are installed at the Project site, there is the potential to result in significant glare impacts to the neighboring March ARB. With implementation of **MM-HAZ-6**, requiring the use of anti-reflective coatings on the panels, impacts associated with glare from solar panels could be reduced to less than significant.

> ***MM-HAZ-6 Solar Voltaic System Approval***
>
> *In the event the Project Applicant chooses to include solar photovoltaic system(s) as part of the Project, the system shall be reviewed and approved by the Airport Land Use Commission and the March ARB personnel prior to the issuance of building permits. The Project Applicant shall demonstrate that the solar panels and hardware are designed to minimize glare and spectral highlighting. Emerging technologies shall be used, such as diffusion coatings and nanotechnological innovations to effectively reduce the refractive index of the solar cells and protective glass. A glare/glint study was performed for all proposed solar panels in compliance with March ARB requirements. The study used nationally-accepted standards (i.e. Solar Glare Hazards Analysis Tool (SGHAT) by Sandia National Laboratories). The study shall be submitted to the March JPA, and the March JPA shall not approve solar panel designs or issue a building permit for a building that includes solar panels until any glare/glint impacts discovered during the study are addressed in consultation with Riverside County Airport Land Use Commission and March ARB.* (Final EIR.)

Therefore, while the Project's proposed building materials would not result in the introduction of a new source of substantial glare which would adversely affect daytime views in the area, there is the potential for solar voltaic systems to create glare impacts. As such, impacts would be less than significant with mitigation. (Draft EIR, p. 4.1-14.)

March JPA finds that mitigation measures MM-AES-1 and MM-HAZ-6 are feasible, are adopted, and will reduce the potentially significant impacts of the proposed Project to Aesthetics to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Aesthetics, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp. 4.1-13 – 4.1-15.)

**B. Biological Resources**

**1. Sensitive Species**

Threshold: Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 4.3-44 – 4.3-58.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).)

Explanation:

*Special-Status Plants*

The Project site does not provide suitable habitat for federally or state threatened or endangered plants based on the disturbed nature of the site, lack of suitable soils to support listed plant species in the vicinity, results of focused summer special-status plant surveys conducted in 2016, and lack of vernal pools based on the results of the focused assessment of ponded areas conducted in 2017 (Appendix C). Paniculate tarplant (CRPR 4.2 and State Rank S4) was the only special-status plant species observed on-site during the focused summer rare plant survey conducted in 2016 (Appendix C; Figure 4.3-6, Proposed Project Impacts Map). Although smooth tarplant (CRPR 1B.1) had a moderate potential to occur within the Project site, this species was not observed during 2016 focused summer plant surveys and, therefore, is not likely to occur on-site. No other special-status plant species has a moderate or high potential to occur within the Project site.

The California Native Plant Society (CNPS) classifies paniculate tarplant as a plant of "limited distribution or infrequent throughout a broader area in California, with 20-80% of occurrences threatened"; however, its State Rank S4 means that it is "apparently secure within California." Approximately 7,000 individuals were mapped throughout the Project site and Biological Survey Area (BSA) during the focused special-status plant survey conducted in summer of 2016, and individuals would be directly impacted by the Project (e.g., grading, clearing, grubbing, trampling). Direct, temporary impacts to vegetation communities could occur from removal or trampling of vegetation outside of the designated work zones. Potential short-term

indirect impacts to special-status plants would primarily result from the generation of fugitive dust, increased human activity, and the introduction of chemical pollutants during vegetation removal and grading/filling activities associated with project construction. Potential long-term indirect impacts to special-status plants in the Project area would primarily result from potential altered hydrology, non-native invasive species, chemical pollutants, increased human presence, and alteration of the natural fire regime.

This species was primarily observed within non-native grassland and goldenbush scrub vegetation communities mapped throughout the Project site, with some populations extending within the BSA north of the Project site. Paniculate tarplant is fairly widespread throughout Riverside County, with numerous observation documented throughout the County (Calflora 2016). Additionally, this species occurs within the central portion of its range and is not a peripheral population (occurring at the limits of their natural range within a specific region or elevation) (CNPS 2016). Peripheral populations are important to the long-term survival of a species as they are better able to undergo catastrophic range contractions based on their morphological and ecological divergence, which enables greater survivorship compared with core populations. As such, the populations of paniculate tarplant observed on-site are unlikely to be considered locally rare and impacts to this plant throughout its range would be minimal based on the implementation of the proposed Project.

In accordance with the Settlement Agreement (S.D. Cal. No. 09-cv-1854-JAH-POR), 664 acres of land was or will be placed into a conservation easement and managed for wildlife habitat value for federally-listed species, and paniculate tarplant would also benefit from this conservation. The 664 acres of conservation area occurs immediately west, north, and south of the Project site, and provides similar habitats to those that will be impacted by the Project (Appendix C; Figure 4.3-5). As such, many habitat and species impacts could be addressed through the conservation and management of the adjacent designated conservation areas. Impacts to the paniculate tarplant, a "watch list" species, would be offset through conserving the 664 acres of conservation area with similar habitats located immediately adjacent to the Project area and are therefore less than significant, conditional upon acceptance of the designated conservation areas as mitigation by the resource agencies for satisfaction of previous mitigation requirements within the Biological Opinion (BO) (BO No. 1-6-99-F-13 and FWS-WRIV-09F1185), subsequent Settlement Agreement (S.D. Cal. No. 09-cv-1854-JAH-POR), and consistency determination (2080-1999-56-6).

Short-term indirect impacts would be reduced through implementation of the Urban/Wildland Interface requirements, as set forth in Section 6.1.4 of the Multiple Species Habitat Conservation Plan (MSHCP) and stipulated in the Settlement Agreement. The Urban/Wildland Interface provides guidelines to reduce toxic discharge into conservation areas, requires landscape plans that minimize invasive plants, and incorporates barriers to limit human disturbance; thus, short-term indirect impacts to special-status plants would be less than significant. The currently existing service roads also function as a fire break and for purposes of fighting wild fires in the area. Additionally, the Settlement Agreement provides measures that will limit public access to conservation areas through measures including, but not limited to, fencing, signage to prevent off-road travel, restricted night access, and leash requirements for dogs, which would reduce any potential long-term indirect effects to less than significant. Impacts to special-

status plants would be less than significant with Project implementation, and no additional mitigation is required. (Draft EIR, pp. 4.3-45 and 4.3-46.)

*Special-Status Wildlife*

*Federally and State Listed Wildlife Species*

Least Bell's Vireo (LBVI). LBVI (FE/SE, SSC) is known to nest within the Meridian West Campus, immediately south of the Project site and was identified within and adjacent to the proposed Project site during focused surveys conducted in 2016 (Figure 4.3-6; Appendix C). One male LBVI individual was observed within the Project site, and two pairs and one individual male LBVI was observed in drainages south and west of the site (Figures 4.3-1 and 4.3-6; Appendix C). Potential Project impacts on this species were addressed as part of the March ARB USFWS 1999 Section 7 consultation (BO 1-6-99-F-13), CDFG consistency determination (2080-1999-56-6), subsequent *Center of Biological Diversity v. Jim Bartel, et al. Settlement Agreement* (S.D. Cal. No. 09-cv-1854-JAH-POR), and the 2009 BO (FWS-WRIV-09F1185).

Project impacts would include direct impacts to 5.21 acres of potentially suitable and occupied LBVI riparian habitat and indirect impacts from increased human activity and construction noise levels exceeding a 60 dBA Leq hourly average in riparian habitat occupied by LBVI, which would be considered significant. As part of the regulatory agency consultation, the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) will make a determination as to the effects of the Project on least Bell's vireo and the extent to which such effects are considered addressed and offset by previous consultations and agreements. Effects of the Project on LBVI that are not considered addressed and offset by previous consultations and agreements would require incidental take permits pursuant to the federal Endangered Species Act (ESA) and the California Endangered Species Act. Potential long-term indirect impacts to LBVI would primarily result from potential altered hydrology, non-native invasive species, chemical pollutants, and increased human presence. LBVI has the potential to occur on-site or within the areas immediately adjacent to the Project during the proposed construction activities; thus, Project construction has the potential to result in significant impacts. **MM-BIO-1** would be implemented requiring seasonal restrictions within suitable LBVI habitat, demarcation of construction limits adjacent to suitable LBVI habitat, measures to reduce noise levels within LBVI occupied habitat, as well as compensatory mitigation requirements for impacts (minimum replacement value of 1:1 for temporary impacts and 3:1 for permanent impacts) to occupied riparian habitat. Pursuant to the Settlement Agreement (S.D. Cal. No. 09-cv-1854-JAH-POR), occupied LBVI riparian habitat within the 649-acre Conservation Easement Area and within the 15-acre Water Quality Open Space Area (Figure 4.3-3) was or will be placed in a conservation easement. The Settlement Agreement did not specifically identify the 664 acres of conservation area as mitigation for the developable area; however, mitigation for impacts from the Project on occupied LBVI riparian habitat can be provided in Conservation Easement Area, Water Quality Open Space Area, or other off-site area, upon acceptance by the regulatory agencies. Thus, the occupied LBVI riparian habitat within the conservation area could be counted toward the overall compensatory mitigation requirements addressed in **MM-BIO-1**, pending approval from the regulatory agencies (i.e., USFWS and CDFW).

Short-term indirect impacts due to noise, vibration, altered hydrology, lighting, and increased human presence would be reduced through implementation of the Urban/Wildland Interface requirements, as set forth in Section 6.1.4 of the MSHCP and stipulated in the Settlement Agreement. The Urban/Wildland Interface provides guidelines to reduce noise, avoid toxic discharge into conservation areas, measures to avoid minimize impacts to adjacent drainages and associated riparian habitat, shielding of night lighting, landscape plans that minimize invasive plants, and incorporate barriers to limit human disturbance within adjacent conservation areas. The implementation of **MM-BIO-4** would further reduce potential indirect effects to LBVI and includes: vehicle speed limitations to 15 miles per hour or less to minimize the generation of fugitive dust; demarcation of designated construction work areas prior to construction, pet restrictions, and measures to ensure that trash and debris are disposed of properly to minimize short-term impacts of increased human activities; temporary structures and storage of construction materials and staging/storage for construction equipment and materials are not located in jurisdiction waters; and incorporation of native, non-invasive landscaping be incorporated to minimize the spread of non-native invasive plant and animal species. Thus, short-term indirect impacts to LBVI would be less than significant. Additionally, the Settlement Agreement provides measures that will limit public access to conservation areas through measures including, but not limited to, fencing, signage to prevent off-road travel, restricted night access, and leash requirements for dogs which would reduce any potential long-term indirect effects to adjacent LBVI to less than significant. With implementation of **MM-BIO-1** and **MM-BIO-4**, impacts to LBVI would be less than significant. (Draft EIR, pp. 4.3-46 – 4.3-49.)

Stephen's Kangaroo Rat (SKR). This species of kangaroo rat is listed as endangered by the federal government and threatened by the state of California. Although focused surveys for SKR have not been conducted on the Project site, 65.97 acres of potentially suitable habitat occurs on-site as evidenced by the presence of rodent burrows and scat consistent with SKR observed during 2015 and 2016 surveys within areas of non-native grassland and ruderal/bare ground (Appendix C; Figure 4.3-6). Additionally, SKR is known to occur within large, open, grassy areas of Meridian West Campus (Appendix C). As such, this species has a high probability of occurrence on the site. Direct impacts to SKR could result from ground disturbing activities (e.g., clearing, grubbing, grading). Indirect short-term impacts to SKR include noise, vibration, lighting, and increased human presence, and substantial long-term impacts include noise, lighting, and traffic collisions to nocturnal wildlife.

Project impacts to SKR were addressed as part of the USFWS consultation of the March ARB realignment (BO-1-6-99-F-13). The 1999 BO concluded that SKR would likely be adversely affected by the project; and thus, outlined conservation measures to minimize effects to SKR including the consideration of suitable trade criteria for development that would affect the function and value of the Sycamore Canyon-March Air Force Base Core Reserve area. As such, the USFWS supported the release of 1,178 acres of SKR Management Area/March Air Force Base West Campus for development as long as suitable replacement habitat with similar biological value of the area to be traded was exchanged. The CDFG reviewed the USFWS BO decision and issued a consistency determination (2080-1999-056-6) stating that "BO No. 1-6-99-F-13 is consistent with the CESA as to anticipated take of the LBVI and SKR" (CDFW 1999).

In three joint wildlife agency letters dated December 29, 2003 (FWS-WRIV-883.2), October 29, 2004, and May 22, 2006 (FWS/CDFG-WRIV-3259.5), the USFWS and CDFG

authorized the acquisition and conservation of the Potrero site in exchange for the former 1,178-acre March Air Force Base (now March ARB) SKR Management Area, the endowment fund transfer request from CNLM to CDFG for management of the exchange lands, and the release of the 1,178-acre March Air Force Base SKR Management Area for development. In 2006, the USFWS and CDFW confirmed that the areas taken out of the SKR Management Area were no longer part of the core reserve and incidental take was authorized within these areas pursuant to the SKR HCP (FWS/CDFG-WRIV-3259.5).

The release of the 1,178-acre SKR Management Area for development resulted in the Center for Biological Diversity and the San Bernardino Valley Audubon Society jointly filing a lawsuit against the USFWS and the Secretary of the Interior for failure to prepare a new Biological Opinion (BO) under the federal ESA, failure to conduct environmental analysis under NEPA, and a failure to properly amend the Stephens' kangaroo rat (SKR) Habitat Conservation Plan. The subsequent Settlement Agreement (*Center for Biological Diversity v. Jim Bartel, et. al.* S.D. Cal. No. 09-cv-1854-JAH-POR) required a conservation easement over 664 acres of land previously released for development to benefit SKR and other species on the former March SKR Management Area (Figure 4.3-5; Appendix C). Thus, direct impacts to SKR are considered adequately mitigated under previous agency consultations, authorizations, correspondence, and agreements described above. Direct Project impacts would not represent a significant adverse impact to this species, conditional upon satisfaction of previous mitigation requirements within the BO (1-6-99-F-13), consistency determination (2080-1999-56-6), joint wildlife agency letters dated December 29, 2003 (FWS-WRIV-883.2), October 29, 2004, and May 22, 2006 (FWS/CDFG-WRIV-3259.5), and subsequent Settlement Agreement (S.D. Cal. No. 09-cv-1854-JAH-POR).

Short-term indirect impacts due to noise, vibration, lighting, and increased human presence would be reduced through implementation of the Urban/Wildland Interface requirements, as set forth in Section 6.1.4 of the MSHCP and stipulated in the Settlement Agreement. The Urban/Wildland Interface provides guidelines to reduce noise, toxic discharge into conservation areas, shielding of night lighting, landscape plans that minimize invasive plants, and incorporate barriers to limit human disturbance within adjacent conservation areas. The implementation of **MM-BIO-4** would also be required and includes: vehicle speed limitations to minimize the generation of fugitive dust; demarcation of designated construction work areas prior to construction, and measures to ensure that trash and debris are disposed of properly to minimize short-term impacts of increased human activities; and incorporation of native, non-invasive landscaping be incorporated to minimize the spread of non-native invasive plant and animal species.

Additionally, as required, a RCHCA fee must be paid for incidental take of SKR pursuant to the HCP. With payment of the RCHCA fee, as stipulated by **MM-BIO-5**, implementation of the Urban/Wildland Interface requirements, **MM-BIO-4**, and **MM-BIO-5**, short-term indirect impacts to SKR would be less than significant. Additionally, the Settlement Agreement provides measures that will limit public access to conservation areas through measures including, but not limited to, fencing, signage to prevent off-road travel, restricted night access, and leash requirements for dogs which would reduce any potential long-term indirect effects to adjacent SKR to less than significant. (Draft EIR, pp. 4.3-49 – 4.3-51.)

Vernal Pool Fairy Shrimp (VPFS) and Riverside Fairy Shrimp (RFSH). VPFS and RFSH are federally listed invertebrate species that inhabit vernal pools. Neither federally listed fairy shrimp have been detected during surveys of the Project site, and a focused assessment of ponded and potentially ponded areas conducted in 2017 during an above average rainfall year did not observe any vernal pools or ponded areas suitable to support these species. As such, the potential for VPFS or RFSH to occur within the Project site and adjacent area is low, and direct or indirect impacts due to Project implementation to these species are not anticipated. Impacts to VPFS and RFSH would be less than significant with Project implementation, and no additional mitigation is required. (Draft EIR, p. 4.3-51.)

Coastal California Gnatcatcher (CAGN). CAGN is a federally threatened and CDFW SSC bird species. Marginally suitable habitat for CAGN occurs within the northern and central portions of the BSA. No CAGN were detected during any of the 16 site visits conducted between December 2015 and June 2016, 14 of which were performed by USFWS permitted biologists (i.e., biologists holding a valid ESA Section 10(A)(1)(a) permit to perform CAGN focused surveys). Additionally, the sage scrub habitat within the Project site is small (totaling 0.13 acre) and fragmented, appearing to be in part a result of disturbance. As such, the potential for CAGN to occur within the Project site and adjacent area is low and direct impacts due to Project implementation (e.g., grading, grubbing, vegetation removal) to this species are not anticipated.

Short-term indirect impacts due to construction-related noise, vibration, lighting, and increased human presence would be reduced through implementation of the Urban/Wildland Interface requirements, as set forth in Section 6.1.4 of the MSHCP and stipulated in the Settlement Agreement. The Urban/Wildland Interface provides guidelines to reduce noise, minimize toxic discharge into conservation areas, shielding of night lighting, requires landscape plans that minimize invasive plants, and incorporates barriers to limit human disturbance; thus, short-term indirect impacts to CAGN would be less than significant. The currently existing service roads also function as a fire break and for purposes of fighting wild fires in the area. Additionally, the Settlement Agreement provides measures that will limit public access to conservation areas through measures including, but not limited to, fencing, signage to prevent off-road travel, restricted night access, and leash requirements for dogs, which would reduce any potential long-term indirect effects to adjacent CAGN to less than significant. As such, impacts to CAGN would be less than significant with Project implementation, and no additional mitigation is required.

Project impacts to CAGN were addressed as part of the March ARB USFWS Section 7 consultation (BO 1-6-99-F-13), in which USFWS concurred that the proposed action was not likely to adversely affect CAGN. Furthermore, pursuant to the *Master Environmental Impact Report for the General Plan of the March Joint Powers Authority* (March JPA 1999b), CAGN were not determined to be present within the Planning Area and concluded that development of the Planning Area would not impact CAGN. Although conditions for CAGN have the potential to differ from what was known at the time of the 1999 BO, the sage scrub habitat documented within the Project is documented as being disturbed and providing low quality for CAGN based on the results of 2015 and 2016 field surveys. As such impacts to CAGN would be less than significant with Project implementation, and no additional mitigation is required. (Draft EIR, pp. 4.3-51 – 4.3-52.)

Southwestern Willow Flycatcher (SWFL). The federally and state endangered SWFL is

not expected to occur within the BSA. Site drainages are fragmented, lacking a well-developed understory, natural openings, and the presence of surface water preferred by this species. The patches of riparian forest on-site are relatively small (totaling 1.77 acres) and isolated by urban and industrial development. Given the site's relatively recent habitat development based on a review of historic aerial imagery of the Project site, this area is not likely part of SWFL's historic range. SWFL was not observed during 2016 surveys, nor has SWFL been reported from the area. Pursuant to the March ARB re-use BO (1-6-99-F-13), the project was determined not likely to adversely affect SWFL (USFWS 1999). The corresponding consultation with USFWS resulted in a BO stating that no impacts on SWFL would occur with development of the site. Given, the lack of suitable SWFL habitat on-site, SWFL were not observed during numerous surveys conducted between 2015 and 2016, and the results of past resource agency consultation, SWFL has a low probability of occurring on the Project site and adjacent areas. As such impacts to SWFL would be less than significant with Project implementation, and no additional mitigation is required. (Draft EIR, p. 4.3-52.)

*Other Non-Listed Special-Status Wildlife Species*

*Birds*

Burrowing owl (BUOW) is a CDFW SSC species. One burrowing owl individual was observed approximately 700 feet west of the Project site during the general biological survey conducted on December 23, 2015 (Figure 4.3-6). Focused burrowing owl surveys were conducted within the Project site and adjacent areas based on the presence of suitable foraging and nesting habitat on-site. BUOW individuals and/or sign were not identified within the Project site during focused BUOW surveys conducted between April 13 and June 22, 2016, as well as during other biological surveys conducted between January and June 2016. However, the Project site is within this species range and approximately 65.97 acres of suitable foraging and nesting habitat (i.e., non-native grassland habitat and disturbed lands) occurs on-site. Thus, additional burrowing owls may occur within or adjacent to the Project site.

BUOW were also identified in the *Master Environmental Impact Report for the General Plan of the March Joint Powers Authority* (March JPA 1999b). In accordance with Settlement Agreement related to the March ARB realignment, 664 acres of land was or will be placed into a conservation easement and managed for wildlife habitat value. This 664-acre conservation area occurs immediately south, west, and north of the Project site, and provides similar habitats to those that will be impacted by the Project (Appendix C; Figure 4.3-5). As such, the loss of 67.08 acres of suitable BUOW foraging habitat resulting from the Project is considered adequately offset by the 664-acre conservation area required through previous agency consultations and agreements. Project impacts to suitable foraging habitat would not represent a significant adverse impact to this species, conditional upon acceptance of the designated conservation areas as mitigation by the resource agencies for satisfaction of previous mitigation requirements within the BO (BO-1-6-99-F-13), subsequent Settlement Agreement (S.D. Cal. No. 09-cv-1854-JAH-POR), and consistency determination (2080-1999-56-6).

BUOW has the potential to occur on-site or within the vicinity of the Project during the proposed construction activities. Impacts would include direct impacts to 67.08 acres of suitable

foraging and nesting habitat (i.e., non-native grassland habitat and disturbed lands) and indirect impacts due to construction-related noise, vibration, lighting, vehicle strike, and increased human presence could occur. As such, construction activities have the potential to result in significant impacts to burrowing owl individuals present on site and in the immediate vicinity of the Project site. Thus, implementation of **MM-BIO-2**, which would require preconstruction surveys for BUOW within 30 days of ground disturbing activities, avoidance and minimization measures if found, and potential preparation of a BUOW Relocation Plan, would be required. Additionally, the implementation of **MM-BIO-4** would be required and includes vehicle speed limitations to 15 miles per hour or less to minimize the generation of fugitive dust; demarcation of designated construction work areas prior to construction, pet restrictions, measures to ensure that trash and debris are disposed of properly to minimize short-term impacts of increased human activities; and incorporation of native, non-invasive landscaping be incorporated to minimize the spread of non-native invasive plant and animal species.

However, potential indirect impacts to BUOW within conservation areas adjacent to the Project site would be reduced through implementation of the Urban/Wildland Interface requirements, as set forth in Section 6.1.4 of the MSHCP and stipulated in the Settlement Agreement. The Urban/Wildland Interface provides guidelines to reduce noise, minimize toxic discharge into conservation areas, shielding of night lighting, requires landscape plans that minimize invasive plants, and incorporates barriers to limit human disturbance; thus, short-term indirect impacts to BUOW would be less than significant. The currently existing service roads also function as a fire break and for purposes of fighting wild fires in the area. Additionally, the Settlement Agreement provides measures that will limit public access to conservation areas through measures including, but not limited to, fencing, signage to prevent off-road travel, restricted night access, and leash requirements for dogs which would reduce any potential long-term indirect effects to adjacent BUOW to less than significant. As such, indirect impacts to BUOW would be less than significant with Project implementation, and no additional mitigation is required. With implementation of **MM-BIO-2**, impacts to burrowing owls would be less than significant. (Draft EIR, pp. 4.3-52 – 4.3-54.)

The Project site has potential to provide foraging and roosting (resting) habitat for five non-listed special-status bird species: California horned lark (HOLA; WL), Cooper's hawk (COHA; WL), Lawrence's goldfinch (LAGO; BCC), Vaux's swift (VASW; SSC), and yellow warbler (YEWA; BCC/SSC). HOLA, COHA, LAGO, and YEWA have the potential to nest within the Project site and adjacent areas. An active COHA nest with two fledglings was documented within southern riparian forest habitat south of the Project site, within the southern portion of the BSA. COHA have the potential to nest in tall trees within and adjacent to the Project site. Although no other special-status species nests were observed, HOLA, LAGO, and YEWA could also nest within the Project site in the future. HOLA have the potential to nest on the ground within open fields and grasslands; LAGO have the potential to nest in midsized trees throughout and adjacent to the Project site; and YEWA have the potential to nest within the riparian habitats on-site and adjacent to the site. As such construction activities have the potential to impact non-listed special-status nesting birds, including COHA, HOLA, LAGO, and YEWA. Impacts to nesting birds are prohibited by the MBTA (50 CFR Section 10.13) and CFGC Sections 3503, 3503.5, and 3513, and would result in significant impacts to non-listed special-status bird species on-site and in the immediate vicinity of the Project site. As such, implementation of **MM-BIO-3**, which requires pre-construction nesting bird surveys be conducted and impacts to protected nesting birds be

avoided, has been included to avoid potential impacts to native nesting birds (see Nesting Bird discussion below). With implementation of **MM-BIO-3**, impacts to native nesting birds would be less than significant. (Draft EIR, p. 4.3-54.)

Approximately 5.21 acres of riparian habitat suitable for YEWA would be impacted during the proposed Project activities. Direct impacts to 5.21 acres of suitable riparian habitat for YEWA, would be considered significant, absent mitigation. Similar to LBVI, potential indirect impacts could occur from increased human activities and noise levels and are addressed within **MM-BIO-3** (see Nesting Bird discussion, below). Potential long-term indirect impacts to YEWA would primarily result from potential altered hydrology, non-native invasive species, chemical pollutants, and increased human presence. YEWA has the potential to occur on-site or within the areas immediately adjacent to the Project during the proposed construction activities; thus, Project construction has the potential to result in significant impacts. However, this species would benefit from the implementation of **MM-BIO-1** which includes compensatory mitigation requirements for impacts to LBVI, which occur in similar habitat to YEWA, marking the limits of construction, and removal of suitable riparian vegetation outside of the breeding season for LBVI, which overlaps with the YEWA breeding season. Additionally, YEWA would benefit from the implementation of **MM-BIO-6** which includes compensatory requirements for impacts to jurisdictional features (including riparian areas), as well as best management practices and measures to ensure avoidance to jurisdictional water features. Compensation mitigation for high-quality riparian habitat for LBVI and impacts to jurisdictional water features would benefit YEWA, which is a non-listed special-status species. Thus, impacts to suitable YEWA foraging habitat would be considered less than significant with Project implementation, and no additional mitigation is required. HOLA, COHA, and LAGO have the potential to forage within the Project site and adjacent areas; however, these species would benefit from conservation of similar habitats north, west, and south of the Project site (see discussion below). As per the Settlement Agreement, 664 acres of land (including 649 acres of Conservation Easement Area and 15 acres of Water Quality Open Space Area) was or will be placed into a conservation easement. Thus, impacts to foraging habitat for these species would be considered less than significant with Project implementation, and no additional mitigation is required. (Draft EIR, pp. 4.3-54 – 4.3-55.)

VASW nests within coniferous and mixed forests from northern California to southeastern Alaska; thus, is not expected to nest on-site. Although VASW was observed within the Project site in 2016, during its migration through southern California to its breeding range, this species is not anticipated to nest on-site and is only protected during breeding. Thus, VASW would not be impacted by the proposed Project. As such impacts to VASW would be **less than significant** with Project implementation, and no additional mitigation is required. (Draft EIR, p. 4.3-55.)

The proposed Project would remove an estimated 126 acres of potential foraging, roosting, and/or nesting (breeding) habitat (i.e., non-native grassland, coastal scrub, ruderal/bare ground, mulefat scrub, riparian) for the non-listed special-status wildlife species addressed above, including HOLA (nesting), COHA (nesting), LAGO (nesting), and YEWA (nesting and foraging). In accordance with previous consultations and agreements, 664 acres of land was or will be set aside for conservation to offset species and habitat losses associated with March ARB redevelopment, including development of the Project site. As such, the impacts of the Project on non-listed special-status wildlife species have been addressed through the 664-acre conservation area. This

conservation area occurs immediately north, west, and south of the Project site, and provides similar habitats to those that would be impacted by the Project (Figure 4.3-5; Appendix C).

Additionally, direct and indirect impacts on avian species will be avoided through nesting bird mitigation described below with the implementation of **MM-BIO-3** (see Native Nesting Bird discussion, below). Thus, direct and indirect impacts to avian species would be avoided and direct impacts to loss of habitat for these non-listed special-status wildlife species have been offset through conservation of 664 acres of similar habitats adjacent to the Project area. COHA and YEWA would also benefit from the conservation of high quality riparian habitat south of the Project site pursuant to 2009 BO (FWS-WRIV-09B0221-09F1185), as well as compensatory mitigation described in **MM-BIO-1** for LBVI.

Direct impacts to habitat loss for these special-status wildlife species (i.e., HOLA (nesting), COHA (nesting), LAGO (nesting), YEWA (nesting and foraging) are less than significant, conditional upon satisfaction of previous mitigation requirements within the Settlement Agreement (S.D. Cal. No. 09-cv-1854-JAH-POR), 2009 BO (FWS-WRIV-09B0221-09F1185), and implementation of **MM-BIO-3**. (Draft EIR, pp. 4.3-55 – 4.3-56.)

*Nesting Birds*

Native Nesting Birds. The BSA provides suitable habitat to support nesting native birds. Therefore, vegetation removal/clearance and ground disturbing activities conducted during the breeding season for bird species with potential to nest on-site (February 1 through September 15) have the potential to significantly impact active native bird nests. Impacts to nesting native birds are prohibited by the MBTA (50 CFR Section 10.13) and California Fish and Game Codes 3503, 3503.5, and 3513. As such, implementation of **MM-BIO-3**, which requires pre-construction nesting bird surveys be conducted and impacts to protected nesting birds be avoided, has been included to avoid potential impacts to native nesting birds. With implementation of **MM-BIO-3**, impacts to native nesting birds would be less than significant. (Draft EIR, p. 4.3-56.)

*Reptiles/Amphibians*

Orange-throated whiptail (OTWH; WL) was the only special-status reptile with moderate or greater potential to occur within the Project site. Although not observed during field surveys conducted within the BSA in 2015 and 2016, OTWH could occur within the shrub dominated habitats and grassland habitats on-site, totaling approximately 121.3 acres. OTWH's status is a low-level 'watch list' species and is relatively abundant on a regional level. In accordance with the Settlement Agreement, 664 acres of land was or will be placed into a conservation easement and managed for wildlife habitat value, which would benefit OTWH. Impacts to OTWH would be less than significant with Project implementation and no additional mitigation is required, conditional upon acceptance of the designated conservation areas as mitigation by the resource agencies for satisfaction of previous mitigation requirements within the BO (BO No. 1-6-99-F-13 and FWS-WRIV-09F1185), subsequent Settlement Agreement (S.D. Cal. No. 09-cv-1854-JAH-POR), and consistency determination (2080-1999-56-6). (Draft EIR, p. 4.3-56.)

Western spadefoot (WESP; SSC) was the only special-status amphibian with moderate or

greater potential to occur within the Project site. Although not observed during field surveys conducted within the BSA in 2015 and 2016, CNLM 2012 reported incidental observation of the species in the northern portion of the Project site and has a high potential to use both the terrestrial and aquatic habitats on-site. In accordance with the Settlement Agreement, 664 acres of land was or will be placed into a conservation easement and managed for wildlife habitat value, which would benefit WESP. Impacts to WESP would be considered less than significant with Project implementation and no additional mitigation is required, conditional upon acceptance of the designated conservation areas as mitigation by the resource agencies for satisfaction of previous mitigation requirements within the BO (BO No. 1-6-99-F-13 and FWS-WRIV-09F1185), subsequent Settlement Agreement (S.D. Cal. No. 09-cv-1854-JAH-POR), and consistency determination (2080-1999-56-6). (Draft EIR, p. 4.3-56 – 4.3-57.)

*Mammals*

San Diego black-tailed jackrabbit (BTJR) and northwestern San Diego pocket mouse (NWPM) are SSC with potential to occur within the Project site. Three BTJR were observed within the disturbed, non-native grassland, and goldenbush scrub habitats within the BSA during 2015 and 2016 field surveys, and there is approximately 126.75 acres of potentially suitable habitat for BTJR within the Project site. There is a high potential for NWPM to occur within sage scrub and sage scrub/grassland ecotones (totaling approximately 119.85 acres) within the Project site based on the presence of suitable habitat and burrows consistent with pocket mouse size observed during field surveys conducted in 2015 and 2016. In accordance with the Settlement Agreement, 664 acres of land was or will be placed into a conservation easement and managed for wildlife habitat value, which would benefit BTJR and NWPM. Impacts to BTJR and NWPM would be considered less than significant with Project implementation and no additional mitigation is required, conditional upon acceptance of the designated conservation areas as mitigation by the resource agencies for satisfaction of previous mitigation requirements within the BO (BO No. 1-6-99-F-13 and FWS-WRIV-09F1185), subsequent Settlement Agreement (S.D. Cal. No. 09-cv-1854-JAH-POR), and consistency determination (2080-1999-56-6). (Draft EIR, p. 4.3-57.)

Several indirect impacts to special-status species would be addressed through measures provided within the Settlement Agreement (S.D. Cal. No. 09-cv-1854-JAH-POR) including limitations to public access due to installation of fencing and signage to prevent off-road/off-trail use and night access, leash requirements for permitted dogs, and existing service roads functioning as fire breaks. However, indirect short-term and long-term impacts could also occur due to generation of fugitive dust, increased noise levels, chemical pollutants, increased human activity, non-native invasive plant and animal species introduction, and changes in hydrology/hydraulics. Indirect impacts to non-listed special-status wildlife species would be significant, absent mitigation. Implementation of **MM-BIO-4** would be required and includes: vehicle speed limitations to 15 miles per hour or less to minimize the generation of fugitive dust; demarcation of designated construction work areas prior to construction, pet restrictions, measures to ensure that trash and debris are disposed of properly to minimize short-term impacts of increased human activities; temporary structures and storage of construction materials and staging/storage for construction equipment and materials are not located in jurisdiction waters; and incorporation of native, non-invasive landscaping be incorporated to minimize the spread of non-native invasive plant and animal species. Additionally, implementation of **MM-BIO-6** would be required and

includes BMPs to minimize impacts to jurisdictional waters, including wetland and riparian areas, that would be avoided (i.e., vehicle, equipment, and activity restrictions adjacent to ponded flowing water and jurisdictional waters) to minimize the potential impact from chemical pollutants, as well as changes in hydrology/hydraulics. Indirect impacts to non-listed special-status wildlife species would be less than significant conditional upon satisfaction of previous mitigation requirements within the Settlement Agreement (S.D. Cal. No. 09-cv-1854-JAH-POR), 2009 BO (FWS-WRIV-09B0221-09F1185), and implementation of **MM-BIO-4** and **MM-BIO-6**. (Draft EIR, p. 4.3-57.)

The following mitigation measures have been identified to reduce impacts to a level of less than significant:

***MM-BIO-1 Occupied Least Bell's Vireo Habitat***

*The applicant shall consult with the U.S. Army Corps of Engineers (ACOE), U.S. Fish and Wildlife Service (USFWS), and California Department of Fish and Wildlife (CDFW) to obtain permits and/or clearances for the impacts to jurisdictional features, which are also known to be occupied by least Bell's vireo. As part of that consultation, the USFWS and CDFW shall make a determination as to the effects of the Project on least Bell's vireo and the extent to which such effects are considered addressed and offset by previous consultations and agreements. Any effects on the species not previously addressed and offset by the previous consultations and agreements would require USFWS and CDFW approval (e.g., incidental take permits) pursuant to the federal and California Endangered Species Acts. At a minimum, compensatory mitigation shall be at a mitigation ratio no less than 1:1 for temporary impacts to occupied habitat and no less than 3:1 for permanent impacts to occupied habitat. All additional measures and conditions contained within any regulatory agency permits and/or clearances (e.g., ACOE Section 404 Permit, CDFW Lake or Streambed Alteration Agreement, and/or incidental take permit) shall also be implemented. Mitigation options include on-site mitigation, off-site mitigation, in-lieu fee program payment, mitigation bank credit purchase, or a combination of these options, to replace the lost least Bell's vireo occupied habitat at the specified minimum mitigation ratios. Suitable least Bell's vireo habitat conserved pursuant to the Settlement Agreement may be counted toward mitigation for least Bell's vireo habitat lost due to Project implementation contingent upon regulatory agency approval. Avoidance and minimization measures shall be implemented in accordance with provisions of any acquired permits for this species.*

*Avoidance and minimization measures shall be implemented in accordance with regulatory agency permits and clearances but shall include, at a minimum:*

1. *Environmental awareness training for all construction personnel to educate personnel about least Bell's vireo, protective status avoidance measures to be implemented by all personnel, including the avoidance of nesting bird season to the greatest extent feasible and minimization of vegetation impacts within suitable riparian habitat;*

2. *Removal of suitable riparian vegetation outside of the least Bell's vireo breeding season (March 1 through August 15);*

3. *Demarcation of the extent of construction limits with temporary construction fencing to be maintained until construction is complete;*

4. *Establishment of environmentally sensitive areas around avoidable least Bell's vireo nest locations (500-foot avoidance buffer or as approved by USFWS and CDFW) by a qualified biologist prior to the start of any ground- or vegetation-disturbing activities, which shall be maintained and avoided during construction activities and until the nest is determined to no longer be active by a biologist;*

5. *Presence of a qualified biological monitor during initial grading activities, adjacent to environmentally sensitive areas, and as needed to document compliance with the conditions of the incidental take permit, the biological monitor shall have the authority to stop work as needed to avoid direct impacts to least Bell's vireo;*

    a. *Should an active least Bell's vireo nest be observed during construction activities, activities shall cease until the nest is determined to no longer be active or incidental take authorization has been acquired.*

    b. *Monitoring reports and a post-construction monitoring report shall be prepared to document compliance with* ***MM-BIO-1****.*

6. *Construction noise levels shall not exceed a 60 dBA Leq hourly average in riparian habitats occupied by least Bell's vireo unless authorized by the appropriate regulatory authorities (i.e., CDFW and USFWS). A noise level verification report shall be submitted to March JPA every 2 weeks during the duration the site grading and of construction phases.*

***MM-BIO-2 Burrowing Owl Habitat***

*Prior to the initiation of construction activities, a qualified biologist shall conduct preconstruction surveys for burrowing owl to determine presence/absence of the species. The survey shall be conducted in accordance with the most current California Department of Fish and Wildlife (CDFW) protocol within 30 days of site disturbance to determine whether the burrowing owl is present at the site. Preconstruction surveys shall include suitable burrowing owl habitat within the project footprint and within 500 feet of the project footprint (or within an appropriate buffer as required in the most recent guidelines and where legal access to conduct the survey exists). If burrowing owls are not detected during the clearance survey, no additional mitigation is required.*

*If burrowing owl is located, occupied burrowing owl burrows shall not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by CDFW verifies through non-invasive methods that either the birds have not begun egg-laying and incubation or that juveniles from the occurred burrows are foraging independently and capable of independent survival. A 500-foot non-disturbance buffer (where no work activities may be conducted) shall be*

*maintained between Project activities and nesting burrowing owls during the nesting season, unless otherwise authorized by CDFW.*

*If burrowing owl is detected during the non-breeding season (September 1 through January 31) or confirmed to not be nesting, a 160-foot buffer non-disturbance buffer shall be maintained between the Project activities and occupied burrow. Alternatively, a Burrowing Owl Relocation and Mitigation Plan may be prepared and submitted for approval by CDFW. Once approved, the Plan shall be implemented to relocate non-breeding burrowing owls from the Project site. The Plan shall detail methods and guidance for passive relocation of burrowing owls from the Project site, provide monitoring and management of the replacement burrow sites, reporting requirements, and ensure that a minimum of two suitable, unoccupied burrows are available off-site for every burrowing owl or pair of burrowing owls to be passively relocated. Compensatory mitigation of habitat would be required if occupied burrows or territories occur within the permanent impact footprint. Ratios typically include a minimum of 19.5 acres per nesting burrow lost; however, habitat compensation will be approved by CDFW and detailed in the Burrowing Owl Relocation and Mitigation Plan. Suitable burrowing owl habitat conserved pursuant to the Settlement Agreement may be counted toward mitigation for impacts to burrowing owl habitat and would be based upon regulatory agency approval.*

*Construction work may proceed after owls have been excluded from the site following accepted protocol and approval of CDFW, and as approved by March JPA. Results of the surveys and relocation efforts shall be provided to CDFW.*

***MM-BIO-3 Suitable Habitat for Nesting Birds***

*The Migratory Bird Treaty Act (MBTA) of 1918 (50 CFR Section 10.13) and similar provisions under the California Fish and Game Code (Sections 3503, 3503.5, and 3513) prohibit the "take" of any native bird. March JPA shall ensure that vegetation clearing on the Project site is conducted outside of the nesting season (February 1 through September 15). If avoidance of the nesting season is not feasible, then a qualified biologist shall conduct a nesting bird survey within three days prior to any disturbance of the site, including disking, demolition activities, and grading. If active nests of native species are identified, the biologist shall establish suitable buffers around the nests, and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests. Typically, established buffers are greater for raptors than songbirds and depend on the species, the nesting stage, and type of construction activity proposed. The buffer shall be no less than 300 feet for raptors and no less than 150 feet for songbirds, unless specifically determined by a qualified biologist familiar with the nesting phenology of the nesting species. In some cases, the buffer may need to be larger. There are no specific protocols for nesting bird surveys or for buffers once nests are found. The key is to ensure that no direct mortality of a native bird, which when nesting includes eggs and young.*

*Implementation of this measure would ensure the Project is not in violation of the MBTA and California Fish and Game Code.*

***MM-BIO-4 Site Monitoring***

*To prevent inadvertent disturbance to areas outside the limits of the proposed Project activities, following monitoring requirements and best management practices (BMPs) shall be implemented. A biologist shall be contracted to perform regular random checks (at minimum twice a month) to ensure implementation within the following monitoring requirements and BMPs. Monitoring reports and a post-construction monitoring report will be prepared to document compliance with* ***MM-BIO-4****.*

1. *To prevent inadvertent disturbance to areas outside the limits of work, the construction limits shall be clearly demarcated (e.g., installation of flagging or temporary visibility construction fence) prior to ground disturbance activities and all construction activities, including equipment staging and maintenance shall be conducted within the marked disturbance limits.*
2. *Biologist shall flush special-status species (i.e., avian or other mobile species) from suitable habitat areas immediately prior to initial vegetation removal activities. Birds shall only be flushed outside of the nesting season (general nesting season is February 1 through September 15) or if a qualified biologist has confirmed the bird is not nesting.*
3. *Construction vehicles shall not exceed 15 miles per hour on unpaved roads adjacent to project site or the right-of-way accessing the site.*
4. *If trash and debris need to be stored overnight during the maintenance activities, fully covered trash receptacles that are animal-proof and weather-proof shall be used by the maintenance contractor to contain all food, food scraps, food wrappers, beverage containers, and other miscellaneous trash. Alternatively, standard trash receptacles may be used during the day, but must be removed each night.*
5. *Cut vegetation must be hauled out of the channel and stored, if necessary, where it cannot be washed by rainfall or runoff into the channel. When maintenance activities are completed, any excess materials or debris will be removed from the project site.*
6. *Temporary structures and storage of construction materials shall not be located in jurisdictional waters, including wetlands and riparian areas.*
7. *Staging/storage areas for construction equipment and materials shall not be located in jurisdictional waters, including wetland and riparian areas.*
8. *Pets on or adjacent to construction sites shall not be permitted by the operator.*
9. *As per the Landscaping Guidelines of the Resource Management Element of the General Plan (March JPA 1999a), drought tolerant vegetation and native vegetation will be used to the extent feasible, consistent with March JPA*

*Landscape Water Efficiency Ordinance #JPA 16-03, with the purpose of preserving existing mature trees and native vegetation. Landscape plans shall be reviewed by a qualified botanist to recommend appropriate provisions to minimize the spread of invasive plant species as defined by the County of Riverside, and listed by the California Invasive Plant Council (www.cal-ipc.org) and California Native Plant Society (www.cnps.org) within the project area. Provisions may include installation of container plants and/or hydro-seeding areas adjacent to existing, undisturbed native vegetation areas with native plant species common within temporary impact areas; and review and screening of proposed plants to identify and avoid potential invasive species and weed removal during the initial planting of landscaped areas.*

***MM-BIO-5 Stephen's Kangaroo Rat Impact Fee***

*Prior to issuance of a grading permit, the Project Applicant shall provide the Riverside County Habitat Conservation Agency (RCHCA) with the Stephen's Kangaroo Rat impact fee for the 130-acre Project site.*

***MM-BIO-6 Jurisdictional Features***

*To mitigate the impacts related to the jurisdictional features on the Project site being impacted by the Project which is under the jurisdiction of the U.S. Army Corps of Engineers, California Department of Fish and Wildlife (CDFW), and Regional Water Quality Control Board, the Project applicant shall implement the mitigation required by the regulatory agencies. March JPA shall require proof that the applicable 404, 401, and 1600 permits and/or clearances have been obtained or verification that they are not required shall be obtained prior to any disturbance of the jurisdictional features on site. At a minimum, temporary impacts to jurisdictional features shall be compensated at a 1:1 mitigation ratio and permanent impacts shall be mitigated at a 3:1 mitigation ratio. All additional measures and conditions contained within the regulatory agency permits and/or clearances shall also be implemented. Mitigation options include on-site mitigation, offsite mitigation, in-lieu fee program payment, mitigation bank credit purchase, or a combination of these options, to replace the impacted jurisdictional features at the specified minimum mitigation ratios. Avoided jurisdictional waters shall be fenced or flagged for avoidance. Best management practices shall be implemented to avoid indirect impacts to jurisdictional waters, including the following:*

1. *A biologist shall conduct daily site visits during the removal of riparian vegetation.*
2. *Vehicles and equipment shall not be operated in ponded or flowing water except as described in permits.*
3. *Water containing mud, silt, or other pollutants from grading or other activities shall not be allowed to enter jurisdictional waters or be placed in locations that may be subjected to high storm flows.*

4. *Spoil sites shall not be located within 30 feet from the boundaries of jurisdictional waters or in locations that may be subject to high storm flows, where spoils might be washed back into drainages.*

5. *Raw cement/concrete or washings thereof, asphalt, paint or other coating material, oil, or other petroleum products, or any other substances that could be hazardous to vegetation or wildlife resources, resulting from Project-related activities, will be prevented from contaminating the soil and/or entering avoided jurisdictional waters.*

6. *No equipment maintenance will be performed within 100-feet of jurisdictional waters, including wetlands and riparian areas, where petroleum products or other pollutants from the equipment may enter these areas. Fueling of equipment will not occur on the Project site.* (Draft EIR, pp. 4.3-65 – 4.3-71.)

March JPA finds that mitigation measures MM-BIO-1, MM-BIO-2, MM-BIO-3, MM-BIO-4, MM-BIO-5, and MM-BIO-6 are feasible, are adopted, and will reduce the potentially significant impacts of the proposed Project to Sensitive Species to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Sensitive Species, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp. 4.3-44 – 4.3-58; 4.3-65 – 4.3-71.)

**2. Riparian & Sensitive Habitat**

Threshold: Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 4.3-58 – 4.3-60.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation:

*Special-Status Riparian Vegetation Communities*

Biological resource surveys, vegetation mapping, and a preliminary jurisdictional wetland/waters delineation, including documentation of riparian habitats, were conducted on the Project site and within areas 500 feet of the Project site (BSA) in December 2015 through May 2016 (Figure 4.3-6; Appendix C). The Project site supports five drainages (Drainages A, B, C, D, and E). These drainages flow in a west to east direction and support a total of 0.04 acre of CDFW jurisdictional streambed and 5.21 acres of riparian vegetation communities, including 0.44 acres of mulefat scrub, 3.00 acres of disturbed riparian scrub, and 1.77 acres of southern riparian forest

(Table 4.3-5). These riparian vegetation communities are potentially jurisdictional under CFGC Section 1602 and have the potential to support wildlife characteristic of riparian vegetation communities (i.e., LBVI); thus, these drainages are considered sensitive riparian vegetation communities. A Streambed Alteration Agreement or clearance would be required from CDFW to ensure compliance with CFGC Section 1602.

The proposed Project would permanently impact approximately 0.04 acre of CDFW jurisdictional streambed and 5.21 acres of sensitive riparian vegetation on-site and therefore result in potential significant impacts. Potential indirect short-term impacts could also occur due to generation of fugitive dust, chemical pollutants, increased human activity, non-native invasive plant and animal species introduction, and changes in hydrology/hydraulics. **MM-BIO-1** requires the implementation of seasonal restrictions within suitable LBVI habitat, demarcation of construction limits adjacent to suitable LBVI habitat, measures to reduce noise levels within LBVI occupied habitat, as well as compensation requirements for impacts (minimum 1:1 ratio for temporary impacts and 3:1 ratio for permanent impacts) to occupied LBVI riparian vegetation by proposed Project activities. **MM-BIO-3** would be implemented, which requires the implementation of work restrictions within jurisdictional waters and riparian areas, and that temporary structures, storage locations, and staging areas be located away from jurisdictional waters, including wetlands and riparian areas. Additionally, **MM-BIO-6** requires: demarcation of jurisdictional waters that will not be impacted by proposed Project activities; implementation of best management practices (BMPs) including vehicle and equipment restrictions within ponding or flowing water, measures to reduce impacts to water quality (i.e., spoil and debris placement), and fueling and chemical pollutant restriction adjacent to jurisdictional waters; and proof that the applicable ACOE, RWQCB, and CDFW permits and/or clearances have been obtained. Additionally, **MM-BIO-6** requires, at a minimum, compensation for temporary impacts to jurisdictional features at a 1:1 mitigation ratio and compensation for permanent impact to jurisdictional resources at a 3:1 mitigation ratio. Any additional compensatory mitigation would be based upon regulatory agency direction and determined through the permitting/clearance processes. Mitigation to address impacts to jurisdictional features may be implemented through onsite mitigation, offsite mitigation, in-lieu fee program payment, mitigation bank credit purchase, or a combination of these options. **MM-BIO-6** would be implemented to avoid, minimize, and mitigate impacts to sensitive riparian vegetation communities. With implementation of **MM-BIO-1, MM-BIO-3,** and **MM-BIO-6**, direct and indirect short-term impacts to sensitive riparian vegetation would be less than significant. (Draft EIR, pp. 4.3-58 – 4.3-59.)

Potential indirect long-term impacts could also occur due to chemical pollutants, increased human activity, non-native invasive plant and animal species introduction, altered fire regime, and changes in hydrology/hydraulics. Potential indirect impacts to CDFW jurisdictional streambed and riparian habitat within conservation areas adjacent to the Project site would be reduced through implementation of the Urban/Wildland Interface requirements, as set forth in Section 6.1.4 of the MSHCP and stipulated in the Settlement Agreement. The Urban/Wildland Interface provides guidelines to minimize toxic discharge into conservation areas, requires landscape plans that minimize invasive plants, and incorporates barriers to limit human disturbance; thus, long-term indirect impacts to CDFW jurisdictional areas would be less than significant. The currently existing service roads also function as a fire break and for purposes of fighting wild fires in the area. Additionally, the Settlement Agreement provides measures that will limit public access to conservation areas through measures including, but not limited to, fencing, signage to prevent off-

road travel, and restricted night access, which would reduce any potential long-term indirect effects to adjacent CDFW jurisdictional areas to less than significant. As such, indirect long-term impacts to CDFW jurisdictional streambed and riparian habitat would be less than significant with Project implementation, and no additional mitigation is required. (Draft EIR, p. 4.3-59.)

*Special-Status Upland Vegetation Communities*

Blue elderberry stands and Riversidean sage scrub are the only upland habitats present on the Project site that are likely to be considered sensitive by the resource agencies (CDFW and/or USFWS). Impacts to these sensitive upland vegetation communities would be minimal with Project impacts to Riversidean sage scrub totaling approximately 0.13 acre and Project impacts to blue elderberry stands totaling 0.21 acre (Table 4.3-1; Figure 4.3-6). In accordance with the Settlement Agreement, 664 acres of land was or will be placed into a conservation easement and managed for wildlife habitat value, which includes approximately 649 acres of similar upland habitats as the Project site and is located immediately adjacent to the Project. The functions and values of native habitats in the designated conservation areas are expected to offset impacts to the special-status upland vegetation communities resulting from the Project and such impacts would be considered less than significant with Project implementation and no additional mitigation is required, conditional upon acceptance of the designated conservation areas as mitigation by the resource agencies for satisfaction of previous mitigation requirements within the BO (BO No. 1-6-99-F-13 and FWS-WRIV-09F1185), subsequent Settlement Agreement (S.D. Cal. No. 09-cv-1854-JAH-POR), and consistency determination (2080-1999-56-6).

Potential indirect short-term and long-term impacts could also occur due to generation of fugitive dust, chemical pollutants, increased human activity, non-native invasive plant and animal species introduction, altered fire regime, and changes in hydrology/hydraulics. Potential indirect impacts to special-status habitats within conservation areas adjacent to the Project site would be reduced through implementation of the Urban/Wildland Interface requirements, as set forth in Section 6.1.4 of the MSHCP and stipulated in the Settlement Agreement. The Urban/Wildland Interface provides guidelines to minimize toxic discharge into conservation areas, maintain speed limits in the conservation areas, requires landscape plans that minimize invasive plants, and incorporates barriers to limit human disturbance; thus, indirect impacts to special-status vegetation communities would be less than significant. The currently existing service roads also function as a fire break and for purposes of fighting wild fires in the area. Additionally, the Settlement Agreement provides measures that will limit public access to conservation areas through measures including, but not limited to, fencing, signage to prevent off-road travel, and restricted night access, which would reduce any potential long-term indirect effects to adjacent special-status vegetation communities to less than significant. As such, indirect impacts to special-status vegetation communities would be less than significant with Project implementation, and no additional mitigation is required. (Draft EIR, pp. 4.3-59 – 4.3.-60.)

March JPA finds that mitigation measures MM-BIO-1, MM-BIO-3, and MM-BIO-6 (previously described in the Sensitive Species section) are feasible, are adopted, and will reduce the potentially significant impacts of the proposed Project to Riparian and Sensitive Habitat to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially

significant impacts of the proposed Project to Riparian and Sensitive Habitat, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp. 4.3-58 – 4.3-60; 4.3-65 – 4.3-71.)

### 3. Wetlands

Threshold: Would the Project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 4.3-60 – 4.3-62.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation:

A preliminary jurisdictional wetland/waters delineation was conducted for the Project site and within areas 500 feet of the Project site (BSA) between December 2015 and May 2016 (Figure 4.3-4; Appendix C). The Project site supports four drainages which have an OHWM within the Project site (Drainages A, C, D, and E), and one swale (Drainage B) which lacked evidence of an OHWM within the Project site. The majority of these drainage systems support riparian vegetation communities throughout their length.

As shown in Table 4.3-6 (Appendix C; Figures 4.3-4 and 4.3-6), the Project would permanently impact 0.13 acre (2,101 linear feet) of non-wetland waters under the jurisdiction of ACOE pursuant to Section 404 of the CWA. No ACOE jurisdictional wetlands were mapped within the Project site or within 500 feet of the Project site (Appendix C). Waters under the jurisdiction of RWQCB pursuant to Section 401 of the CWA and Section 13260 of the California Water Code (the Porter-Cologne Water Quality Act) is equal to that of the ACOE and CDFW streambed jurisdiction on the Project site. To ensure compliance with Section 404 of the CWA, a permit or clearance would be required from ACOE. Similarly, a Water Quality Certification or clearance from the RWQCB would be required to ensure compliance with Section 401 of the CWA and the Porter-Cologne Water Quality Act. Finally, as also discussed above, a Streambed Alteration Agreement or clearance would be required from CDFW to ensure compliance with California Department Fish & Game Code Section 1602.

Mitigation would, at minimum, include compensation for temporary impacts to jurisdictional features at a 1:1 mitigation ratio and compensation for permanent impact to jurisdictional resources at a 3:1 mitigation ratio. Any additional compensatory mitigation would be based upon regulatory agency direction and determined through the permitting/clearance processes. Mitigation to address impacts to jurisdictional features may be implemented through onsite mitigation, offsite mitigation, in-lieu fee program payment, mitigation bank credit purchase, or a combination of these options. **MM-BIO-6** would ensure that appropriate mitigation to replace jurisdictional features impacted during project activities in compliance with Section 404 and 401, of the CWA has been approved and implemented prior to site disturbance. **MM-BIO-6** also

incorporates measures to minimize indirect impacts to jurisdictional waters not proposed to be impacted through the implementation of BMPs, including; vehicle and equipment restrictions adjacent to flowing water, minimization of impacts to water quality, and work areas adjacent to jurisdictional waters, including wetlands and riparian areas. **MM-BIO-6** has been included to ensure impacts are mitigated accordingly and regulatory permits are obtained based on impacts to jurisdictional resources. Therefore, with incorporation of **MM-BIO-6**, the Project would have a less than significant impact related to jurisdictional resources. (Draft EIR, pp. 4.3-60 – 4.3-61.)

Potential indirect short-term and long-term impacts could also occur due to generation of fugitive dust, chemical pollutants, increased human activity, non-native invasive plant and animal species introduction, altered fire regime, and changes in hydrology/hydraulics. Potential indirect impacts to state and/or federally jurisdictional waters within conservation areas adjacent to the Project site would be reduced through implementation of the Urban/Wildland Interface requirements, as set forth in Section 6.1.4 of the MSHCP and stipulated in the Settlement Agreement. The Urban/Wildland Interface provides guidelines to minimize toxic discharge into conservation areas, maintain speed limits in the conservation areas, requires landscape plans that minimize invasive plants, and incorporates barriers to limit human disturbance; thus, indirect impacts to state and/or federally jurisdictional waters would be less than significant. The currently existing service roads also function as a fire break and for purposes of fighting wild fires in the area. Additionally, the Settlement Agreement provides measures that will limit public access to conservation areas through measures including, but not limited to, fencing, signage to prevent off-road travel, and restricted night access, which would reduce any potential long-term indirect effects to adjacent state and/or federally jurisdictional waters to less than significant. As such, indirect impacts to state and/or federally jurisdictional waters would be less than significant with Project implementation, and no additional mitigation is required. (Draft EIR, pp. 4.3-61 – 4.3-62.)

March JPA finds that mitigation measure MM-BIO-6 (previously described in the Sensitive Species section) is feasible, is adopted, and will reduce the potentially significant impacts of the proposed Project to Wetlands to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Wetlands, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp. 4.3-60 – 4.3-62; 4.3-65 – 4.3-71.)

### 4. Adopted Habitat Conservation Plan

Threshold: Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 4.3-63 – 4.3-65.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: The Project site is located within the boundaries of the Western Riverside County MSHCP. The March JPA is not a permittee to the MSHCP, and thus, does not have to comply with the Reserve Assembly goals of the MSHCP or any other MSHCP requirements. The Project site is not located in an area subject to Cell Criteria, Public/Quasi-Public Conserved Land areas, existing conserved Additional Reserve Land, or land described for conservation under the MSHCP, and therefore the Project's development would not interfere or conflict with the ability of the MSHCP goals and objectives to be implemented. The Project site is located on a former March Air Force Base SKR Management Area, which was originally considered Public/Quasi-Public lands within the MSHCP. The acquisition and conservation of the Potrero Preserve in exchange for the March Air Force Base SKR Management Area allowed for proposed development areas within the former SKR Management Area, including the Project site, to be released for development. As such, the proposed developable areas (as per the Settlement Agreement; Figure 4.3-5) are no longer recognized as Public/Quasi-Public lands within the MSHCP, which was confirmed by the WRC RCA (Landry 2013; Syms Luna 2013). However, the remaining areas within the former SKR Management Area, which are not proposed for development (i.e., conservation area, water quality open space area, and proposed park area) are to remain in conservation; and thus, will still be treated as Public/Quasi-Public lands within the MSHCP. These conservation areas would remain following Project implementation.

Although the Project site is located adjacent to the southern habitat block of Core D of the MSHCP, it would not prevent movement within this area. Pursuant to the Settlement Agreement (*Center for Biological Diversity v. Jim Bartel, et. al.* [S.D. Cal.No. 09-cv-1864-JAH-POR]), 664 acres of native habitat were set aside for conservation in consideration of development within the proposed Project area and other 'developable lands.' Additionally, measures were provided within the Settlement Agreement to allow for adequate wildlife passage traveling north-south through the identified 'Conservation Areas' and guidelines were provided to abide by the Urban/Wildlife Interface requirements set forth in Section 6.1.4 of the MSHCP, including night lighting restrictions to minimize impacts to edge effects (USFWS 1999; Center for Biological Diversity v. Jim Bartel, et. al. [S.D. Cal.No. 09-cv-1864-JAH-POR]). As such, impacts to wildlife corridors and habitat linkages are considered to be adequately mitigated and would be treated as if they are an MSHCP Conservation Area for purposes of application of the Urban/Wildland Interface requirements.

The Project site is also located within an identified BUOW survey area within the MSHCP. Focused BUOW surveys were conducted within the Project site and adjacent areas in 2016, with negative results; however, suitable BUOW habitat occurs on-site. Thus, additional BUOW measures within **MM-BIO-2** including, but not limited to preconstruction surveys for BUOW within 30 days of ground disturbing activities, avoidance and minimization measures if found, and potential preparation of a BUOW Relocation Plan, and potential compensatory mitigation, would ensure consistency with the MSHCP. As such, the development of the Project would not interfere or conflict with the ability of the MSHCP goals and objectives to be implemented. Conflicts with the MSHCP would be less than significant with Project implementation, and no additional mitigation is required. (Draft EIR, pp. 4.3-63 – 4.3-64.)

The Project site was located within the former 1,178-acre March Air Force Base (now March ARB) SKR Management Area. However, pursuant to the 1999 BO (1-6-99-F-13) and

CDFG consistency determination (2080-1999-56-6), USFWS and CDFG authorized the acquisition and conservation of the Potrero site in exchange for the former 1,178-acre March Air Force Base (now March ARB) SKR Management Area, the endowment fund transfer request from CNLM to CDFG for management of the exchange lands, and the release of the 1,178-acre March Air Force Base SKR Management Area for development. This was provided in a series of three letters written by USFWS and cosigned by CDFG (also referred to as a joint wildlife agency letter) dated December 29, 2003 (FWS-WRIV-883.2), October 29, 2004, and May 22, 2006 (FWS/CDFG-WRIV-3259.5), which resulted in the Center for Biological Diversity and the San Bernardino Valley Audubon Society jointly filing a lawsuit against the USFWS and the Secretary of the Interior for failure to prepare a new Biological Opinion (BO) under the federal ESA, failure to conduct environmental analysis under NEPA, and a failure to properly amend the Stephens' kangaroo rat (SKR) Habitat Conservation Plan. The subsequent Settlement Agreement (*Center for Biological Diversity v. Jim Bartel, et. al.* S.D. Cal. No. 09-cv-1854-JAH-POR), re-instated 649 acres of the former March SKR Management Area lands as SKR Management Area to the west and south of the Project site and removed the SKR restriction from the 'West Campus' Project site lands (Figure 4.3-5; Appendix C). Thus, impacts to SKR are adequately mitigated through the acquisition and conservation of the Potrero site, which was determined to better address the overall conservation needs of SKR, as well as the conservation of 649 acres of former March SKR Management Area lands, which is consistent with the SKR HCP. Additionally, the RCHCA provided concurrence with the March JPA that with the acquisition and conservation of the Potrero site, the former 1,178-acre March SKR Management Area lands are not part of the SKR reserve system established pursuant to the long-term SKR HCP (Syms Luna 2013). Thus, impacts to SKR are considered adequately mitigated under previous agency consultation and Project impacts would not represent a significant adverse impact to this species or the SKR HCP requirements. Conflicts with the SKR HCP would be less than significant with Project implementation, and no additional mitigation is required. (Draft EIR, pp. 4.3-63 – 4.3-65.)

March JPA finds that mitigation measure MM-BIO-2 (previously described in the Sensitive Species section) is feasible, is adopted, and will reduce the potentially significant impacts of the proposed Project to Adopted Habitat Conservation Plans to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Adopted Habitat Conservation Plans, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp. 4.3-63 – 4.3-71.)

## C. Cultural Resources

### 1. Archaeological Resources

Threshold: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines?

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 4.4-21 and 4.4-22.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: Six archaeological sites and one isolate were identified within or partially within the Project boundaries. As discussed above under Threshold CUL-1, none of these sites are historical resources as defined by CEQA. Further, none of these sites appear to qualify as "unique archaeological resources" as defined in California PRC 21083.2(g).

Sites P-33-003285 and P-33-005456 (Structural Remains Associated with Camp Haan). Sites P-33-003285 and P-33-005456 were previously determined to be not eligible for listing in the NRHP, with SHPO concurrence documented on the evaluation of P-33-003285 (McDonald and Giacomini 1996:37; McKenna 2001:12). Although they have not been previously evaluated for listing in the CRHR, these features demonstrate little potential for any important archaeological data for the study of WWII history, which is very well documented by both historical literature and archival records, nor do they exhibit any architectural or aesthetic merits. Therefore, these features do not contribute materially to the potential historic significance of Camp Haan. As such, they do not qualify as "unique archaeological resources" as defined in California PRC 21083.2(g).

Sites P-33-005433 and P-33-024837 (Bedrock Milling Features). Due to the lack of associated surface artifacts, midden, or other indicators of long-term use or occupation, site P-33-005433 was previously found not eligible for listing in the NRHP (McDonald and Giacomini 1996:37) and neither site appears to qualify as "unique archaeological resources" as defined in California PRC 21083.2(g).

Isolate P-33-024836 (Shell Casing). Isolate P-33-024836 consists of a single artifact found on the surface, without an intact depositional context or any potential for further archaeological data. By definition, an isolate does not qualify as an archaeological site due to the lack of contextual integrity. As such, Isolate 33-024836 is not a "unique archaeological resource" as defined in California PRC 21083.2(g), and no further consideration under CEQA is required.

Site P- 33-024838 (Remains of Adobe Structure). Site P-33-024838 does not contain a surface deposit of associated artifacts, nor did the field observations reveal any indication of subsurface artifact deposit. As a minor set of structural remains with no documented historical association and no apparent architectural, technological, or aesthetic merit, Site P-33-024838 does not appear to qualify as a "unique archaeological resource" as defined in California PRC 21083.2(g).

Site P-33-024842 (Abandoned Railroad Grade). Site P-33-024842 retains no historic integrity, nor does it relate to any persons or events in its history. It demonstrates no special qualities in design and construction, and little potential for any archaeological data. Therefore, it does not appear to qualify as a "unique archaeological resource" as defined in California PRC 21083.2(g).

All six archaeological sites and the isolated find were found to be not eligible for the CRHR as a result of the cultural resources study and do not qualify as "unique archaeological resources" as

defined in California PRC 21083.2(g). However, the potential exists for unknown archaeological resources to be unearthed during earth-moving activities associated with construction of the Project. In the unexpected event that grading and excavation activities unearth intact archaeological materials, a potentially significant impact could result, and as such, mitigation measures would be required (refer to **MM-CUL-1 through MM-CUL-4**).

***MM-CUL-1 Contractor Specifications***

*Prior to issuance of any grading permit, March JPA shall confirm that the following note is included on Contractor Specifications: "Should any cultural/scientific resources be discovered during earth-moving activities, no further grading shall occur in the area of the discovery until the Planning Director is satisfied that adequate provisions are in place to evaluate and protect these resources." This condition and the approved provisions/recommendations as determined in the agreement and/or outlined in an Evaluation Plan, shall be incorporated on the cover sheet of the grading plan.*

***MM-CUL-2 Native American and Archaeological Monitoring***

*A Native American Monitor and Secretary of Interior Qualified Archaeologist shall be present during all earth-moving construction activities. At least 30 days prior to issuance of grading permits, separate agreements shall be developed with each monitoring Native American Tribes, addressing the roles of the Developer/Applicant, the Qualified Archaeologist, and the Tribes (Pechanga Band of Luiseño Indians, Soboba Band of Luiseño Indians and the Morongo Band of Mission Indians). The agreements will pertain to cultural resources and shall provide monitoring parameters inclusive of a schedule of monitoring activity whereby each Tribe will solely monitor ground disturbance for a two-week period, with a maximum of two monitors, with each Tribe then successively monitoring the site for the next two-week period based on the approved schedule. The disposition of Tribal Cultural Resources shall meet the requirements of CEQA, and shall be handled with the following disposition priorities:*

- *To the degree possible, Tribal Cultural Resources shall remain in place;*
- *Should it not be possible to leave Tribal Cultural Resources in place, relocation to the adjacent West March Conservation Easement shall be pursued;*
- *Should the Tribes, Secretary of Interior Qualified Archaeologist and developer not agree upon the disposition of Tribal Cultural Resources, to the degree possible, curation of resources shall occur in an appropriately accredited CFR Part 79 curation facility. The collections and associated records shall be transferred, including title, to the curation facility within Riverside County, to be accompanied by payment of the fees (as necessary) for permanent curation; and*
- *March JPA shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts; and*
- *Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts.*

*Reburial shall not occur until all cataloguing and basic recordation have been completed.*

*To the degree possible, the developer shall attempt to relocate resource 33-005433, Feature 4, by moving it to the adjacent West March Conservation Easement.*

*In compliance with MM-CUL-6, discovery and treatment of human remains shall comply with State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98. The executed agreements shall be provided to the March JPA Planning Director prior to issuance of a grading permit.*

***MM-CUL-3 Inadvertent Discovery of Archaeological Resources***

*In the event that archaeological resources are inadvertently unearthed during excavation and grading activities for the Project, the contractor shall cease all earth-disturbing activities within a 100-foot radius of the area of discovery. The Project cultural resources professionals, including all three monitoring tribes, shall evaluate the significance of the find and determine the appropriate course of action. If avoidance of the resources is not feasible, salvage operation requirements pursuant to Section 15064.5 of the CEQA Guidelines shall be followed and shall take in to account tribal preferences and sensitivity concerns. After the find has been appropriately avoided or mitigated and cleared by March JPA, the Project cultural resources professional and, if applicable, the Native American monitor, work in the area may resume. Pursuant to California Public Resources Code Section 21083.2(b), avoidance is the preferred method of preservation for archaeological resources. If the Developer, the project archaeologist and the Native American Monitor cannot agree on the significance or the mitigation for such resources, these issues will be presented to the Planning Director for decision. The Planning Director shall make a determination based on the provisions of the California Environmental Quality Act with respect to archaeological and tribal cultural resources and shall take into account the religious beliefs, customs, and practices of the appropriate Native American tribes. Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the decision making body at March JPA.*

*If potentially significant features or sites are discovered, an Evaluation Plan shall be developed by the Project archaeologist and the Luiseño Native American representative and shall contain, at a minimum, a research design and field methodology designed to address the criterion outlined in the CRHR. If a site is determined to be significant, data recovery excavations may be necessary unless the resource is avoided and preserved/protected in place. Evaluation and treatment shall be supervised by an individual or individuals that meet the Secretary of the Interior's Professional Qualification Standards.*

***MM-CUL-4 Archaeological Monitoring Report***

*A report, prepared by the Qualified Archaeologist, documenting monitoring activities conducted by the Archaeologist and Native American Monitor shall be submitted to March JPA within 60 days of completion of grading or other Project-*

*related activities with the potential to impact archaeological or tribal cultural resources. This report shall document the types of cultural resources recovered and the disposition of such resources. If no cultural resources are identified during the monitoring activities, a letter report will be completed within 30 days of the completion of grading. It will document the types of monitoring activities conducted, report any problems or issues that occurred, and state clearly that no resources were identified. All reports produced will be submitted to March JPA, the Eastern Information Center, and the appropriate tribe(s).* (Draft EIR, pp. 4.4-24 – 4.4-26; Final EIR.)

With the incorporation of mitigation measures, impacts to archaeological resources would be less than significant. (Draft EIR, pp. 4.4-21 and 4.4-22.)

March JPA finds that mitigation measures MM-CUL-1, MM-CUL-2, MM-CUL-3, MM-CUL-4 are feasible, are adopted, and will reduce the potentially significant impacts of the proposed Project to Archaeological Resources to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Archaeological Resources, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp. 4.4-21 and 4.4-22; 4.4-24 – 4.4-26.)

### 2. Paleontological Resources

Threshold: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, p. 4.4-23.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: No paleontological resources were identified within the Project site as a result of the institutional records search or desktop geological review. Furthermore, the western edge of the Project site is located within exposed igneous and metamorphic bedrock and will not yield paleontological resources. However, intact paleontological resources may be present below the original layer of younger, Holocene age alluvial deposits. Given the proximity of past fossil discoveries in the surrounding area and the underlying older Pleistocene age deposits, the Project site is moderately to highly sensitive for containing paleontological resources at depth. In the event that paleontological resources are located on the Project site, ground-disturbing activities associated with construction of the proposed Project, such as grading during site preparation, have the potential to destroy a unique paleontological resource or site. Without mitigation, the damage to paleontological resources during construction would be a potentially significant impact. However, upon implementation of **MM-CUL-5**, impacts would be reduced to below a level of significance. Impacts of the proposed Project are considered less than significant with mitigation incorporated during construction. No further mitigation is required. (Draft EIR, p. 4.4-23.)

***MM-CUL-5 Paleontological Monitoring***

*Prior to commencement of any grading activity on-site, the applicant shall retain a qualified paleontologist, subject to the review and approval of the City's Building Official, or designee. The qualified paleontologist shall attend the preconstruction meeting and be on-site during all rough grading and other significant ground-disturbing activities in previously undisturbed older Quaternary alluvial deposits, if encountered. These deposits may be encountered at depths as shallow as four feet below ground surface. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot radius buffer. Once documentation and collection of the find is completed, the monitor will remove the rope and allow grading to recommence in the area of the find. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the proposed project. The PRIMP shall be consistent with the guidelines of the Society of Vertebrate Paleontology (SVP) (2010).* (Draft EIR, p. 4.4-27.)

March JPA finds that mitigation measure MM_CUL-5 is feasible, is adopted, and will reduce the potentially significant impacts of the proposed Project to Paleontological Resources to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Paleontological Resources, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp. 4.4-23; 4.4-27.)

### 3. Human Remains

Threshold: Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, p. 4.4-24.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: While no known human remains have been identified in the Project area as a result of the cultural resources studies, the Project area is situated in a geographic location that was suitable for prehistoric human occupation. Therefore, the possibility of encountering human remains within the Project area exists. The discovery of human remains would require handling in accordance with PRC 5097.98, which states that in the event that human remains are discovered during construction, construction activity shall be halted and the area shall be protected until consultation and treatment can occur as prescribed by state law. In the unexpected event that human remains are unearthed during construction activities, impacts would be potentially

significant, and as such, mitigation measures are required (**MM-CUL-6**). With implementation of mitigation measures, impacts would be less than significant. (Draft EIR, p. 4.4-24.)

> ***MM-CUL-6 Inadvertent Discovery of Human Remains***
>
> *In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the Riverside County Coroner shall be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined, within 2 working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she shall notify the NAHC within 24 hours. In accordance with California Public Resources Code, Section 5097.98, the NAHC must immediately notify those persons it believes to be the most likely descendant from the deceased Native American. The most likely descendant shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains.* (Draft EIR, p. 4.4-27.)

March JPA finds that mitigation measure MM-CUL-6 is feasible, is adopted, and will reduce the potentially significant impacts of the proposed Project to Human Remains to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Human Remains, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp. 4.4-24; 4.4-27.)

## D. Geology and Soils

### 1. Seismic Ground Shaking

Threshold: Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, p. 4.5-9.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: Southern California is considered to be an area of high seismic activity. The Project site is not located within an Alquist–Priolo Earthquake Fault Zone (DOC 2015). However, the Project site is located approximately 7.6 miles northeast from the San Jacinto Fault Zone as well as other regional active faults capable of being the source of a substantial seismic event. The proposed Project would be designed to current CBC seismic design standards to anticipate the effects associated with potential seismic ground shaking. As discussed in Section 4.5.4, March

JPA-designated building inspectors would review Project plans to ensure compliance with the existing and regularly amended seismic design provisions of the CBC, in order to reduce potential impacts from seismic ground shaking. However, without project-specific measures to reduce potential adverse effects from seismic ground shaking impacts would be potentially significant. As such, the recommendations from the Geotechnical Investigation report have been included as **MM-GEO-1** through **MM-GEO-15** for the Project to reduce impacts related to seismic ground shaking. With implementation of mitigation, potentially significant impacts can be reduced to less than significant levels. (Draft EIR, p. 4.5-9.)

The following mitigation measures have been identified to reduce impacts to less than significant levels:

***MM-GEO-1 Site Preparation.*** *Prior to construction, the site shall be cleared of vegetation, trash and debris, which shall be disposed of off-site. Any underground obstructions shall be removed as they are encountered. Resulting cavities shall be backfilled and compacted in accordance with California Building Code (CBC) requirements. Efforts shall be made to locate existing utility lines and all utility lines shall be removed or rerouted if they interfere with the proposed construction, and the resulting cavities shall also be backfilled and compacted in accordance with CBC requirements.*

***MM-GEO-2 Over-Excavation and Recompaction.*** *During site preparation and excavation, on-site alluvial soils and artificial fill shall be over-excavated to bedrock and replaced as compacted fill in planned building areas. In addition, the soil and bedrock shall be over-excavated such that there is a minimum of 3 feet of compacted fill below the bottom of the proposed building foundations. The over-excavation and recompaction shall extend a minimum horizontal distance of 5 feet from perimeter edges of the proposed footings, or the depth of over-excavation, whichever is farther, where feasible.*

*Artificial fill shall also be completely removed in areas planned for asphalt or concrete pavement, flatwork, and site walls, and areas to receive fill. These areas shall be underlain by a minimum of 18 inches of compacted fill (below proposed subgrade). Site walls taller than 7 feet and retaining walls taller than 4 feet shall be over-excavated per the recommendations for buildings.*

*Local conditions may require that deeper over-excavation be performed. Such areas shall be evaluated by a California licensed geotechnical engineer during grading in accordance with California Building Code requirements.*

*After completion of the over-excavation, and prior to fill placement, the exposed surfaces shall be scarified to a minimum depth of 6 inches, moisture conditioned to or slightly above optimum moisture content, and recompacted to a minimum 90% relative compaction, relative to the ASTM D 1557 laboratory maximum density.*

***MM-GEO-3 Fill Placement and Compaction.*** *On-site native soil, bedrock and artificial fill may be used for compacted structural fill, provided they are free of debris,*

*organic material and over-sized material (rock greater than 12 inches in largest dimension). Larger particles shall not be allowed to nest together; gravel-size particles and larger shall be mixed with sufficient soil so that the larger particles are generally completely surrounded by a soil matrix. Any soils to be placed as fill, whether on site or imported material, shall be reviewed and possibly tested, if deemed necessary, by a licensed geotechnical engineer.*

*All fill soil shall be placed in thin, loose lifts, moisture conditioned, as necessary, to at least optimum moisture content, and compacted to a minimum 90% relative compaction in accordance with California Building Code requirements. Relative compaction shall be determined in accordance with ASTM Test Method D1557. Aggregate base for pavement shall be compacted to a minimum of 95% relative compaction.*

*The upper 9 inches of industrial slab subgrade soil shall be compacted to a minimum of 95% relative compaction at approximately 2 percentage points above optimum (as measured by ASTM D 1557).*

***MM-GEO-4 Import and Export of Fill Soil.*** *Import soil to be placed as fill shall be geotechnically accepted by a licensed geotechnical engineer in accordance with California Building Code requirements. At least three working days prior to proposed import to the site, the contractor shall provide the project's geotechnical engineer pertinent information of the proposed import soil, such as location of the soil, whether stockpiled or native in place, and pertinent geotechnical reports, if available. It is recommended that a California licensed geotechnical engineer visit the proposed import site to observe the soil conditions and obtain representative soil samples. Potential issues may include soil that is more expansive than on-site soil, soil that is too wet, soil that is too rocky or too dissimilar to on-site soils, oversize material, organics, debris, etc.*

***MM-GEO-5 Alluvium Soil Removal.*** *During site excavation, complete removal of alluvium soils shall be conducted to mitigate for adverse total and differential settlement in accordance with California Building Code requirements.*

***MM-GEO-6 Shallow Foundation Construction****. Shallow foundation construction shall adhere to the following measures to mitigate impacts associated with soils with high expansion potential:*

1. ***Minimum Embedment and Width:*** *Footings shall have a minimum embedment of 18 inches with a minimum width of 24 and 12 inches for isolated and continuous footings, respectively.*
2. ***Allowable Bearing:*** *An allowable bearing pressure of 2,000 pounds-per-square-foot (psf) may be used, based on the minimum embedment depth and width above. This allowable bearing value may be increased by 250 pounds per foot increase in depth or width to a maximum allowable bearing pressure of 4,000 psf. If higher bearing pressures are required, this shall be reviewed on a case-by-case basis.*

*These allowable bearing pressures are for total dead load and sustained live loads. Footing reinforcement shall be designed by the structural engineer.*

3. ***Lateral Load Resistance:*** *Soil resistance available to withstand lateral loads on a shallow foundation is a function of the frictional resistance along the base of the footing and the passive resistance that may develop as the face of the structure tends to move into the soil. The frictional resistance between the base of the foundation and the subgrade soil may be computed using a coefficient of friction of 0.30. The passive resistance may be computed using an allowable equivalent fluid pressure of 220 pounds per cubic foot (pcf), assuming there is constant contact between the footing and undisturbed soil. The coefficient of friction and passive resistance may be combined without further reduction.*

4. ***Increase in Bearing and Friction:*** *The allowable bearing pressure and coefficient of friction values may be increased by one-third when considering loads of short duration, such as those imposed by wind and seismic forces.*

5. ***Settlement Estimates:*** *The recommended allowable bearing capacity is generally based on a total allowable, post-construction settlement of 1 inch. Differential settlement due to static loading is estimated at ½ inch over a horizontal distance of 30 feet. Since settlement is a function of footing sustained load, size and contact bearing pressure, differential settlement can be expected between adjacent columns or walls where a large differential loading condition exists.*

***MM-GEO-7 Slabs-On-Grade.*** *Concrete slabs-on-grade shall be designed by the structural engineer in accordance with the current California Building Code (CBC) for a soil with a high expansion potential. Where conventional light floor loading conditions exist, the following minimum standards shall be used. More stringent requirements may be required by local agencies, the structural engineer, the architect, or the CBC. Laboratory testing shall be conducted at finish grade to evaluate the expansion index of near-surface subgrade soils. In addition, slabs-on-grade shall have the following minimum components:*

1. ***Subgrade Moisture Conditioning:*** *The subgrade soil shall be moisture conditioned to at least 2 percentage points above optimum moisture content to a minimum depth of 24 inches prior to placing the moisture vapor retarder, steel or concrete.*

2. ***Moisture Retarder:*** *Because moisture vapor from the underlying soils will be transmitted through slabs-on-grade without preventive measures, slab underlayment for moisture vapor retarding shall be designed by qualified professionals (such as the structural engineer and/or architect) where control of moisture vapor transmission through slabs would occur (such as where moisture-sensitive floor coverings or equipment are planned). Slab underlayment shall include a moisture vapor retarder membrane (such as 15-mil), underlain by a capillary break consisting of 4 inches of clean ½-inch-minimum gravel, and provisions for protection of the vapor retarder during construction. The moisture barrier may be placed directly on subgrade provided gravel and other protruding objects that could puncture the moisture*

*retarder are removed from the subgrade prior to placement. If a capillary break is not used under the vapor retarder, a more robust vapor retarder shall be used, 15 mil Stego Wrap or approved equivalent. The structural engineer and/or architect shall specify pertinent slab and concrete design parameters, such as whether a sand blotter layer shall be placed over the vapor retarder. Moisture retarders can reduce, but not eliminate moisture vapor rise from the underlying soils up through the slab. Moisture retarders shall be designed and constructed in accordance with applicable American Concrete Institute, Portland Cement Association, Post-Tensioning Institute, ASTM International, and California Building Code requirements and guidelines.*

3. ***Concrete Thickness – Warehouse/Industrial Areas:*** *Warehouse/industrial slabs-on-grade shall be designed by the structural engineer based on anticipated wheel, equipment, and storage loads. Slab design shall include concrete thickness and strength, joint spacing, joint dowels, and whether reinforcing will be used.*

   *According to the Project's geotechnical investigation, it was estimated that a preliminary slab design will be approximately 7 inches of concrete over compacted subgrade, unreinforced, with dowel baskets at construction and control joints. This concept is acceptable, provided the structural engineer considers the following parameters.*

   *Provided that the upper nine inches of slab subgrade soils are compacted to a minimum of 95% relative compaction at 2 percentage points above optimum (as measured by ASTM D 1557), an average subgrade spring constant (modulus of subgrade reaction, k) of 100 pounds-per-square-inch per-inch deflection (or pci) (with linear deflections up to ¾-inch and a nonlinear response for larger deflections) may be assumed for analysis of loading on slabs-on-grade. This value should not be used for estimation of actual settlements, but is intended to estimate shears, moments, and local distortions. An alternate check may be used by assuming an allowable bearing pressure of 1100 psf (though the modulus of subgrade reaction method is the preferred method). If soils are allowed to dry out prior to placing concrete, the upper nine inches shall be scarified, moisture conditioned to 2 percentage points above optimum moisture content, and recompacted to a minimum of 95% relative compaction (based on ASTM D 1557) prior to placing steel or concrete.*

4. ***Concrete Thickness – Office Areas:*** *Slabs-on-grade for office space shall be at least 4 inches thick (this is referring to the actual minimum thickness, not the nominal thickness). Reinforcing steel shall be designed by the structural engineer, but as a minimum (for conventionally reinforced, 4-inchthick slabs) shall be No. 3 rebar placed at 18 inches on center, each direction, mid-depth in the slab. Crack control joints shall be provided at a maximum spacing of 15 feet on center for office areas.*

   *As an alternative, the slab for office areas may be designed similarly to the warehouse/industrial areas noted previously.*

*Final design shall be reviewed by a California licensed structural engineer to consider components in slab design and specifications.*

*Floor covering manufacturers shall be consulted for specific recommendations.*

*A qualified professional, such as the flooring subcontractor and/or structural engineer, shall be retained to evaluate the general and specific moisture vapor transmission paths and any impact on the proposed construction.*

***MM-GEO-8 Seismic Design Parameters.*** *Prior to issuance of a grading permit, seismic design shall be performed in accordance with the most recent edition of the CBC to reduce the effects of ground shaking produced by regional seismic events. The seismic design of the Project shall consider the following data for the seismic analysis of the site to address seismic ground shaking impacts on the Project site:*

| 2013 CBC Categorization/Coefficient | Design Value |
|---|---|
| Site Longitude (decimal degrees) | -117.2887 |
| Site Latitude (decimal degrees) | 33.9048 |
| Site Class Definition (ASCE 7 Table 20.3-1) | C |
| Mapped Spectral Response Acceleration at 0.2s Period, $S_s$ (Figure 1613.3.1(1)) | 1.500g |
| Mapped Spectral Response Acceleration at 1s Period, $S_1$ (Figure 1613.3.1(2)) | 0.600g |
| Short Period Site Coefficient at 0.2s Period, $F_a$ (Table 1613.3.3(1)) | 1.0 |
| Long Period Site Coefficient at 1s Period, $F_v$ (Table 1613.3.3(2) | 1.3 |
| Adjusted Spectral Response Acceleration at 0.2s Period, $S_{MS}$ (Eq. 16-37) | 1.5g |
| Adjusted Spectral Response Acceleration at 1s Period, $S_{M1}$ (Eq. 16-38) | 0.780g |
| Design Spectral Response Acceleration at 0.2s Period, $S_{DS}$ (Eq. 16-39) | 1.000g |
| Design Spectral Response Acceleration at 1s Period, $S_{D1}$ (Eq. 16-40) | 0.520g |

***MM-GEO-9 Retaining Walls.*** *During construction, retaining walls shall be backfilled with very low expansive soil and constructed with a backdrain in accordance with the CBC. Based on the recommendations of the January 15, 2016 Geotechnical Investigation for the project site, the following parameters may be used for the design of conventional retaining walls:*

| Static Equivalent Fluid Weight (pcf) | |
|---|---|
| *Condition* | *Level Backfill* |

| | |
|---|---|
| Active | 40 pcf |
| At-Rest | 60 pcf |
| Passive | 220 pcf (allowable)<br>(Maximum of 3,500 psf) |

*A California licensed structural engineering shall apply the applicable factors of safety and/or load factors during design, as specified by the CBC.*

*Cantilever walls that are designed to yield at least 0.001H, where H is equal to the wall height, may be designed using the active condition. Rigid walls and walls braced at the top shall be designed using the at-rest condition.*

*For sliding resistance, a frictional resistance coefficient of 0.3 may be used at the concrete and soil interface. The lateral passive resistance shall be taken into account only if it is ensured that the soil providing passive resistance, embedded against the foundation elements, will remain intact with time.*

*In addition to the above, lateral forces due to retained earth, surcharge due to improvements, such as an adjacent structure or traffic loading, shall be considered in the design of the retaining wall. Loads applied within a 1:1 projection from the surcharging structure on the stem of the wall shall be considered in the design.*

*A soil unit weight of 120 pcf may be assumed for calculating the actual weight of the soil over the wall footing.*

***MM-GEO-10 Pavement Design**. The following measures shall be implemented for pavement design elements of the project prior to construction:*

1. ***Flexible Pavements:** Based on the design procedures outlined in the current Caltrans Highway Design Manual, and using an assumed design R-value of 30, flexible pavement sections may consist of the following for the street types indicated. Final pavement design shall be based on the Traffic Index determined by the project civil engineer and R-value testing provided near the end of grading.*

| Asphalt Pavement Section Thickness | | | |
|---|---|---|---|
| *Traffic Index* | *Asphalt Concrete (AC) Thickness (inches)* | *Class 2 Aggregate Base Thickness (inches)* | *Total Pavement Section Thickness (inches)* |
| 5 (auto access) | 3 | 6 | 9 |
| 6 | 3 | 9 | 12 |
| 7 | 4 | 10 | 14 |

| | | | |
|---|---|---|---|
| 8 | 4.5 | 12 | 16.5 |
| 9 | 5.5 | 13 | 18.5 |
| 10 | 6 | 15 | 21 |

*If the pavement is to be constructed prior to construction of the structures, the full depth of the pavement section shall be placed in order to support heavy construction traffic.*

2. ***Rigid Pavements:*** *For on-site Portland Cement Concrete (PCC) pavement, a minimum of 7-inch-thick concrete with dowels at joints, over a minimum of 4 inches of aggregate base shall be installed. If a full-depth pavement section is used, a minimum of eight-inch-thick concrete placed on native subgrade compacted to 95% relative compaction to a depth of 8 inches shall be installed. The PCC pavement sections shall be provided with crack-control joints spaced no more than 15 feet on center each way. If sawcuts are used, they shall have a minimum depth of ¼ of the slab thickness and made within 24 hours of concrete placement.*

3. ***Other Pavement Design Measures:*** *Irrigation adjacent of pavements without deep curb or other cutoff to separate landscaping from the paving may result in premature pavement failure.*

   *All pavement construction shall be performed in accordance with the Standard Specifications for Public Works Construction or Caltrans Specifications. Field observations and periodic testing, as needed during placement of the base course materials, shall be undertaken to ensure that the requirements of the standard specifications are fulfilled.*

   *Prior to placement of aggregate base, the subgrade soil shall be processed to a minimum depth of six inches, moisture-conditioned, as necessary, and recompacted to a minimum of 95% relative compaction. Aggregate base shall be moisture conditioned, as necessary, and compacted to a minimum of 95% relative compaction.*

***MM-GEO-11 Temporary Excavations.*** *All temporary excavations, including utility trenches, retaining wall excavations and other excavations shall be performed in accordance with project plans, specifications, and all OSHA requirements.*

*No surcharge loads shall be permitted within a horizontal distance equal to the height of cut or five feet, whichever is greater from the top of the slope, unless the cut is shored appropriately. Excavations that extend below an imaginary plane inclined at 45 degrees below the edge of any adjacent existing site foundation shall be properly shored to maintain support of the adjacent structures.*

*Cantilever shoring shall be designed based on an active equivalent fluid pressure of 40 pcf. If excavations are braced at the top and at specific design*

*intervals, the active pressure may then be approximated by a rectangular soil pressure distribution with the pressure per foot of width equal to 25H, where H is equal to the depth of the excavation being shored.*

*During construction, the soil conditions shall be regularly evaluated to verify that conditions are as anticipated. The contractor shall be responsible for providing the "competent person" required by OSHA, standards to evaluate soil conditions. Close coordination between the competent person and the geotechnical engineer shall be maintained to facilitate construction while providing safe excavations.*

***MM-GEO-12 Trench Backfill.*** *Utility-type trenches on site can be backfilled with on-site material, provided it is free of debris, significant organic material and oversized material (greater than 3 inches for trench backfill within 3 feet of a pipe, and 6 inches for trench backfill above). Prior to backfilling the trench, pipes shall be bedded and shaded in a granular material that has a sand equivalent of 30 or greater. Open-graded crushed rock or similar material shall not be used as bedding material, unless special provisions are implemented to limit the migration of surrounding soil into the open-graded material, including the use of filter fabric around the open-graded material. The bedding material shall extend 12 inches above the top of the pipe. The bedding/shading sand shall be densified in place by mechanical means. Bedding sand shall be placed in accordance with the most current edition of the Standard Specifications for Public Works Construction – Greenbook (Public Works Standard, Inc., 2015). The native soil fill shall be placed in loose layers, moisture conditioned, as necessary, and mechanically compacted using a minimum standard of 90% relative compaction based on ASTM D 1557. The thickness of layers shall be based on the compaction equipment used in accordance with the current Greenbook.*

***MM-GEO-13 Surface Drainage.*** *Prior to construction, positive surface drainage shall be designed by a California licensed geotechnical engineer such that drainage is to be directed away from foundations and toward approved drainage devices, such as gutters, paved drainage swales, or watertight area drains and collector pipes.*

*Surface drainage shall be provided to prevent ponding of water adjacent to the structures. In general, the area around the buildings shall slope away from the building. Unpaved landscaped areas adjacent to the buildings shall be avoided. Roof runoff shall be carried to suitable drainage outlets by watertight drain pipes or over paved areas.*

***MM-GEO-14 Sulfate Attack and Corrosion Protection.*** *Based on the results of laboratory testing, concrete structures in contact with the on-site soil will have negligible exposure to water-soluble sulfates in the soil. Typical II cement may be used for concrete construction. Prior to paving the Project applicant will ensure that the concrete shall be designed in accordance with Table 4.3.1 of the American Concrete Institute ACI 318-08 provisions (ACI 2008). The on-site soil is considered moderately corrosive to ferrous metals. Corrosion protection of underground metallic utilities shall be provided.*

*Corrosion information presented in this report shall be provided to your underground utility contractors.*

***MM-GEO-15 Additional Geotechnical Services.*** *Prior to construction, a California licensed geotechnical engineer shall review the site and grading plans when available and comment further on the geotechnical aspects of the project. Geotechnical observation and testing shall be conducted during excavation and all phases of grading operations in accordance with CBC requirements. Mitigation measures MM-GEO-1 through MM-GEO-15 shall be reviewed by a licensed geotechnical engineer during construction and revised accordingly if geotechnical conditions encountered vary from the preliminary findings and interpretations.*

*Geotechnical observation and testing shall be provided:*

1. *After completion of site clearing;*
2. *During over-excavation of compressible soil;*
3. *During compaction of all fill materials;*
4. *After excavation of all footings and prior to placement of concrete;*
5. *During utility trench backfilling and compaction;*
6. *During pavement subgrade and base preparation;*
7. *When any unusual conditions are encountered.* (Draft EIR, pp. 4.5-11 – 4.5-20.)

March JPA finds that mitigation measure(s) MM-GEO-1 through MM-GEO-15 are feasible, are adopted, and will reduce the potentially significant impacts of the proposed Project to Seismic Ground Shaking to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Seismic Ground Shaking, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp. 4.5-9; 4.5-11 – 4.5-20.)

### 2. Unstable Soils

Threshold: Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 4.5-9 – 4.5-10.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: According to the Department of Conservation California Geological Survey

Regulatory Maps, the Project site is not located in a seismically-hazardous zone, including a Fault Zone, or Landslide and Liquefaction Zone (DOC 2015). Regarding landslide potential, the site is generally level without significant slopes; therefore, the site is not considered susceptible to static slope instability or seismically induced landslides (Appendix E).

Additionally, the geotechnical investigation conducted for the proposed Project concluded that the on-site granitic bedrock is not considered susceptible to liquefaction (Appendix E). Moreover, the Geotechnical Investigation did not identify groundwater within any test pits conducted for the Project site, and concluded that the granitic bedrock unit found on-site is not generally considered water bearing; therefore, impacts related to liquefaction would be less than significant.

The geotechnical investigation identified old alluvial fan deposits and colluvium underlain by weathered granitic rock at shallow depths of 2 feet or less. Alluvium is generally considered moderately to highly compressible and is considered susceptible to collapse. Conversely, the dense bedrock present on site is not prone to collapse (Appendix E).

The level of fill compaction, variations in the dry density of the existing soils and other factors would influence the amount of anticipated volume change. Moreover, the dense granitic bedrock on site is not considered prone to significant seismic settlement. All structures associated with the proposed Project would be designed to the CBC standards to anticipate impacts associated with seismic-related ground failure including lateral spreading, subsidence, liquefaction, or collapse. However, without Project-specific measures to address the possibility of unstable alluvium soils impacts from subsidence would be potentially significant. As such, the recommendations from the Geotechnical Investigation report have been included as **MM-GEO-2** and **MM-GEO-5** through **MM-GEO-8**, as described in Section 4.5.6, for the Project to reduce impacts related to unstable soils. With implementation of mitigation, potentially significant impacts can be reduced to less than significant levels. (Draft EIR, pp. 4.5-9 – 4.5-10.)

March JPA finds that mitigation measures MM-GEO-2, and MM-GEO-5 through MM-GEO-8 (previously described in the Seismic Ground Shaking section) are feasible, are adopted, and will reduce the potentially significant impacts of the proposed Project to Unstable Soils to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Unstable Soils, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp. 4.5-9 – 4.5-10; 4.5-11 – 4.5-20.)

### 3. Expansive Soils

Threshold: Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risk to life or property?

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, p. 4.5-10.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: The Geotechnical Investigation included testing of two samples of on-site soils for expansion potential. The test results ranged from very low (expansion index of 8) to high (expansion index of 113). Based on these results, the on-site soils are anticipated have a variable expansion potential (Appendix E). Although all structures associated with the proposed Project would be designed to the CBC standards, without the incorporation of project-specific measures adverse effects from expansive soils would be potentially significant. Therefore, to reduce potential impacts associated with expansive soils, **MM-GEO-6, MM-GEO-7, MM-GEO-8 and MM-GEO-14** are provided in Section 4.5.6. With implementation of mitigation, potentially significant impacts can be reduced to less than significant levels. (Draft EIR, p. 4.5-10.)

March JPA finds that mitigation measures MM-GEO-6 through MM-GEO-8 and MM-GEO-14 (previously described in the Seismic Ground Shaking section) are feasible, are adopted, and will reduce the potentially significant impacts of the proposed Project to Expansive Soils to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Expansive Soils, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp. 4.5-10; 4.5-11 – 4.5-20.)

**E. Greenhouse Gas Emissions**

**1. Generation of GHGs**

Threshold: Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Impact: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 4.6-30 – 4.6-34.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: The determination of whether the Project would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment is based on the following evaluations:

a. Quantitative comparison of the Project's GHG emissions to the SCAQMD draft service population efficiency threshold for year 2020, and

b. Project compliance with the CAP screening tables.

*Quantitative Analysis – Service Population Efficiency Threshold Comparison*

Project-Generated Construction Emissions. Construction of the Project would result in GHG emissions that are primarily associated with use of off-road construction equipment and on-road construction and worker vehicles. CalEEMod was used to calculate the annual GHG emissions based on the construction scenario described in Sub-Section 4.2.4, Approach and

Methodology, in Section 4.2, Air Quality, and Appendix F of the Draft EIR. SCAQMD methodology recommends that "construction emissions be amortized over a 30-year project lifetime, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies" (SCAQMD 2008). On-site sources of GHG emissions include off-road equipment. Off-site sources include hauling and vendor (delivery) trucks and worker vehicles. Emissions from on-site and off-site sources are combined for the purposes of this analysis. A breakdown of emissions by source is provided in Appendix F. Table 4.6-2, Construction GHG Emissions, presents the Project-generated construction emissions in the Draft EIR. The estimated total GHG emissions during Project construction would be approximately 2,969 MT $CO_2E$, which equates to 99 MT $CO_2E$ when amortized over 30 years. Because GHG emissions are cumulative in nature, amortized construction GHG emissions were added to operational emissions in Table 4.6-3, NAT and Unmitigated Project GHG Emissions (2020) in the Draft EIR, in order to present total annual emissions. Additional details regarding these calculations are provided in Appendix F.

Project-Generated Operational Emissions. Operation of the Project would result in GHG emissions through energy use (natural gas and generation of electricity consumed by the Project); motor vehicle trips to and from the Project; generation of electricity associated with water supply, treatment, and distribution and wastewater treatment; and solid waste disposal. Annual GHG emissions from these sources were estimated using CalEEMod for the year 2020. The Project would primarily generate GHG emissions through vehicular traffic generated by employees and delivery trucks. Table 4.6-3, Summary of Unmitigated Service Population Efficiency (2020) in the Draft EIR, presents estimated GHG emissions from area sources, energy sources, motor vehicles, solid waste generation, water consumption, and wastewater treatment, as well as emissions associated with on-site electric forklifts under the Project. Emissions reductions from measures incorporated as part of County CAP compliance were not quantified or included in the Unmitigated Project 2020 scenario. Where it was possible to quantify emissions reductions from CAP compliance, those measures were incorporated as mitigation. For several measures, substantial evidence to support quantification was not available and thus emissions reductions were excluded from the analysis.

The SCAQMD's draft 2020 target for project-level analysis is 4.8 MT $CO_2E$ per year per service population (land use employment only). The service population estimate is 3,361 on-site workers. As seen in Table 4.6-3 of the Draft EIR, the Project's unmitigated efficiency metric is estimated to be 15.2 MT $CO_2E$ per year per service population, which is above the draft threshold. The impact is potentially significant and mitigation is warranted. Additional details regarding these calculations are provided in Appendix F.

Mitigation is required and measures **MM-GHG-1 and MM-GHG-2** would reduce the Project's GHG emissions.

*Project Compliance with CAP*

The County's CAP establishes that projects can be evaluated for consistency with the CAP in order to determine if project GHG emissions are significant. A project that would implement a total of 100 points worth of reduction measures in the Riverside County GHG Screening Table would assist in achieving attainment of the CAP's goals for the region as a whole and therefore would not conflict with the CAP. The completed Riverside County GHG Screening Table for the Project is included in Appendix F to this EIR, which determined that the Project would earn 248

points based on implementing the following GHG reduction measures:

- Insulation: Walls will have a minimum of R-13 insulation and the roof will have R-38 insulation for all office space associated with the Project, as required by 2016 Title 24 (15 points).
- Windows: All windows will have modestly enhanced window insulation (7 points).
- Cool Roofs: Modest cool roof will be constructed (12 points).
- Heating/Cooling System: Project will install a minimum of R-6 duct insulation, as required by 2016 Title 24 (8 points).
- Space Heating/Cooling Equipment: Those areas that are cooled and heated will have HVAC equipment of 14 SEER or higher (7 points).
- Water Heaters: The water heaters installed will be of .92 energy factor or higher (19 points).
- Daylighting: All rooms will have some form of daylighting be it skylights or windows (5 points).
- Artificial Lighting: 50% of in unit fixtures will be high efficacy (12 points).
- Photovoltaic: 2016 Title 24 requires that nonresidential solar ready requirements apply to hotel/motel occupancies with 10 habitable stories or fewer, high-rise multi-family buildings with 10 stories or fewer, and all other nonresidential buildings with three habitable stories or fewer. In addition to meeting this requirement, the Project will install solar photovoltaic panels to generate electricity equal to 100% of the power needs of the project (64 points).
- Water Efficient Landscaping: No turf; only drought tolerant plants (4 points).
- Water Efficient Irrigation Systems: Smart irrigation controllers only (5 points).
- Toilets: Waterless urinals and high efficiency toilets will be used throughout (6 points).
- Faucets: Water efficient faucets will be used throughout (3 points).
- Recycled Water: Graywater (purple pipe) irrigation system will be used for outdoor water (5 points).
- Signal Improvements: At least one traffic signal along a nearby arterial will be synchronized (3 points).
- Sidewalks: Sidewalks are on both sides of the street (1 point).
- Bicycle Paths: A bicycle connection will be provided to the metro station across the street (5 points).
- Electric Vehicle Recharging: 2013 CALGreen (Title 24, Part 11) requires circuit and capacity for electric vehicle charging in non-residential areas where the total number of parking spaces is >50. The Project will additionally install eight on-site EV charging stations (64 points).
- Commercial Vehicle Idling Restriction: All commercial vehicles are restricted to 5 minutes or less per trip on site and at loading docks (2 points).

- Recycling of Construction/Demolition Debris: Recycle 10% of construction debris (3 points).

Since the Project's reduction strategies would garner 248 points, in excess of the minimum 100 points required to demonstrate consistency with the County's CAP, the Project's GHG emissions and associated impacts are considered less than significant. (Draft EIR, pp. 4.6-30 – 4.6-34.)

The following mitigation measures identified in Section 4.2, Air Quality of the Draft EIR, have been evaluated for feasibility and are incorporated herein to reduce potentially significant impacts related to GHG emissions.

***MM-GHG-1 Air Quality Mitigation Measures***

> *The applicant shall incorporate MM-AQ-1 (Construction Equipment Emissions Standards), MM-AQ-3 (Construction Relations Officer), MM-AQ-4 (Improved Energy Efficiency and Water Reduction), MM-AQ-5 (Commute Trip Reduction), MM-AQ-6 (Haul Truck Requirements), and MM-AQ-7 (Yard Goat Requirements).*

Notably, the mitigation measure discussed above reflects the requirements from the Riverside CAP screening analysis as discussed in Section 4.6.6 of the Draft EIR. MM-UTL-2 addresses construction waste recycling and the September 12, 2012 Settlement Agreement also addresses Riverside County CAP screening analysis point credits. As a conservative approach, the reductions from MM-AQ-3, MM-AQ-5, MM-AQ-6 and MM AQ-7 were not quantified. As discussed in Appendix F, a portion of MM-AQ-4 was also not quantified. Incorporating GHG reductions from these mitigation measures would further reduce the Project's emissions.

GHG emissions and fuel efficiency standards for medium- and heavy-duty trucks have been jointly developed by the United States Environmental Protection Agency (USEPA) and the National Highway Traffic Safety Administration (NHTSA). In August 2011, EPA issued GHG and fuel economy standards for model years 2014-2018 heavy-duty trucks. Building on the success of those Phase 1 standards, in August 2016 EPA and NHTSA jointly finalized Phase 2 standards, starting in model year 2021 (for semi-trucks) and require the phase-in of a 12 to 24 percent reduction in $CO_2$ emission reduction from diesel vehicles by model year 2027 over the 2017 baseline. CARB has stated that it intends to propose a more stringent California Phase 2 program in late 2017 to achieve additional GHG reductions over the federal standards in order to meet the State's GHG emissions reduction goals (CARB 2017).

In light of the project-level impact related primarily to operational GHG emissions and the above regulatory structure, the Applicant will be required to ensure that the diesel trucks that service the project to exceed the projected general fleet mix. Based on fleet turnover rates and new truck sales, significantly less than 50% of all medium- and heavy- duty trucks will be compliant with the new fuel economy standards. [FN TRB Paper 15-4977, Fuel Savings Available in New Heavy-Duty Trucks in 2025, Khan, Cooke, Tonachel; EPA/NHSTA Phase 2 Fuel Efficiency and Greenhouse Gas Standards for Heavy-Duty Trucks, May 2014. MJB&A; Transportation Topics, May 25, 2015] This mitigation measure was not included in the analysis of the project's emissions thus it would reduce the impacts from those analyzed throughout this report as the reports analyzed the standard fleet mix from the

CalEEMod model which does not include this mitigation measure.

This mitigation measure ensures that a cleaner mix of trucks will access this site and therefore will lower that GHG emissions compared to what is analyzed in this EIR and will exceed regulatory requirements. This mitigation measure is the maximum that can be feasibly be achieved because the project will require a greater percentage of compliant trucks than is projected in the 2030 fleet mix. Any further requirement above the regulatory standards and even greater percent of the projected fleet mix would lead to an infeasible project that the applicant would not construct. The following mitigation measure is proposed to reduce GHG emissions from on-road vehicles accessing the project once operational.

***MM-GHG-2 On-Road GHG Emission Mitigation Measure***

*The Applicant shall require future users of the project site, through enforceable means such as covenants, leases, contracts, and such, to implement the following:*

a. *Upon project opening, require 25% of on-road trucks which access the site to be model year 2014 compliant or newer (for diesel powered trucks), or alternatively fueled;*

b. *In and after 2030, require 50% of on-road trucks which access the site to be model year 2014 compliant or newer (for diesel powered trucks), or alternatively fueled; and*

c. *Promote clean truck incentive programs.* (Draft EIR, pp. 4.6-51 – 4.6-53.)

March JPA finds that mitigation measures MM-GHG-1 and MM-GHG-2 are feasible, are adopted, and will reduce the potentially significant impacts of the proposed Project to Generation of GHGs to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Generation of GHGs, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp. 4.6-30 – 4.6-34; 4.6-51 – 4.6-53.)

## F. Hazards and Hazardous Materials

### 1. Transport, Use, and Disposal of Hazardous Materials

Threshold: Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 4.7-7 – 4.7-13.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation:

*Construction*

A variety of hazardous materials would be transported to, stored, and used during construction activities. These would include fuels for equipment and vehicles, new and used motor oils, cleaning solvents, paints, and storage containers and applicators containing such materials. If not transported, used, or disposed of in a safe manner, hazardous materials used during construction could represent a potential threat to the public and the environment. However, these materials would be transported, used, and disposed of in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. For example, hazardous materials would not be disposed of or released onto the ground or into the underlying groundwater or any surface water during construction of the proposed Project, and completely enclosed containment would be provided for all refuse generated in the planning area. Additionally, all construction waste, including trash, litter, garbage, solid waste, petroleum products, and any other potentially hazardous materials, would be removed and transported to a permitted waste facility for treatment, storage, or disposal. Use of these materials during construction for their intended purpose would not pose a significant risk to the public or the environment. Consistent with federal, state, and local requirements, transport, removal, and disposal of hazardous materials would be conducted by a permitted and licensed service provider. Any handling, transport, use, or disposal would comply with all applicable federal, state, and local agencies and regulations, including the EPA, the California Department of Toxic Substances Control, the California Occupational Safety and Health Administration, California Department of Transportation, the Resource Conservation and Recovery Act, and the Department of Environmental Health (the Certified Unified Program Agency for Riverside County). Further, if aggregate aboveground oil/fuel storage capacity is greater than 1,320 gallons (or completely buried 42,000 gallons) and there is a reasonable expectation of an oil discharge into or upon navigable waters of the U.S. or adjoining shorelines a Spill Prevention, Control and Countermeasure (SPCC) plan would be required (or, for smaller quantities, a spill prevention and response plan).

Given the former uses within the Project vicinity, site conditions observed, and the findings reported in the Phase I ESA (LOR Geotechnical Group, 2015), there is a possibility that soil surrounding the old railroad track spur and soil gas around the former Camp Haan motor repair shop is potentially impacted by hazardous materials. The recommendations in the Phase I ESA (LOR Geotechnical Group, 2015) stated that soil sampling should be conducted along the old railroad grade and soil gas sampling should be conducted around the former Camp Haan motor repair shop to assess potential impacts. In order to fully characterize subsurface conditions in these areas, a Phase II ESA shall be prepared and any identified contaminated soil remediated to acceptable clean up levels as approved by the Department of Toxic Substances Control.

Other subsurface areas of the site may be impacted by hazardous materials and/or wastes (such as asbestos-containing pipe), buried trash and debris, UXO, and utilities (including high pressure gas lines). As such, construction activities have the potential to result in significant impacts through the transport, use, or disposal of hazardous materials, and mitigation measures are required.

In order to reduce potentially significant impacts associated with accidental release of chemicals from the Project site during construction, **MM-HAZ-1,** which requires the development of a SPCC plan, shall be implemented. Additionally, in order to further characterize subsurface conditions at the Project site as a result of historical activities performed on site, **MM-HAZ-2** requiring the preparation of a Phase II ESA under agency oversight shall be implemented. Additionally, as required by **MM-HAZ-3**, implementation of a Hazardous Materials Contingency Plan during construction shall be required to address any unexpected hazardous materials encountered throughout Project construction. While it has already been determined that UXOs are not present, in an abundance of caution, a UXO survey shall be performed prior to construction activities, as detailed in **MM-HAZ-4**. With implementation of mitigation measures **MM-HAZ-1** through **MM-HAZ-4**, potentially significant hazards and hazardous materials impacts associated with Project construction would be reduced to less than significant levels. (Draft EIR, pp. 4.7-7 – 4.7-9.)

*Operation*

Development would include a mixture of uses including, office, retail, warehouse, and industrial. While use of potential hazardous materials would vary, materials used for office and retail would include household cleaning products, paints, fertilizers, herbicides and pesticides. Typically, these types of hazardous materials are stored in very limited quantities and contained according to the manufacturer's recommendations. Federal, state, and local regulations typically allow these types of wastes to be handled and disposed of with less stringent standards than other hazardous wastes, and many of these wastes do not have to be managed as hazardous waste because of the relatively small quantities involved. However, all handling, transport, use, and disposal would comply with applicable federal, state, and local agencies and regulations.

Depending on the activities involved with the proposed warehouses and industrial uses, greater quantities of hazardous materials could be used. Senate Bill 483 amended the California Health and Safety Code to require businesses that use 55 gallons (liquid) or 500 pounds (solid) of hazardous materials to submit a Hazardous Materials Business Plan within 30 days of beginning operations. In addition, if aggregate aboveground oil/fuel storage capacity is greater than 1,320 gallons (or completely buried 42,000 gallons) and there is a reasonable expectation of an oil discharge into or upon navigable waters of the U.S. or adjoining shorelines an SPCC plan should be prepared and implemented (or, for smaller quantities, a spill prevention and response plan). Also, if necessary, the Project may need to register with the State of California as a hazardous waste generator and implement requirements for management of hazardous wastes pursuant to Title 22 CCR Section 66260.

The March ARB/IP Land Use Compatibility Plan (2014) and the March ARB/IP AICUZ Study (2005) also impose restrictions and limitations on the types and quantities of uses and hazardous materials that can be stored on Project sites within the B1, B2 and C1 zones. Within the B1 zone, the following restrictions apply:

- No residential dwellings are allowed.
- Because the Project site is outside of the APZs, an average of 50 people per acre and 100 people in the most concentrated acre can occupy the Project site.

- Prohibited uses include children's school, day care centers, libraries, hospitals, congregate care facilities, hotels/motels, restaurants, and places of assembly.
- More than two aboveground floors are prohibited.
- Aboveground storage of more than 6,000 gallons of non-aviation flammable materials per tank is prohibited.
- Noise sensitive outdoor nonresidential uses are prohibited, examples of which include major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- Critical community infrastructure facilities are prohibited, including power plants, electrical substations, and public communications facilities.
- Hazards to flight, which include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations, land use development that may cause the attraction of birds are prohibited. Man-made features must be designed to avoid heightened attraction of birds. In Zones A, B1, and B2, flood control facilities should be designed to hold water for no more than 48 hours following a storm and be completely dry between storms (see FAA Advisory Circular 150/5200-33B). Additionally, certain farm crops and farming practices that tend to attract birds are strongly discouraged. These include: certain crops (e.g., rice, barley, oats, wheat – particularly durum – corn, sunflower, clover, berries, cherries, grapes, and apples); farming activities (e.g., tilling and harvesting); confined livestock operations (i.e., feedlots, dairy operations, hog or chicken production facilities, or egg-laying operations); and various farming practices (e.g., livestock feed, water, and manure). Fish production (i.e., catfish, trout) conducted outside of fully enclosed buildings may require mitigation measures (e.g., netting of outdoor ponds, providing covered structures) to prevent bird attraction.
- Beyond the boundaries of the APZs in Zone B1, the following uses are discouraged but not necessarily prohibited (March ARB/IP AICUZ Study, 2005):
    - Manufacturing: Food and kindred products manufacturing; textile mill products manufacturing; apparel and other finished products made from fabrics, leather, and similar materials manufacturing; chemicals and allied products manufacturing; petroleum refining and related industries; rubber and plastic products manufacturing; stone, clay and glass products manufacturing; primary metal industries; fabricated metal products manufacturing; professional, scientific and controlling instruments, photographic and optical goods, watches and clocks manufacturing.
    - Retail Trade: General merchandise, food, apparel and accessories, home furnishings and equipment; eating and drinking establishments; other retail trade.
    - Services: Finance, insurance and real estate services; personal services; professional services; hospitals, nursing homes, and other medical facilities; governmental services; educational services; miscellaneous services.
    - Cultural, Entertainment and Recreation: cultural activities, public assembly, auditoriums and concert halls; outdoor music shells and amphitheaters, outdoor sports arenas, and resorts and group camps, and amusements.

Within the B2 zone, the following restrictions apply:

- No residential dwellings are allowed.
- An average of 100 people per acre and maximum of 250 people in the most concentrated acre can occupy the Project site.
- Prohibited uses include children's school, day care centers, libraries, hospitals, congregate care facilities, hotels/motels, and places of assembly.
- Buildings with more than three aboveground habitable floors are prohibited.
- In Zones B2 and C1, aboveground storage of more than 6,000 gallons of hazardous or flammable materials per tank is discouraged.
- Noise sensitive outdoor nonresidential uses are prohibited, examples of which include major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- Critical community infrastructure facilities are prohibited, including power plants, electrical substations, and public communications facilities.
- Hazards to flight, which include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations, land use development that may cause the attraction of birds are prohibited. Man-made features must be designed to avoid heightened attraction of birds. In Zones A, B1, and B2, flood control facilities should be designed to hold water for no more than 48 hours following a storm and be completely dry between storms (see FAA Advisory Circular 150/5200-33B). Additionally, certain farm crops and farming practices that tend to attract birds are strongly discouraged. These include: certain crops (e.g., rice, barley, oats, wheat – particularly durum – corn, sunflower, clover, berries, cherries, grapes, and apples); farming activities (e.g., tilling and harvesting); confined livestock operations (i.e., feedlots, dairy operations, hog or chicken production facilities, or egg-laying operations); and various farming practices (e.g., livestock feed, water, and manure). Fish production (i.e., catfish, trout) conducted outside of fully enclosed buildings may require mitigation measures (e.g., netting of outdoor ponds, providing covered structures) to prevent bird attraction.

Within the C1 zone, the following restrictions apply:

- A maximum of three dwelling units per acre are permitted.
- An average of 100 people per acre and 250 people in the most concentrated acre can occupy the Project site.
- Prohibited uses include children's school, day care centers, libraries, hospitals, congregate care facilities, and places of assembly.
- In Zones B2 and C1, aboveground storage of more than 6,000 gallons of hazardous or flammable materials per tank is discouraged.

- Noise sensitive outdoor nonresidential uses are prohibited, examples of which include major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- Hazards to flight, which include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations, land use development that may cause the attraction of birds are prohibited. Man-made features must be designed to avoid heightened attraction of birds. In Zones A, B1, and B2, flood control facilities should be designed to hold water for no more than 48 hours following a storm and be completely dry between storms (see FAA Advisory Circular 150/5200-33B). Additionally, certain farm crops and farming practices that tend to attract birds are strongly discouraged. These include: certain crops (e.g., rice, barley, oats, wheat – particularly durum – corn, sunflower, clover, berries, cherries, grapes, and apples); farming activities (e.g., tilling and harvesting); confined livestock operations (i.e., feedlots, dairy operations, hog or chicken production facilities, or egg-laying operations); and various farming practices (e.g., livestock feed, water, and manure). Fish production (i.e., catfish, trout) conducted outside of fully enclosed buildings may require mitigation measures (e.g., netting of outdoor ponds, providing covered structures) to prevent bird attraction.

Despite restrictions put in place on the Project site due to proximity to the March ARB/IP, Project operations do have the potential to result in significant hazards and hazardous materials impacts through the routine transport, use, or disposal of hazardous materials. However, with implementation of mitigation, and specifically, **MM-HAZ-1**, which requires preparation of a SPCC plan or spill prevention and response plan, and **MM-HAZ-5** which requires preparation and submittal of a Hazardous Materials Business Plan within 30 days of Project operations, potentially significant impacts can be reduced to less than significant levels. (Draft EIR, pp. 4.7-9 – 4.7-13.)

The following mitigation measures have been evaluated for feasibility and are incorporated in order to reduce potentially significant impacts related to hazards and hazardous materials for people working at the Project site.

***MM HAZ-1 Hazardous Materials Transport***

*Aboveground bulk storage of more than 6,000 gallons of hazardous or flammable mater is prohibited in Airport Compatibility Zone B1. Aboveground bulk storage of more than 6,000 gallons of hazardous or flammable materials per tank is discouraged in Zone B2 and C1, and would generally not be permitted unless no feasible alternatives are available. Any aggregate aboveground oil/fuel storage containers in Zone B2 or C1 greater than 1,320 gallons (or completely buried 42,000 gallons) shall include preparation and implementation of a Spill Prevention, Control and Containment (SPCC) plan pursuant to 40 CFR 112 (or, for small quantities, a spill prevention and response plan) during construction, and if applicable, during site operations. The SPCC plan (or spill prevention and response plan) shall identify BMPs for spill and release prevention and provide procedures for cleaning up and disposing of any spills or releases.*

***MM-HAZ-2 Phase II Environmental Site Assessment***

*Prior to grading permit issuance, the Project applicant shall submit to the March JPA for approval, a Phase II ESA (preceded by a work plan) detailing subsurface soil and soil vapor testing conducted consistent with California Department of Toxic Substances Control (DTSC) guidance documents. The Phase II testing shall confirm the presence or absence of on-site contamination associated with past uses on the Project site, including in the former railroad spur area and former motor repair facility area in accordance with the findings of the 2015 Phase I report for the site (see 2015 Phase I ESA in Appendix G for the contaminants of concern).*

*The Phase II soil and soil vapor investigation results shall be compared to two types of regulatory levels:*

1. *Federal and State of California Hazardous Waste Levels – Detected soil concentrations shall be evaluated to determine if any hazardous wastes exist at the site. Federal hazardous waste levels are specified in 40 Code Federal Regulations Parts 260 through 273 and administered by the U.S. Environmental Protection Agency. California hazardous waste levels are specified in the California Code of Regulations, Title 22 in the California Hazardous Waste Control Law.*
2. *Human Health Protective Screening Levels – Detected soil concentrations shall be compared to the U.S. Environmental Protection Agency's Region 9 industrial use Regional Screening Levels for industrial use for soils, and soil vapor results shall be compared to the California Office of Environmental Health Hazard Assessment's Industrial use California Human Health Screening Levels.*

*Any soils qualifying as hazardous waste shall be delineated, removed, and properly disposed of offsite in accordance with applicable regulatory requirements. Prior to any removal, a Remedial Action Workplan (RAW) shall be prepared and approved by the DTSC. The RAW shall include a Community Health and Safety Plan (CHASP) describing the methods used to ensure that excavation and transportation activities at the site are carried out in a safe manner, protective of human health. The RAW and CHASP shall include the establishment of secured contaminant reduction and decontamination zones, stockpile covering, dust control measures, and on-site and fence line monitoring during excavation and hauling activities which shall be implemented during remediation activities.*

*Any soil or soil vapor that exceeds the human health protective screening levels shall either be remediated on-site to levels protective of human health or removed from the site for proper off-site disposal. If on-site remediation is the selected remedy, RAW shall approved by DTSC that describes and establishes secured areas that are undergoing remediation and proper permitting of any treatment technologies through the DTSC or the South Coast Air Quality Management District. If excavation and off-site disposal is conducted, a CHASP shall be prepared and approved by DTSC, establishing secured contaminant reduction and decontamination zones, stockpile covering, dust control measures, and on-site and fence line monitoring during excavation and hauling activities which shall be implemented during remediation.*

***MM-HAZ-3 Hazardous Materials Contingency Plan***

*A Hazardous Materials Contingency Plan shall be prepared by a qualified environmental consultant and implemented during demolition, excavation, and construction activities for the Project. The Hazardous Materials Contingency Plan shall include, at a minimum, the following:*

- *Identification of known areas with hazardous waste and hazardous materials of concern*
- *Procedures for temporary cessation of construction activity and evaluation of the level of environmental concern*
- *Procedures for limiting access for properly trained personnel to the contaminated area*
- *Procedures for notification and reporting, including internal management and local agencies (e.g., local fire department, county Certified Unified Program Agency), as needed*
- *Health and safety measures for removal and excavation of contaminated soil*
- *Procedures for characterizing and managing excavated soils*
- *Procedures for certification of completion of remediation*

*The Hazardous Materials Contingency Plan shall be submitted to March JPA for approval no less than 30 days prior to the initiation of construction activities at the site.*

***MM-HAZ-4 UXO Identification, Training, and Reporting Plan***

*Prior to commencement of construction activities, a UXO Identification, Training, and Reporting Plan to properly train all site workers in the recognition, avoidance, and reporting of military waste debris and ordnance shall be prepared by a qualified environmental consultant. The plan shall contain, at a minimum, the following:*

- *A description of the training program outline and materials, and the qualifications of the trainers;*
- *Identification of available trained experts that will respond to notification of discovery of any suspected ordnance (unexploded or not);*
- *Procedures to stop work immediately in the vicinity of suspected UXO and to notify the Riverside County Sherriff's Department, Certified Unified Program Agency (CUPA) and the U.S. Army Corps of Engineers;*
- *A work plan to recover and remove discovered ordnance, and complete additional field screening, possibly including geophysical surveys to investigate adjacent areas for surface, near-surface or buried ordnance in all proposed land disturbance areas;*

- *Documentation of all surveys and investigations performed to evaluate and remove discovered ordnance.*

*The UXO Identification, Training, and Reporting Plan shall be submitted to March JPA for approval no less than 30 days prior to the initiation of construction activities at the site. The results of geophysical surveys shall be submitted to March JPA within 30 days of completion of the surveys. Further, March ARB Airfield Management and Base Civil Engineering personnel must be included in these communications and notified immediately of any suspected UXO and requirements placed in any UXO plan.*

***MM-HAZ-5 Hazardous Materials Business Plan***

*Businesses that use 55 gallons (liquid) or 500 pounds (solid) of hazardous materials are required to submit a Hazardous Materials Business Plan (pursuant to California Health and Safety Code Section 25500) within 30 days of beginning operations. The Hazardous Materials Business Plan shall contain information on hazardous materials inventory, inspections, training, record-keeping, and reporting. The Hazardous Materials Business Plan shall be submitted online through the California Environmental Reporting System website. Further information can be found on the County of Riverside Department of Environmental Health website (http://www.rivcoeh.org/HazMat/hmbp).* (Draft EIR, pp. 4.7-20 – 4.7-23; Final EIR.)

March JPA finds that mitigation measures MM-HAZ-1 through MM-HAZ-5 are feasible, are adopted, and will reduce the potentially significant impacts of the proposed Project to Transport, Use, and Disposal of Hazardous Materials to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Transport, Use, and Disposal of Hazardous Materials, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp. 4.7-7 – 4.7-13; 4.7-20 – 4.7-23.)

**2. Upset and Accidents**

Threshold: Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 4.7-13 – 4.7-14.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation:

*Construction*

The Phase I ESA (LOR Geotechnical Group, 2015), included within Appendix G of this EIR, indicates that several utility lines cross the Project site. These include a high pressure natural gas line, a sewer line, and a water line. The Phase I ESA noted no records of known or reported leaks for these pipelines, but there is the potential that leaks have occurred and gone unreported. Depending on the location of these pipelines relative to Project buildings, they may need to be relocated outside of building footprints or within the public right-of-way.

The Phase I ESA also notes that past uses of the Project site associated with US Army Camp Haan may have resulted in contamination of soil and soil vapor at the site, especially in areas near the former landfill, the old railroad track spur, and motor repair shop. Therefore, during construction of the proposed Project, the potential does exist to create a significant hazard to the public or environment through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

As recommended within the Phase I ESA, and as required with mitigation measure **MM-HAZ-2**, soil sampling shall be conducted along the old railroad grade and soil gas sampling should be conducted around the former Camp Haan motor repair shop to assess potential impacts. Additionally, other subsurface areas of the site may be impacted by hazardous materials and/or wastes (such as asbestos-containing pipe), buried trash and debris, UXO, and utilities (including high pressure gas lines). With implementation of a Hazardous Materials Contingency Plan during construction, as required by mitigation measure **MM-HAZ-3**, and development and implementation of a plan to manage UXO as required by mitigation measure **MM-HAZ-4**, potentially significant hazards impacts during construction could be mitigated to less than significant levels. (Draft EIR, p 4.7-13.)

*Operation*

As discussed under Threshold HAZ-1 above, operation of the proposed Project would include a mixture of uses including, office, retail, warehouse, and industrial. While use of potential hazardous materials would vary, materials used for office and retail would include household cleaning products, paints, fertilizers, herbicides and pesticides. Many of these materials are considered household hazardous wastes, common wastes, and/or universal wastes by the EPA, which considers these types of wastes to pose a lower risk to people and the environment than other hazardous wastes (when properly handled, transported, used, and disposed of). Federal, state, and local regulations typically allow these types of wastes to be handled and disposed of with less stringent standards than other hazardous wastes, and many of these wastes do not have to be managed as hazardous waste. In addition, any potentially hazardous material would be limited in both quantity and concentrations, consistent with other similar uses, and any handling, transport, use, and disposal would comply with applicable federal, state, and local agencies and regulations.

Depending on the activities involved with the warehouses and industrial uses, greater quantities of hazardous materials could be used. Senate Bill 483 amended the California Health and Safety Code to require businesses that use 55 gallons (liquid) or 500 pounds (solid) of hazardous materials to submit a Hazardous Materials Business Plan within 30 days of beginning

operations. In addition, if aggregate aboveground oil/fuel storage capacity is greater than 1,320 gallons (or completely buried 42,000 gallons) and there is a reasonable expectation of an oil discharge into or upon navigable waters of the U.S. or adjoining shorelines an SPCC plan should be prepared and implemented (or, for smaller quantities, a spill prevention and response plan). Also, if necessary, the Project may need to register with the State of California as a hazardous waste generator and implement requirements for management of hazardous wastes pursuant to Title 22 CCR Section 66260.

Additionally, the March ARB Inland Port Land Use Compatibility Plan (2014) and the March ARB/IP AICUZ Study (2005), impose restrictions and limitations on the types and quantities of uses and hazardous materials that can be stored on Project sites within the B1, B2 and C1 zones. Despite restrictions put in place on the Project site due to proximity to the March ARB, Project operations do have the potential to result in significant hazards and hazardous materials impacts through the routine transport, use, or disposal of hazardous materials. However, with implementation of mitigation, and specifically, **MM-HAZ-1**, which requires preparation of a SPCC plan or spill prevention and response plan, and **MM-HAZ-5** which requires preparation and submittal of a Hazardous Materials Business Plan within 30 days of Project operations, potentially significant impacts can be reduced to less than significant levels. (Draft EIR, pp. 4.7-13 – 4.7-14.)

March JPA finds that mitigation measures MM-HAZ-1 through MM-HAZ-5 (previously described in the Transport, Use, and Disposal of Hazardous Materials section) are feasible, are adopted, and will reduce the potentially significant impacts of the proposed Project to Upset and Accidents to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Upset and Accidents, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp. 4.7-13 – 4.7-14; 4.7-20 – 4.7-23.)

### 3. Airport Safety Hazards

Threshold: For a Project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 4.7-14 –4.7-19.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation:

The Project site is located approximately 0.8 mile from the March ARB/IP Airport and is included as part of the March ARB/IP Airport ALUCP and the 2005 March ARB/IP AICUZ Study area. As depicted in the March ARB/Inland Port Airport JLUS and March ARB/Inland Port Airport ALUCP, the Project site is located within the B1, B2, and C2 compatibility zones (Mead & Hunt 2010, 2014). These approved plans and studies impose restrictions and limitations on the types

and quantities of uses and hazardous materials that can be stored on Project sites within the B1, B2 and C1 zones. Land use restrictions within the B1, B2 and C1 zones are described above under the analysis within Threshold HAZ-1.

Additionally, in order to minimize safety hazards for people residing or working in the Project area, in addition to the above restrictions in place for the portions of the Project site within zones B1, B2 and C1, the following additional conditions would apply. Per the Riverside County Airport Land Use Plan (2014), conditions imposed within the B1 zone include:

- Structures shall be located a maximum distance from the extended runway centerline.
- Sound attenuation shall be incorporated, as necessary, to meet interior noise level criteria. All new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses must have sound attenuation features incorporated into the structures sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 40 dB. This requirement is intended to reduce the disruptiveness of loud individual aircraft noise events upon uses in this zone and represents a higher standard than the CNEL 45 dB standard set by state and local regulations and countywide ALUC policy. Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB. To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less. See Section 4.10, Noise, for additional discussion and evaluation regarding the potential noise impacts associated with the Project.
- Zoned fire sprinkler systems are required.
- Aboveground bulk storage of more than 6,000 gallons of hazardous or flammable materials is prohibited.
- Generally, an airspace review required for objects greater than 35 feet in height. Airspace review requirements are determined on a site-specific basis in accordance with Part 77 of the Federal Aviation Regulations. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. The Federal Aviation Administration or California Department of Transportation Division of Aeronautics may require marking and/or lighting of certain objects.
- March ARB must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include microwave transmission in conjunction with a cellular tower, radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers and other similar EMR emissions.

Per the Riverside County Airport Land Use Plan (2014), conditions imposed within the B2 zone include:

- Structures shall be located a maximum distance from the extended runway centerline.
- Sound attenuation shall be incorporated, as necessary, to meet interior noise level criteria. All new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses must have sound attenuation features incorporated into the structures sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 40 dB. This requirement is intended to reduce the disruptiveness of loud individual aircraft noise events upon uses in this zone and represents a higher standard than the CNEL 45 dB standard set by state and local regulations and countywide ALUC policy. Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB. To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less. See Section 4.10, Noise, for additional discussion and evaluation regarding the potential noise impacts associated with the Project.
- Aboveground bulk storage of more than 6,000 gallons of hazardous or flammable materials per tank is discouraged and would generally not be permitted unless no feasible alternatives are available.
- Generally, an airspace review required for objects greater than 35 feet in height. Airspace review requirements are determined on a site-specific basis in accordance with Part 77 of the Federal Aviation Regulations. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. The Federal Aviation Administration or California Department of Transportation Division of Aeronautics may require marking and/or lighting of certain objects.
- March ARB must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include microwave transmission in conjunction with a cellular tower, radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers and other similar EMR emissions.

Per the Riverside County Airport Land Use Plan (2014), conditions imposed within the C1 zone include:

- Critical community infrastructure facilities are discouraged, including power plants, electrical substations, and public communications facilities. These uses would generally not be permitted unless no other feasible alternatives are available.
- Aboveground bulk storage of more than 6,000 gallons of hazardous or flammable materials per tank is discouraged and would generally not be permitted unless no feasible alternatives are available.

- Sound attenuation shall be incorporated, as necessary, to meet interior noise level criteria. All new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses must have sound attenuation features incorporated into the structures sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 40 dB. This requirement is intended to reduce the disruptiveness of loud individual aircraft noise events upon uses in this zone and represents a higher standard than the CNEL 45 dB standard set by state and local regulations and countywide ALUC policy. Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB. To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less. See Section 4.10, Noise, for additional discussion and evaluation regarding the potential noise impacts associated with the Project.
- Generally, an airspace review required for objects greater than 70 feet in height. Airspace review requirements are determined on a site-specific basis in accordance with Part 77 of the Federal Aviation Regulations. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. The Federal Aviation Administration or California Department of Transportation Division of Aeronautics may require marking and/or lighting of certain objects.
- March ARB must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include microwave transmission in conjunction with a cellular tower, radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers and other similar EMR emissions.

The proposed Project also may include solar photovoltaic (PV) systems on one or more building rooftops. Solar, or PV panels are known to create glare and potentially hazardous reflections into pilots' eyes, and within immediate proximity of an airport and within the flight path of air traffic, this glare could result in potentially significant safety impacts. Minimization of glare from PV systems can be obtained through the use of non-reflective components on PV system panels. Emerging technologies shall be used, such as diffusion coatings and nanotechnological innovations to effectively reduce the refractive index of solar cells and protective glass. These technological advances are intended to make the solar panels more efficient with respect to converting incident sunlight into electrical power, but have the tertiary effect of reducing the amount of light that escapes into the atmosphere in the form of reflected light, a potential source of glare and spectral highlighting. As such, with implementation of **MM-HAZ-6**, requiring the use of non-reflective materials on all PV panels at the Project site, impacts associated with glare from solar panels could be reduced to less than significant.

Similar to potential sight obstructions to pilots caused by PV panels, smoke and steam emitted into the atmosphere from buildings and taller stacks can also obstruct line of sight for

pilots. In the event that end users propose to construction stacks and or building that would emit smoke or steam, there would be the potential for significant safety impacts. With implementation of **MM-HAZ-7**, requiring written approval from March ARB and March Inland Port airport officials, impacts associated with visual obstruction from smoke and/or steam could be reduced to less than significant.

Given the Project site's proximity to an active runway, there is the potential that standing water, including detention basins, could be an attractant to animals, and in particular birds, which could pose a safety risk to aircraft in flight. If standing water associated with the Project were to attract birds, this would result in a potentially significant safety impact.

There are five buildable lots proposed within the proposed West Campus-Lower Plateau Project. Lots 1 through 5 would be mass graded such that there would likely be eight individual drainage basins, excluding the proposed streets and offsite areas to the west. The nature of the grade breaks and drainage basin sizes are designed to closely match the tributary areas of drainage basins from existing to development. For the interim condition, the lots would drain towards a desilting basin with a riser and outlet to the proposed storm drain systems along Streets A and B, as well as Cactus Avenue. The southernmost sub-basin of the East Watershed has a drainage basin area of 15.7 acres, and would discharge to a headwall near the southern boundary and ultimately the East Watershed. The basin risers would serve as the primary outlet for each drainage basin for the ultimate developed condition. The basins would be sited, sized and designed so as to capture all Project-related increase in stormwater runoff resulting from impervious surfaces and would ensure that the function and capacity of the two off-site detention basins (i.e., north watershed detention basin operated by the March Landscape, Lighting and Maintenance District and west watershed detention basin operated by Riverside County Flood Control and Water Quality District would be maintained. Additionally, all planned detention basins would be located underground so as to minimize the attraction of water fowl. As such, with implementation of **MM-HAZ-8**, which requires compliance with FAA Advisory Circular 150/5200-33B and that all standing water, including within detention basins, shall drain within 48 hours following a storm event, this potentially significant impact could be reduced to a less than significant level.

In addition to the potential for ponding water to attract birds, tall trees with masts and trees that are used for roosting also pose as potential safety hazards to the adjacent airport. As such, in order to minimize the potential to attract birds to the project site, mitigation measure **MM-HAZ-9** restricting the planting of tree species that have masts and/or provide for roosting shall be implemented.

***MM-HAZ-6 Solar Voltaic System Approval***

> *In the event the Project Applicant chooses to include solar photovoltaic system(s) as part of the Project, the system shall be reviewed and approved by the Airport Land Use Commission and the March ARB personnel prior to the issuance of building permits. The Project Applicant shall demonstrate that the solar panels and hardware are designed to minimize glare and spectral highlighting. Emerging technologies shall be used, such as diffusion coatings and nanotechnological innovations to effectively reduce the refractive index of the solar cells and protective glass. A glare/glint study was performed for all proposed solar panels in compliance with March ARB requirements. The study used nationally-accepted*

*standards (i.e. Solar Glare Hazards Analysis Tool (SGHAT) by Sandia National Laboratories). The study shall be submitted to the March JPA, and the March JPA shall not approve solar panel designs or issue a building permit for a building that includes solar panels until any glare/glint impacts discovered during the study are addressed in consultation with Riverside County Airport Land Use Commission and March ARB. (Draft EIR, p. 4.7-23.)*

***MM-HAZ-7 Emittance of Steam/Smoke***

*In the event the Project Applicant decides to include system(s) that would result in the emittance of steam and/or smoke as part of the Project, written approval shall be granted by March Air Reserve Base and March Inland Port airport officials prior to the issuance of building permits.*

***MM-HAZ-8 Compliance with FAA Advisory Circular 150/5200-33B***

*In order to ensure proper functioning of the Project drain system to avoid potential hazards to March Air Reserve Base flights, an additional best management practice (BMP) shall be added to the Project Water Quality Management Plan, which shall require that the applicant enter into a covenant and agreement with the March Joint Powers Authority (JPA) similar to the Water Quality Management Plan and Urban Runoff Best Management Practice Transfer, Access and Maintenance Agreement between March JPA and Sun Life Assurance Company of Canada (Document No. 2014-0030862), which shall be recorded prior to issuance of a certificate of occupancy. A copy of the recorded agreement and BMP shall be provided to the Riverside County Airport Land Use Commission. The BMP shall include the following:*

a. *The property owner or its designated representative shall monitor the conditions of the detention basins and promptly inspect such basins following completion of each "significant" rain event and the 48-hour period thereafter.*

b. *The Project includes an underground stormwater detention design so as to minimize the attraction of birds. However, if any standing water remains in a basin that is not beneath a rock, gravel, or other layer following the completion of the "significant" rain event and the 48-hour period thereafter, the property owner or its designated representative shall arrange to have such standing water either removed or covered within the next 2 business days following the conclusion of the 48-hour period.*

c. *In the event that the standing water situation recurs on a regular basis following the 48-hour detention period, the detention basin may no longer be draining as originally designed to prevent standing water from rising above a rock, gravel, or other layer (for example, due to a rise in groundwater levels or other circumstance beyond the property owner's ability to control). In that situation, the property owner or its designated representative shall promptly engage a licensed civil engineer to prepare a design plan to ensure that such condition does not persist for more than 48 hours following the conclusion of a*

*"significant" rain event. The required engineering design solution shall be implemented promptly, but no later than 180 days following its approval by all applicable authorities, providing that, until such time as the engineered design solution is implemented, the property owner or its designated representative will maintain the detention basins such that after 48 hours following a significant rain event, the water levels are below a rock, gravel, or other layer.*

***MM-HAZ-9 Tree Planting Restrictions***

*Trees species with masts and tree species that are suitable for roosting shall not be planted on the Project site. When planting vegetation, species that do not produce fruit, especially during the winter, should be selected. Trees and shrubs should not be allowed to grow in the infield areas. The final landscape design must be submitted to and approved by March ARB prior to the issuance of building permits to address Bird/Wildlife Aircraft Strike hazards (BASH) concerns. (*Draft EIR, pp. 4.7-23 –4.7-25; Final EIR.)

With the aforementioned development restrictions in place, and with implementation of the required mitigation measures and conditions as outlined above, all of which are intended to avoid safety hazards for people residing or working in the vicinity of an active airport, Project implementation would not result in significant safety hazards or impacts for people residing or working in the Project area. Impacts would be less than significant with implementation of mitigation. (Draft EIR, pp. 4.7-14 –4.7-19.)

March JPA finds that mitigation measures MM-HAZ-6 through MM-HAZ-9 are feasible, are adopted, and will reduce the potentially significant impacts of the proposed Project to Airport Safety Hazards to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Airport Safety Hazards as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp. 4.7-14 –4.7-19; 4.7-23 – 4.7-25 .)

**G. Hydrology and Water Quality**

1. Water Quality Standards

Threshold: Would the Project violate any water quality standards or waste discharge requirements?

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 4.8-12 –4.8-15.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation:

*Construction*

During construction of the Project, grading would occur, bare soils would be exposed, and soil and material stockpiles would be established. Fuels, lubricants, and solid and liquid wastes would be stored within active construction areas. If the construction areas are not properly managed to contain loose soils and liquid and solid contaminants, short-term water quality impacts could occur due to sediment and contaminant runoff from the construction zone.

Because the Project is greater than one acre in size, the Project Applicant and/or its qualified contractor would be required to submit a Notice of Intent to the SWRCB in order to obtain approval to carry out construction activities under the NPDES Construction General Permit. This permit would include a number of design, management, and monitoring requirements for the protection of water quality and the reduction of construction phase impacts related to stormwater (and some non-stormwater) discharges. Compliance with the Construction General Permit requires that a SWPPP be developed and implemented by qualified individuals with appropriate credentials and training (i.e., qualified SWPPP developer/qualified SWPPP practitioner (QSD/QSP)), as defined by the SWRCB. The SWPPP includes BMPs for preventing water quality degradation, identification of stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the Project site.

The exact type and location of construction site BMPs in the final SWPPP would be based on site-specific conditions and receiving water risk. However, minimum BMPs include erosion controls (e.g., mulches, soil binders, erosion control blankets/mats, outlet projection/energy dissipation devices), sediment controls (e.g., silt fences, fiber rolls, gravel bags), tracking controls (e.g., stabilized construction entrance/exit, entrance/outlet tire wash), wind erosion controls, non-stormwater management, and materials and water management (cleanup and containment of trash and debris, stockpile management, spill prevention and control, hazardous waste management). Implementation of these BMPs included in the SWPPP would protect water quality due to construction-induced erosion and sedimentation on the Project site, and would include hazardous materials BMPs necessary to prevent or contain spills or leaks associated with construction equipment and materials.

Although construction activities have the potential to adversely affect water quality, required coverage under the Statewide General Construction Permit would be adequate to ensure potential construction-related impacts on water quality are avoided or substantially minimized, and do not violate any SWRCB/RWQCB water quality standards or WDRs. For these reasons, the Project's construction-phase would not violate water quality standards or WDRs and would result in a less than significant impact. (Draft EIR, pp. 4.8-12 –4.8-13.)

*Post-Construction*

Post-construction runoff would contain pollutants associated with development of an industrial warehouse building and its associated facilities (i.e., loading docks, parking lot). An increase in surface runoff and introduction of urban uses could increase pollution levels in the surrounding storm drain systems. Pollutants of concern from the Project site are anticipated to be those typical of a light industrial development, and include:

- An increase in nutrients from fertilizers used on landscaped areas

- Sediment
- Vehicular fluids, including antifreeze, motor oil, brake fluid, gasoline, and transmission fluid emanating from paved areas and parking areas on the site
- Toxic organic compounds
- Bacterial Indicators
- Nutrients

An increase in pollutant levels in the runoff conveyed to the storm drain system, if uncontrolled, could violate water quality standards and the WDRs of the Clean Water Act or the Porter-Cologne Water Quality Control Act.

Compliance with the March JPA NPDES Guidelines requires that pollutants of concern be treated by a California Stormwater Quality Association-approved treatment BMP with medium to high removal rates. In order to minimize pollutant levels in the runoff conveyed to the storm drain system, several permanent water quality BMP's have been proposed in the WQMP to address the proposed access roadways for each parcel. Operational source control BMP's listed in Section 4.8.4 have been proposed to prevent polluted runoff from plazas, sidewalks, and parking lots from reaching storm drains. The Preliminary WQMP indicates landscaping would comprise approximately 10 percent of the Project site, with landscaped areas using native drought tolerant plants for efficient irrigation purposes located throughout the parking area and around the buildings. The Preliminary WQMP includes Low Impact Development (LID) BMPs which would consist of sediment/desilting basins for the graded lots in the interim condition, and consist of biorentention swales along the proposed streets to effectively reduce sediment in runoff. The sediment/silting basins for each lot would have a riser that connects directly to the proposed storm drain system. Specific sizing criteria for each of the three drainage management areas identified on the site (which consist of each of the three access roadways) are provided in the WQMP to ensure they meet the appropriate standards for the design capture volume.

The Preliminary WQMP (Appendix H), and for lot-level designs, a Final WQMP, would be required to be reviewed and approved by the March JPA Engineer, and all recommendations in the WQMP would be implemented during post-construction/operation of the Project. The Project would not be approved unless that WQMP meets March JPA minimum standards, is approved by the March JPA Civil Engineer, and the Project incorporates the BMPs identified in the WQMP as conditions of approval, as outlined in the March JPA WQMP Guidance Document. The Preliminary WQMP is characterized as a "Master WQMP" and addresses the proposed access roadways and the graded lots in the interim conditions. As specific uses for the proposed facilities have not been determined and lot-level design details are not yet known, Project-specific WQMPs for individual lots have not yet been prepared. As such additional mitigation is warranted to ensure that as each lot is developed, an appropriate and site-specific WQMP is prepared by the Applicant. Because the Preliminary WQMP does not address lot-level WQMPs for each proposed facility, post-construction impacts would be potentially significant. However, with the introduction of **MM-HYD-1**, which requires preparation of project-specific Water Quality Management Plans for each proposed facility in accordance with NPDES requirements and the *New Development & Redevelopment Guidelines for Projects Under the March JPA,* impacts associated with post-

construction stormwater runoff would be mitigated to a less than significant level. (Draft EIR, pp. 4.8-13 –4.8-15.)

> ***MM-HYD-1 Site-Specific Water Quality Management Plans.*** *A site-specific Water Quality Management Plan shall be prepared for each proposed facility in accordance with NPDES requirements and the New Development & Redevelopment Guidelines for Projects Under the March JPA. For industrial facilities as defined in Attachment A of the NPDES General Permit for Stormwater Discharges Associated with Industrial Activities (SWRCB Order No. 2014-0057-DWQ, as amended), the applicant shall also prepare an Industrial Stormwater Pollution Prevention Plan in accordance with NPDES requirements of the Statewide Industrial General Permit. The project-specific Final WQMPs and Industrial SWPPPs shall each be submitted to the March JPA for review and approval during construction plan review and prior to issuance of grading permits, and shall contain facility-specific site design, source control and, if necessary, treatment control Best Management Practices, including the location, size and type of all permanent water quality BMPs to be installed on-site. The project-specific WQMPs and SWPPPs shall take proposed uses and industrial activities into account when determining source control BMPs, and shall not allow non-stormwater discharges into the storm drain system.* (Draft EIR, p. 4.8-18.)

March JPA finds that mitigation measure MM-HYD-1 is feasible, is adopted, and will reduce the potentially significant impacts of the proposed Project to Water Quality Standards to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Water Quality Standards, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp. 4.8-12 –4.8-15; 4.8-18.)

### 2. Existing Drainage Patterns

Threshold: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off site, or through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site?

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 4.8-15 – 4.8-17.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation:

The natural drainage pattern varies through the Project site. In general, runoff travels either in a northeast or southeast direction. The proposed grading would generally follow the existing

drainage pattern. Parcels would be graded to drain toward proposed sediment basins, also known as stormwater collection basins. In the interim condition (after grading but before specific facilities are constructed), the sediment/silting basins would have a riser that connects directly to the proposed storm drain system. As each parcel is developed they would require a project-specific WQMP as described in **MM-HYD-1**, and would follow the March JPA NPDES Guidelines. These measures would ensure alterations in drainage patterns do not occur in a manner that adversely affects water quality, including erosion and siltation.

The proposed storm drains along the future Cactus Avenue extension and Street B would connect to the existing storm drain Line "C" along Meridian Parkway. Line "C" is a concrete pipe storm drain which flows north along Meridian Parkway and outlets to an open trapezoidal channel located adjacent to the Riverside County Transportation Commission (RCTC) railroad tracks. The trapezoidal channel drains toward the north and outlets to the North Detention Basin. The mass-grading conceptual design has been made to balance the proposed watershed areas similar to those in the pre-developed condition. However, downstream storm drains were oversized in the Master Plan for debris and bulking purposes but were not sized assuming full build out of the proposed project.

Therefore, the *Preliminary Drainage Study: Meridian West Campus, Lower Plateau*, included within Appendix H, indicates that on-site detention basins would need to be constructed for each proposed lot that captures the difference between the pre-project and post-project peak flow volumes, so that the function of the off-site detention basins can be maintained (Appendix H). The design capture volume for water quality purposes (e.g., bioretention) reflects design storms of lesser frequency, so there may be a need to design larger on-site basins to avoid overloading the off-site detention basins the serve the North Watershed (LLMD) and the East Watershed (RCFCD). The *Preliminary Drainage Study: Meridian West Campus, Lower Plateau*, included within Appendix H, includes design standards for on-site detention basins and the stormwater drainage system that must be followed to avoid exceeding the original hydraulic design assumptions that were used to size the off-site detention basins. Appendix H includes metrics for the allowable peak discharge rates (Q) in cubic feet/second on a per-acre basis for the critical design storms and durations (Table 4.8-1). Detention or retention basins would be required to handle increases in peak flow rate and volumes that exceeds the allowable discharge volumes set forth in the March JPA NPDES Guidelines. Because detailed grading and surface cover information is required to calculate the post-Project peak discharge, detention basins would be located, sized and engineered during the Plot Plan review and Precise Grading Plan phases.

**Table 4.8-1**
**Allowable Peak Discharges (Q/Acre)**

| Lots within Subbasin | 10-Year Storm Event | | 100-Year Storm Event | |
|---|---|---|---|---|
| | *1-Hour* | *24-Hour* | *3-Hour* | *24-Hour* |
| Basin A | 0.95 cfs | 0.28 cfs | 1.13 cfs | 0.73 cfs |
| Basin B | 0.97 cfs | 0.26 cfs | 1.13 cfs | 0.71 cfs |
| Basin C | 0.97 cfs | 0.31 cfs | 1.14 cfs | 0.77 cfs |

**Table 4.8-1**
**Allowable Peak Discharges (Q/Acre)**

| Lots within Subbasin | 10-Year Storm Event | | 100-Year Storm Event | |
|---|---|---|---|---|
| | *1-Hour* | *24-Hour* | *3-Hour* | *24-Hour* |
| Basin D | 1.16 cfs | 0.28 cfs | 1.21 cfs | 0.75 cfs |
| Basin E | 1.41 cfs | 0.36 cfs | 1.47 cfs | 0.93 cfs |

**Source:** Appendix H.

Because the existing off-site detention basins were not sized to accommodate the increased imperviousness that would be associated with the proposed Project, the Project could result in a potentially significant impact associated with the potential to exceed the design parameters of the existing off-site detention basin(s). However, with implementation of **MM-HYD-2,** which requires new detention or retention basin(s) to be sized and engineered during the Plot Plan review and Precise Grading Plan phases, impacts associated with the increase in impervious surfaces through Project implementation could be reduced to a less than significant level. (Draft EIR, pp. 4.8-15 – 4.8-17.)

> ***MM-HYD-2 Site Specific Discharges.*** *Each lot, once developed, shall mitigate peak storm discharges in accordance with the Allowable Flow Rate (or Allowable Q) as detailed in the New Development & Redevelopment Guidelines for Projects Under the March JPA, in order to achieve attenuated peak flows to the downstream detention basins which do not materially alter their current hydraulic characteristics. Any detention or retention basins deemed necessary to reduce peak storm discharges shall be designed, engineered, constructed, and maintained for a maximum 48–hour detention period after the design storm and remain completely dry between storms, in compliance with FAA AC 150/5200-33B. Each developed lot shall reduce the peak discharge to a rate and volume that does not exceed the allowable peak discharge rates set forth in the March JPA NPDES Guidelines.* (Draft EIR, p. 4.8-18.)

March JPA finds that mitigation measures MM-HYD-1 (previously described in the Water Quality Standards section) and MM-HYD-2 are feasible, are adopted, and will reduce the potentially significant impacts of the proposed Project to Existing Drainage Patterns to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Existing Drainage Patterns, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp. 4.8-15 – 4.8-18.)

### 3. Polluted Runoff

Threshold: Would the Project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, p. 4.8-17.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: The potential for increased stormwater discharge from the site could exceed the capacity of the off-site detention basins such that Project implementation could result in a potentially significant impact. However, implementation of **MM-HYD-2**, which requires detention or retention basin to be sized and engineered during the Plot Plan review and Precise Grading Plan phases, would effectively avoid exceeding the capacity of the off-site detention basins. **MM-HYD-2** requires development of each lot to include on-site detention in accordance with the allowable discharge determined in the Project-specific drainage study (Appendix H). As such, with implementation of mitigation, this impact would be less than significant. (Draft EIR, p. 4.8-17.)

March JPA finds that mitigation measures MM-HYD-2 (previously described in the Existing Drainage Patterns section) is feasible, is adopted, and will reduce the potentially significant impacts of the proposed Project to Polluted Runoff to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Polluted Runoff as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp. 4.8-17 – 4.8-18.)

**H. Land Use**

**1. Conflict with Land Use Plans**

Threshold: Would the Project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 4.9-13 –4.9-77.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

***Explanation:*** The Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project, including the March JPA GP, Development Code, Citizen's Brochure for the 452d Air Mobility Wing Air Installation

Compatible Use Zone Study, March ARB/Inland Port Airport Joint Land Use Study, March ARB AICUZ, and the March ARB/Inland Port ALUCP.

The Project includes construction of an approximately 66,000-square-foot mixed-use development, including office, retail, and/or a small business park; an approximately 1,000,000-square-foot industrial warehouse building containing 252 loading docks and 431 trailer parking stalls; an approximately 855,000-square-foot industrial warehouse building containing a total of 190 loading docks and 283 trailer parking stalls; three smaller industrial buildings totaling approximately 362,000 square feet; an approximately 1-acre parcel developed as a "Low Water Use/Drought Tolerant Landscape Demonstration Garden; and street and infrastructure improvement on a currently undeveloped site. Although the two larger industrial buildings are intended to be used as warehouse distribution facilities, an end user has not yet been identified. Nonetheless, the site is designed consistent with the applicable March ARB AICUZ and the March ARB/Inland Port ALUCP.

Table 4.9-1 in the Draft EIR demonstrates how the Project promotes consistency with the applicable goals and policies of the March JPA GP. As outlined in Table 4.9-1, the Project would be consistent with the goals and policies presented in the March JPA GP. Impacts are considered less than significant with mitigation incorporated.

The Project site is also subject to compliance with the *March ARB/Inland Port* 2005 AICUZ and the *March ARB/Inland Port ALUCP.* Please refer to Section 4.7, Hazards and Hazardous Materials, of the Draft EIR for discussion regarding the Project's compliance with the *Citizen's Brochure for the 452d Air Mobility Wing Air Installation Compatible Use Zone Study.*

As previously mentioned, the Project includes a GP amendment that would re-designate the Project site as Industrial (IND), Business Park (BP), and Mixed Use (MU), consistent with the existing March JPA GP. Additionally, the Project includes a zoning designation of Industrial (IND), Business Park (BP), and Mixed Use (MU) to the Project site, consistent with the requested GP designation of Industrial (IND), Business Park (BP), and Mixed Use (MU). Table 4.9-2 in the Draft EIR demonstrates the Project's compliance with the March JPA's Development Code. As shown in Table 4.9-2, the Project would be in compliance with the March JPA Development Standards. Therefore, the Project is consistent with the March JPA Development Code, and impacts would be less than significant. (Draft EIR, pp. 4.9-13 –4.9-77.)

Please refer to the mitigation measures included in Sections 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.7, 4.8, 4.9, 4.11, and 4.12 of the Draft EIR and the Final EIR, respectively, for description of each mitigation measure identified in Table 4.9-1. Specifically, the following mitigation measures apply:

- *MM-AES-1*
- *MM-AQ-1 through MM-AQ-8*
- *MM-BIO-1 through MM-BIO-6*
- *MM-CUL-1 and MM-CUL-6*
- *MM-GEO-1 through MM-GEO-15*

- *MM-HAZ-1 through MM-HAZ-9*
- *MM-HYD-1 and MM-HYD-2*
- *MM-NOI-1 through MM-NOI-5*
- *MM-TRAF-1 through MM-TRAF-25*
- *MM-UTL-1 through MM-UTL-3* (Draft EIR, p. 4.9-77; Final EIR.)

March JPA finds that mitigation measures MM-AQ-1 though MM-AQ-8, MM-BIO-1 through MM-BIO-6, MM-CUL-1, MM-CUL-6, MM-GEO-1 through MM-GEO-15, MM-HAZ-1 through MM-HAZ-9, MM-HYD-1, MM-HYD-2, MM-NOI-1 through MM-NOI-5, MM-TRAF-1 through MM-TRAF-25, MM-ULT-1 through MM-ULT-3 are feasible, are adopted, and will reduce the potentially significant impacts of the proposed Project to Conflict with Land Use Plans to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Conflict with Land Use Plans, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp. 4.9-13 –4.9-78.)

### 2. Habitat Conservation Plans

Threshold: Would the Project conflict with any applicable habitat conservation plan or natural community conservation plan?

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 4.3-63 – 4.3-71; 4.9-1.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: The Project site is located within the boundaries of the Western Riverside County MSHCP. The March JPA is not a permittee to the MSHCP, and thus, does not have to comply with the Reserve Assembly goals of the MSHCP or any other MSHCP requirements. The Project site is not located in an area subject to Cell Criteria, Public/Quasi-Public Conserved Land areas, existing conserved Additional Reserve Land, or land described for conservation under the MSHCP, and therefore the Project's development would not interfere or conflict with the ability of the MSHCP goals and objectives to be implemented. The Project site is located on a former March Air Force Base SKR Management Area, which was originally considered Public/Quasi-Public lands within the MSHCP. The acquisition and conservation of the Potrero Preserve in exchange for the March Air Force Base SKR Management Area allowed for proposed development areas within the former SKR Management Area, including the Project site, to be released for development. As such, the proposed developable areas (as per the Settlement Agreement; Figure 4.3-5) are no longer recognized as Public/Quasi-Public lands within the MSHCP, which was confirmed by the WRC RCA (Landry 2013; Syms Luna 2013). However, the remaining areas within the former SKR Management Area, which are not proposed for development (i.e., conservation area, water quality open space area, and proposed park area) are

to remain in conservation; and thus, will still be treated as Public/Quasi-Public lands within the MSHCP. These conservation areas would remain following Project implementation.

Although the Project site is located adjacent to the southern habitat block of Core D of the MSHCP, it would not prevent movement within this area. Pursuant to the Settlement Agreement (*Center for Biological Diversity v. Jim Bartel, et. al.* [S.D. Cal.No. 09-cv-1864-JAH-POR]), 664 acres of native habitat were set aside for conservation in consideration of development within the proposed Project area and other 'developable lands.' Additionally, measures were provided within the Settlement Agreement to allow for adequate wildlife passage traveling north-south through the identified 'Conservation Areas' and guidelines were provided to abide by the Urban/Wildlife Interface requirements set forth in Section 6.1.4 of the MSHCP, including night lighting restrictions to minimize impacts to edge effects (USFWS 1999; Center for Biological Diversity v. Jim Bartel, et. al. [S.D. Cal.No. 09-cv-1864-JAH-POR]). As such, impacts to wildlife corridors and habitat linkages are considered to be adequately mitigated and would be treated as if they are an MSHCP Conservation Area for purposes of application of the Urban/Wildland Interface requirements.

The Project site is also located within an identified BUOW survey area within the MSHCP. Focused BUOW surveys were conducted within the Project site and adjacent areas in 2016, with negative results; however, suitable BUOW habitat occurs on-site. Thus, additional BUOW measures within **MM-BIO-2** including, but not limited to preconstruction surveys for BUOW within 30 days of ground disturbing activities, avoidance and minimization measures if found, and potential preparation of a BUOW Relocation Plan, and potential compensatory mitigation, would ensure consistency with the MSHCP. As such, the development of the Project would not interfere or conflict with the ability of the MSHCP goals and objectives to be implemented. Conflicts with the MSHCP would be less than significant with Project implementation, and no additional mitigation is required. (Draft EIR, pp. 4.3-63 – 4.3-64.)

The Project site was located within the former 1,178-acre March Air Force Base (now March ARB) SKR Management Area. However, pursuant to the 1999 BO (1-6-99-F-13) and CDFG consistency determination (2080-1999-56-6), USFWS and CDFG authorized the acquisition and conservation of the Potrero site in exchange for the former 1,178-acre March Air Force Base (now March ARB) SKR Management Area, the endowment fund transfer request from CNLM to CDFG for management of the exchange lands, and the release of the 1,178-acre March Air Force Base SKR Management Area for development. This was provided in a series of three letters written by USFWS and cosigned by CDFG (also referred to as a joint wildlife agency letter) dated December 29, 2003 (FWS-WRIV-883.2), October 29, 2004, and May 22, 2006 (FWS/CDFG-WRIV-3259.5), which resulted in the Center for Biological Diversity and the San Bernardino Valley Audubon Society jointly filing a lawsuit against the USFWS and the Secretary of the Interior for failure to prepare a new Biological Opinion (BO) under the federal ESA, failure to conduct environmental analysis under NEPA, and a failure to properly amend the Stephens' kangaroo rat (SKR) Habitat Conservation Plan. The subsequent Settlement Agreement (*Center for Biological Diversity v. Jim Bartel, et. al.* S.D. Cal. No. 09-cv-1854-JAH-POR), re-instated 649 acres of the former March SKR Management Area lands as SKR Management Area to the west and south of the Project site and removed the SKR restriction from the 'West Campus' Project site lands (Figure 4.3-5; Appendix C). Thus, impacts to SKR are adequately mitigated through the

acquisition and conservation of the Potrero site, which was determined to better address the overall conservation needs of SKR, as well as the conservation of 649 acres of former March SKR Management Area lands, which is consistent with the SKR HCP. Additionally, the RCHCA provided concurrence with the March JPA that with the acquisition and conservation of the Potrero site, the former 1,178-acre March SKR Management Area lands are not part of the SKR reserve system established pursuant to the long-term SKR HCP (Syms Luna 2013). Thus, impacts to SKR are considered adequately mitigated under previous agency consultation and Project impacts would not represent a significant adverse impact to this species or the SKR HCP requirements. Conflicts with the SKR HCP would be less than significant with Project implementation, and no additional mitigation is required. (Draft EIR, pp. 4.3-63 – 4.3-65.)

March JPA finds that mitigation measure MM-BIO-2 (previously described in the Sensitive Species section) is feasible, is adopted, and will reduce the potentially significant impacts of the proposed Project to Habitat Conservation Plans to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Habitat Conservation Plans, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. . (Draft EIR, pp. 4.3-63 – 4.3-71; 4.9-1.)

## I. Noise

### 1. Noise Level Standards

Threshold: Would the Project exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 4.10-32 – 4.10-72.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: On-site noise-generating activities associated with the proposed Project would include short-term construction as well as long-term operational noise associated with the warehouse, industrial, business park, and mixed use operations; and other on-site noise sources (e.g., heating, ventilation, and air conditioning (HVAC) equipment). The proposed Project would also generate off-site traffic noise along various roads in the area. In addition, the existing and proposed uses on site would be subject to traffic noise from Alessandro Boulevard, Cactus Avenue, and Meridian Parkway.

*Construction Noise (Short-Term Impacts)*

Construction of the Project would require approximately 44 months to complete. As described in Section 4.2.6 of the Draft EIR, development activities for the Project would involve the following sequence: (1) site preparation, (2) grading, (3) building construction, (4) paving, and (5) architectural coating. Although specific project construction details and equipment fleet

specifications are not available at this time, the following are typical types of construction equipment that would be expected:

- Rubber tired dozers
- Tractors/loaders/backhoes
- Excavators
- Graders
- Scrapers
- Cranes
- Forklifts

- Hydraulic Rock Breaker
- Generator sets
- Welders
- Pavers
- Paving equipment
- Rollers
- Air compressors

Construction noise is difficult to quantify because of the many variables involved, including the specific equipment types, size of equipment used, percentage of time each piece is in operation, condition of each piece of equipment, and number of pieces that would operate on the site. Noise levels generated by heavy construction equipment can range from approximately 68 dBA to in excess of 80 dBA when measured at a distance of 50 feet. However, these noise levels diminish with distance from the construction site at a rate of 6 dBA per doubling of distance. For example, a noise level of 80 dBA measured at 50 feet from the noise source to the receiver would be reduced to 74 dBA at 100 feet from the source to the receiver, and would be further reduced to 68 dBA at 200 feet from the source to the receiver (Appendix I).

Based on the reference construction noise levels, the Project-related daytime construction noise levels when the peak reference noise level is operating at a single point nearest the sensitive receiver location would range from 46.1 to 65.6 dBA $L_{eq}$ and 53.2 to 72.7 dBA $L_{max}$. Table 4.10-15 in the Draft EIR shows the worst-case, combined noise level of all grading equipment during the grading stage of Project construction to present a conservative approach. As such, the analysis of the grading stage is presented as a worst-case construction noise level with all equipment operating simultaneously from a single point during the grading activities. In reality, this will not occur since all the equipment cannot operate from a single point closest to the sensitive receiver locations, but is presented herein to provide a conservative analysis.

The construction noise analysis shows that the highest construction noise levels would occur when construction activities take place at the edge of the Project site. Table 4.10-21 shows the unmitigated peak construction noise levels at the nearby sensitive receiver locations would range from 46.1 to 65.6 dBA $L_{eq}$ and 53.2 to 72.7 dBA $L_{max}$ and would satisfy the construction noise level thresholds for each jurisdiction at the nearby sensitive receiver locations. Therefore, the construction of the Project would result in a less than significant noise impact at the nearby sensitive receiver locations during peak construction activity. Though construction noise is temporary, intermittent and short of duration, and would not present any long-term impacts, mitigation measure **MM-NOI-1** shall be implemented to ensure further reduction in short-term construction noise levels to nearby noise-sensitive residential land uses.

Project construction may include nighttime concrete pour activities. Nighttime concrete pours are typically conducted when construction occurs during the summer months due to the warmer daytime weather conditions which can interfere with the concrete drying process. Table 4.10-22 in the Draft EIR shows the nighttime pour reference construction noise levels at each of the sensitive receiver locations. Figure 4.10-4, Nighttime Project Construction Activities, in the Draft EIR shows the location of the nighttime concrete pour activities, generally around the proposed buildings within the Project site, and the distance to each receiver location. Based on the reference nighttime concrete pour reference equipment noise levels, the noise levels at the nearby sensitive receiver locations would range from 31.1 to 50.6 dBA $L_{eq}$ and 38.7 to 58.2 dBA $L_{max}$. Table 4.10-23 in the Draft EIR shows the unmitigated peak nighttime construction noise levels at the nearby sensitive receiver locations would range from 31.1 to 50.6 dBA $L_{eq}$ and 38.7 to 58.2 dBA $L_{max}$, which would satisfy the nighttime construction noise level thresholds for each jurisdiction at the nearby sensitive receiver locations. Therefore, the construction of the Project would result in a less than significant noise impact at the nearby sensitive receiver locations during peak construction activity.

To describe the temporary Project construction noise level contributions to the existing ambient noise environment, the Project construction noise levels were combined with the existing ambient noise levels measurements at the off-site receiver locations. The difference between the combined Project-construction and ambient noise levels are used to describe the construction noise level contributions. Temporary noise level increases that would be experienced at sensitive receiver locations when Project construction-source noise is added to the ambient daytime and nighttime conditions are presented in Tables 4.10-24 and 4.10-25, respectively. A temporary noise level increase of 12 dBA is considered a potentially significant impact based on the Caltrans substantial noise level increase criteria which is used to assess the Project-construction noise level increases (Caltrans 2013).

As indicated in Table 4.10-24 in the Draft EIR, Unmitigated Daytime Temporary Construction Noise Level Increases, the Project will contribute unmitigated, worst-case construction noise level increases ranging from 0.3 to 9.5 dBA $L_{eq}$ during the daytime hours at the closest sensitive receiver locations. Table 4.10-25, Unmitigated Nighttime Temporary Construction Noise Level Increases, in the Draft EIR shows the Project will contribute unmitigated, worst-case construction noise level increases approaching 1.6 dBA $L_{eq}$ during the nighttime hours at the closest sensitive receiver locations. Since the worst-case temporary noise level increases of up to 9.5 dBA $L_{eq}$ during Project construction will satisfy the Caltrans substantial 12 dBA $L_{eq}$ noise level increase significance threshold, the unmitigated construction noise level increases are considered less than significant temporary noise impacts.

The construction of the proposed Project would include blasting of hard rock areas, which is a major source of potential noise and vibration impacts to nearby residential receivers. To evaluate the potential noise levels from blasting activities during Project construction, Urban Crossroads collected a reference noise level measurement of a blast performed by California Blasting and Drilling, on March 15, 2016, at a residential construction site in Chatsworth, CA. At a reference distance of 370 feet, the blasting noise levels reached 81.5 dBA $L_{max}$ for one second over a total duration of 7 seconds for all blasts included in the event; the measured noise level data from the blast and calculated blast noise levels at identified receiver locations are presented in Table 4.10-26, Blasting Noise Levels. The reference blast measurement represents a greater amount of ANFO explosive material than what is planned at the Project site. In addition, due to the distance of approximately 400 feet to nearby residential lots from the reference blast site, some debris could be cast into the air and the additional noise associated with this debris is included in the reference noise level. Debris due to blasting at the Project site is not anticipated to be cast into the air when located adjacent to residential lots, and therefore, the reference noise level measurement may conservatively overstate the noise levels of the Project site blasting activities. In other words, project-related noise levels from blasting are anticipated to be lower than the conservative values presented in Table 4.10-26 in the Draft EIR. (Draft EIR, pp. 4.10-32 – 4.10-44.)

*Operational Noise (Long-Term Impacts)*

Long-term operational noise associated with the Project includes noise from warehouse, industrial, business park and mixed use operations including but not limited to traffic movement on site, idling trucks, delivery truck activities, parking, backup alarms, refrigerated containers, and loading and unloading of dry goods; and other on-site noise sources (e.g., HVAC equipment). Since the future tenants of the proposed Project are not known at this time, to present the potential worst-case noise conditions, this analysis assumed the Project would be a typical warehouse and

distribution storage facility operating 24 hours per day, 7 days per week. Long-term operational noise would also include Project-generated traffic and overall traffic noise at the site. According to the *Traffic Impact Analysis* (Appendix J), the Project is expected to generate a net total of approximately 7,731 trip-ends per day (actual vehicles) with 759 AM peak hour trips and 792 PM peak hour trips. The net Project trip generation includes 1,778 truck trip-ends per day from the proposed buildings within the Project site. This noise study relies on the net Project trips to accurately account for the effect of individual truck trips on the study area roadway network. Although the Project site is located within the March JPA jurisdiction, noise-sensitive receivers potentially impacted by operational noise activities are also located in the City of Riverside and the County of Riverside.

The Project business operations would primarily be conducted within the enclosed buildings, with the exception of traffic movement, parking, as well as loading and unloading of trucks at designated loading bays. The on-site Project-related noise sources are expected to include idling trucks, delivery truck activities, parking, backup alarms, refrigerated containers, as well as loading and unloading of dry goods.

As previously mentioned, since the future tenants of the Project are not known at this time, the Project's operational noise levels were estimated based on reference noise level measurements of similar operational activities. To describe the worst-case Project-only operational noise levels associated with the Project, this analysis relies on a reference noise level of 62.8 dBA $L_{eq}$ representing unloading/docking activity at a normalized reference distance of 50 feet collected at the Nature's Best distribution facility. This analysis assumes both tenants within the Project building would be operational 24 hours per day, 7 days per week. In addition, this analysis accounts for the noise associated with cold storage (refrigeration) as a worst-case scenario as it includes the additional noise from refrigerated containers/reefers on trucks within the Project site, and may conservatively overstate the actual noise levels due to tenant operations at the Project site.

While the specific noise levels at the Project site will depend on the actual tenant, the intensity and the daytime/nighttime hours of operation, a reference noise level of 62.8 dBA $L_{eq}$ at a distance of 50 feet is used to describe the peak Project operational noise activity since it represents similar operational characteristics. The reference noise levels are intended to describe noise level impacts associated with the expected typical warehouse and distribution storage operations at the Project site. Using the reference noise levels to represent the proposed warehouse operations that include idling trucks, delivery truck activities, parking, backup alarms, refrigerated containers, as well as loading and unloading of dry goods, the operational source noise levels that are expected to be generated at the Project site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations were calculated.

Table 4.10-28 in the Draft EIR presents the Project operational noise levels, including distance attenuation and the barrier attenuation provided by the existing 6-foot-high noise barriers in the Project study area, as shown in Figure 4.10-6, Operational Noise Source Locations in the Draft EIR. To determine the Project-only operational noise levels, the reference noise level of 62.8 dBA $L_{eq}$ at a distance of 50 feet was used to estimate the unloading/docking activity at the Project site. Table 4.10-28 indicates that the noise levels associated with the Project would range from 22.4 to 41.8 dBA $L_{eq}$ and 19.4 to 38.8 dBA $L_{50}$ at the nearby sensitive receiver locations, which would not exceed any of the jurisdiction's exterior noise level standards. The Project operational noise levels approaching 41.8 dBA $L_{eq}$, 38.8 dBA $L_{50}$, 41.8 dBA $L_{25}$, 46.4 dBA $L_8$, 50.2 dBA $L_2$,

and 54.6 dBA $L_{max}$ will satisfy the March JPA, City of Riverside, and County of Riverside most restrictive, nighttime exterior noise level standards of 45 dBA $L_{eq}$, 45 dBA $L_{50}$, 50 dBA $L_{25}$, 55 dBA $L_8$, 60 dBA $L_2$, and 65 dBA $L_{max}$ at the nearby sensitive receiver locations, and therefore, the operational noise impacts will be less than significant.

Since the Project-related operational noise level contributions would not exceed the significance criteria, the increases at the sensitive receiver locations would be less than significant. On this basis, Project operational stationary-source noise would not result in a substantial temporary/periodic, or permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project, and impacts in these regards would be less than significant. Although the normal operation of the Project would not exceed the March JPA Development Code standards for stationary-source noise impacts, mitigation measure **MM-NOI-2** shall be implemented to ensure potential operational noise levels received at nearby noise-sensitive receiver locations within the jurisdiction of City of Riverside and County of Riverside remain at a level below significance. (Draft EIR, pp. 4.10-45 –4.10-53.)

*Off-Site Traffic Noise Level Increases*

To quantify the off-site traffic noise increases on the surrounding off-site areas, the changes in traffic noise levels on 41 roadway segments surrounding the Project site were calculated based on the change in the ADT volumes. The traffic noise levels provided in this analysis are based on the traffic forecasts found in the TIA (Appendix J). To assess the off-site noise level impacts associated with the proposed Project, noise contour boundaries were developed for the following traffic scenarios:

- **Existing Without/With Project:** This scenario refers to the existing present-day noise conditions, without and with the proposed Project.
- **Opening Year Cumulative 2020 Without/With Project:** This scenario refers to the background noise conditions at future Opening Year Cumulative 2020 without and with the proposed Project plus ambient growth. This scenario corresponds to Opening Year Cumulative 2020 conditions, and includes all cumulative projects identified in the TIA (Appendix J).
- **General Plan Buildout Year 2040 Without/With Project:** This scenario refers to the background noise conditions at future General Plan Buildout Year 2040 without and with the proposed Project. This scenario corresponds to General Plan Buildout Year 2040 conditions, and includes all cumulative projects identified in the TIA (Appendix J).

Table 4.10-33 in the Draft EIR shows the Existing Without and with Project Conditions and the noise contribution generated by the addition of the Project. As shown in Table 4.10-33, the Project is expected to generate an exterior noise level increase of up to 3.4 dBA CNEL, which would exceed the significance thresholds (increase of 3 dBA or greater) for non-noise-sensitive land uses when the without Project noise levels are above 70 dBA CNEL on roadway segment 28: Cactus Avenue east of Meridian Parkway. This exceedance of the significance thresholds is largely due to the truck trips exiting the Project site onto the affected roadway segment. The off-site Project-related traffic noise level increase is considered a potentially significant impact under Existing conditions for non-noise-sensitive land uses, such as industrial land use. However, it is

important to recognize that the Existing with Project scenario is used for analysis purposes only, since the Project truck trips would not be generated until Opening Year 2020 conditions.

Table 4.10-36 in the Draft EIR presents a comparison of the Opening Year Cumulative 2020 Without and with Project Conditions CNEL noise levels. As shown in Table 4.10-36, the Project is expected to generate an exterior noise level increase of up to 2.2 dBA CNEL on the study area roadway segments. While Project-related noise level increase under Opening Year Cumulative 2020 conditions are shown to approach 2.2 dBA CNEL on Cactus Avenue east of Meridian Parkway, the land uses adjacent to this roadway segment are considered non-noise-sensitive. Based on the Without Project noise levels on this segment, which already exceed the 70 dBA CNEL noise level criteria for non-noise-sensitive land uses, the 2.2 dBA CNEL Project-related increase satisfies the 3 dBA CNEL increase threshold for non-noise-sensitive land uses. All other Project-related noise level increases at the noise-sensitive land uses are shown to be less than 1.5 dBA CNEL. Based on the significance criteria in Section 4.10.3 for noise-sensitive and non-noise-sensitive land uses, and since the Project-related increase would be less than 3 dBA, the Project-related increases represent a less than significant impact under Opening Year Cumulative 2020 conditions.

Table 4.10-39 in the Draft EIR presents a comparison of the General Plan Buildout 2040 Without and with Project Conditions CNEL noise levels. As shown on Table 4.10-39, the Project is expected to generate an exterior noise level increase of up to 1.4 dBA CNEL on the study area roadway segments. Based on the significance criteria outline in Section 4.10.3, and since the Project-related increase would be less than 3 dBA, impacts would be less than significant during General Plan Buildout 2040 conditions. (Draft EIR, pp. 4.10-54 – 4.10-72.)

***MM-NOI-1 Off-Site Traffic Noise Impacts***

> *If the Project opens prior to 2020, March JPA shall require the Project applicant to construct a soundwall along the eastern right-of-way of Meridian Parkway from Cactus Avenue to Innovation Drive. The soundwall shall be a minimum of six feet in height, constructed with a solid surface having no gaps.* (Draft EIR, p 4.10-78.)

March JPA finds that mitigation measures MM-NOI-1 is feasible, is adopted, and will reduce the potentially significant impacts of the proposed Project to Noise Level Standards to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Noise Level Standards, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp. 4.10-32 –4.10-72; 4.10-78.)

**2. Groundborne Vibration and Noise**

Threshold: Would the Project exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 4.10-73 – 4.10-75.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation:

Ground-borne vibration levels from automobile traffic are generally overshadowed by vibration generated by heavy trucks that roll over the same uneven roadway surfaces. However, due to the rapid drop-off rate of ground-borne vibration and the short duration of the associated events, vehicular traffic-induced ground-borne vibration is rarely perceptible beyond the roadway right-of-way, and rarely results in vibration levels that cause damage to buildings in the vicinity.

However, while vehicular traffic is rarely perceptible, construction has the potential to result in varying degrees of temporary ground vibration, depending on the specific construction activities and equipment used. During construction, the heavier pieces of construction equipment used at the Project site would include dozers, graders, cranes, loaded trucks, water trucks, and pavers.

Construction activity could generate vibration that would either damage nearby buildings or annoy people in the project vicinity. Construction activities can generate varying degrees of ground-borne vibration, depending on the construction procedures and the type of construction equipment operated. Construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effects on buildings (e.g., building damage) are dependent on the location of the buildings to the source and the characteristic of the building structure. It is expected that ground-borne vibration from Project construction activities would cause only intermittent, localized intrusion. The proposed Project's construction activities most likely to cause vibration impacts include heavy construction equipment and trucks. Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to building, the vibration is usually short-term and is not of sufficient magnitude to cause building damage. It is not expected that heavy equipment such as large bulldozers would operate close enough to any residences to cause a vibration impact. Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

Based on the reference vibration levels provided by the FTA and shown in Table 4.10-40 in the Draft EIR, a large bulldozer represents the peak source of vibration with a reference velocity of 0.089 in/sec (PPV) at 25 feet. At distances ranging from 513 to 2,441 feet from the Project site, construction vibration velocity levels are expected to approach 0.001 in/sec (PPV) (Table 4.10-40). To assess the human perception of vibration levels in PPV, the velocities are converted to RMS vibration levels based on the *Caltrans Transportation and Construction Vibration Guidance Manual* (Caltrans 2013) conversion factor of 0.71. Table 4.10-41 in the Draft EIR shows the construction vibration levels in RMS are expected to approach 0.001 in/sec RMS at the five receiver locations. Based on the County of Riverside vibration standard of 0.01 in/sec RMS, the construction-related vibration impacts would be less than significant. Though vibration noise is temporary, intermittent and of short duration, and would not present any long-term impacts, **MM-NOI-2** shall be incorporated to further ensure that any noise level increases produced by the

construction equipment to the nearby noise-sensitive residential land uses would remain at a level below significance.

During operational activities, truck haul trips have the potential to cause vibration impacts. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. Typical vibration levels for the Project heavy truck activity at normal traffic speeds would approach 0.001 in/sec (RMS) at a distance of 50 feet, based on the FTA Transit Noise Impact and Vibration Assessment (FTA 2006), and would not exceed the County of Riverside threshold for vibration of 0.01 in/sec RMS). Therefore, with the distance attenuation from distances ranging from 513 to 2,441 feet to the nearby sensitive receiver locations, the delivery truck vibration impacts would not exceed the vibration threshold of 0.01 in/sec (RMS) and would be less than significant. Further, truck deliveries transiting within the site would need to travel at very low speeds within the parking lot, thereby generating lower vibration levels.

Based on the California Department of Transportation's *Transportation and Construction Vibration Guidance Manual*, it is unusual for damage to be caused to residential structures from the vibrations due to blasting activities as other agencies' (U.S. Bureau of Mines and the Office of Surface Mining and Reclamation Enforcement) maximum vibration level limits have been shown to fail to cause any damage to existing residential lots. Often existing damage is perceived to have been due to nearby blasting operations as the detonation of the blast causes closer examination by homeowners of the structural integrity of their home (Caltrans 2013). The major source of vibration due to rock blasting is expected to be from the charges placed in each drill hole within the Project site. Due to the ability of the blasting contractor to limit the ground-borne vibration levels, the vibration velocity levels at 513 feet to the nearest sensitive receiver are expected to be less than significant.

The Caltrans *Transportation and Construction Vibration Guidance Manual* provides the human perception thresholds for vibration from continuous events at a PPV level of 0.02 in/sec, and provides vibration velocity levels for various building materials susceptibility to damage. For residential structures, the threshold of damage for vibration is approximately 3.0 in/sec (PPV) for cosmetic cracking and damage (Caltrans 2013). While determining the vibration levels from the blasting operations at the Project site is difficult due to the variability of conditions (e.g., soil types) at the site, it is possible to monitor and prevent vibration levels to the extent feasible with a monitoring and abatement plan. To prevent damage to nearby residential structures, **MM-NOI-4** shall be incorporated, consistent with the *Transportation and Construction Vibration Guidance Manual, Procedures for Mitigating Blast Vibration and Air Overpressure from Construction Blasting* (Caltrans 2013). (Draft EIR, pp. 4.10-73 – 4.10-75.)

***MM-NOI-2 Noise Compliance Measures***

*March JPA shall require the Project applicant to adhere to the following measures as a condition of approving the grading plans and/or issuance of building permits:*

- *In compliance with March Joint Powers Authority Development Code Chapter 9.10, Performance Standards, Section 9.10.030, construction plans shall include a note indicating that noise-generated Project construction activities shall only occur between the hours of 7:00 AM to 7:00 PM daily. The Project construction supervisor shall ensure compliance with the permitted construction hours.*

- *During all Project site construction, pursuant to March Joint Powers Authority General Plan Noise Element Policy 2(e), the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractors shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project site.*
- *The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the Project site (e.g., to the center) during all Project construction.*
- *The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment (between the hours of 7:00 AM and 7:00 PM). The construction shall prepare a haul route exhibit and shall design delivery routes to minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise.*

***MM-NOI-4 Blasting Compliance Measures***

*Prior to any blasting, the construction contractor shall certify in writing that all blasting mitigation measures shall be adhered to in full compliance, with oversight by March JPA. March JPA shall ensure that the following are noted on construction plans as enforceable conditions of approval and shall enforce compliance during Project construction:*

- *To reduce adverse effects, rock blasting activities shall be limited during the permitted hours for construction activity between 7:00 AM to 7:00 PM daily, as required by the Development Code.*
- *The blasting contractor shall design the blasts to reduce vibration velocity levels from each blast below the damage threshold of 3.0 in/sec.*
- *A blast signal (e.g. air horn) shall be used to notify nearby residents that blasting is about to occur per the California Code of Regulations, Title 8, Section 5291 Firing of Explosives regulations.*
- *Neighboring residential communities shall be notified via postings on the construction site at least 24 hours before the occurrence of major construction-related noise and vibration impacts (such as rock blasting) which may affect them.*
- *The March JPA may impose conditions and procedures on the blasting operations as necessary. The construction contractor shall comply with these measures for the duration of the blasting permit. The March JPA may inspect the blast site and materials at any reasonable time.*
- *The construction contractor shall identify potential problem areas surrounding the Project site.*
- *The construction contractor shall determine the conditions that exist prior to commencement of construction.*

- *The construction contractor shall monitor and record the vibration and air overpressure effects of the blast.*
- *The construction contractor shall respond to and investigate complaints.* (Draft EIR, pp. 4.10-78 – 4.10-79; Final EIR.)

March JPA finds that mitigation measures MM-NOI-2 and MM-NOI-4 are feasible, are adopted, and will reduce the potentially significant impacts of the proposed Project to Groundborne Vibration and Noise to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Groundborne Vibration and Noise, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required.

### 3. Permanent Ambient Noise

Threshold: Would Project implementation create a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 4.10-75 – 4.10-76.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: Long-term operational noise would result from warehouse, industrial, business park and mixed use operations including but not limited to traffic movement on site, idling trucks, delivery truck activities, parking, backup alarms, refrigerated containers, and loading and unloading of dry goods; and other on-site noise sources (e.g., HVAC equipment). The Project would also generate off-site traffic noise along adjacent roadways including Alessandro Boulevard, Cactus Avenue, and Meridian Parkway. As discussed under Threshold NOISE-1, the highest Project-related daytime operational noise level increase would approach 1.0 dBA $L_{eq}$ (refer to Table 4.10-29). During the nighttime hours, the highest Project-related noise level increase would approach 2.2 dBA $L_5$ (refer to Table 4.10-30). Since the Project-related operational noise level contributions would not exceed the significance criteria, the increases at the sensitive receiver locations would be less than significant. On this basis, Project operational stationary-source noise would not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project, and impacts would be less than significant. Although the normal operation of the Project would not exceed the March JPA Development Code standards for stationary-source noise impacts, mitigation measure **MM-NOI-3** shall be implemented to further ensure potential operational noise levels received at nearby noise-sensitive receiver locations within the jurisdiction of City of Riverside and County of Riverside remain at a level below significance. (Draft EIR, pp. 4.10-75 –4.10-76.)

***MM-NOI-3 Noise Reduction Measures in Construction Plans***

*Prior to issuance of a Certificate of Occupancy for the Operator/Tenant, the Project Operator/Tenant shall certify in writing that the operational noise mitigation measures shall be adhered to in full compliance, with oversight by March JPA. March JPA shall ensure that the following are noted on construction plans as enforceable conditions of approval and shall enforce compliance during Project operations:*

- *All on-site operating equipment under the control of the building user that is used in outdoor areas (including but not limited to trucks, tractors, forklifts, and hostlers), shall be operated with properly functioning and well-maintained mufflers.*
- *Maintain quality pavement conditions on the property that are free of vertical deflection (e.g., speed bumps) to minimize truck noise.*
- *The truck access gates and loading docks within the truck court on the Project site shall be posted with signs which state:*
  - *Truck drivers shall turn off engines when not in use;*
  - *Diesel trucks servicing the Project shall not idle for more than five (5) minutes; and*
  - *Post telephone numbers of the building facilities manager to report idling violations.* (Draft EIR, pp. 4.10-78 — 4.10-79; Final EIR.)

March JPA finds that mitigation measure MM-NOI-3 is feasible, is adopted, and will reduce the potentially significant impacts of the proposed Project to Permanent Ambient Noise to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Permanent Ambient Noise, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp. 4.10-75 –4.10-76; 4.10-78 – 4.10-79.)

### 4. Temporary Ambient Noise

Threshold: Would Project implementation create a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, p. 4.10-76.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: The proposed Project would result in temporary increases in ambient noise levels during Project construction period. The temporary increases in ambient noise levels would vary depending on the location of the construction activities and the type of equipment being used. The construction noise analysis shows that the highest construction noise levels would occur when construction activities take place at the edge of the Project site. Table 4.10-24 in the Draft EIR shows the unmitigated peak construction noise levels at the nearby sensitive receiver locations

would range from 39.9 to 59.0 dBA $L_{eq}$ and 46.1 to 65.6 dBA $L_{max}$ (which is no greater than 4 dBA above ambient noise levels) and would fall below the Caltrans noise increase threshold of 12 dBA at the nearby sensitive receiver locations. Therefore, the construction of the Project would result in a less than significant noise impact at the nearby sensitive receiver locations during peak construction activity. Though construction noise is temporary, intermittent and short of duration and would not present any long-term impacts, mitigation measure **MM-NOI-2** shall be implemented to further ensure reduction in short-term construction noise levels to nearby noise-sensitive residential land uses. (Draft EIR, p. 4.10-76.)

March JPA finds that mitigation measures MM-NOI-2 (previously described in the Groundborne Vibrations and Noise section) is feasible, is adopted, and will reduce the potentially significant impacts of the proposed Project to Temporary Ambient Noise to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Temporary Ambient Noise, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp. 4.10-76; 4.10-78 – 4.10-79.)

**5. Airport Land Use Noise**

Threshold: For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing in the Project Area to excessive noise levels?

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 4.10-76 - 4.10-77.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation:

The Project site is located approximately 0.8 mile west of the March ARB/Inland Port Airport. The Project site is located within the B1, B2, and C1 compatibility zone, as depicted in the March ARB/Inland Port Airport Land Use Compatibility Plan (Mead & Hunt 2014). Zone B1, Inner Approach/Departure Zone, encompasses areas of high noise and high accident potential risk within the inner portion of the runway approach and departure corridors. Zone B2, High Noise Zone, encompasses areas of high noise and moderate accident potential risk. Zone C1, Primary Approach/Departure Zone, encompasses areas of moderate to high noise and moderate accidental potential risk. Locating residential uses within these zones is not permitted; therefore, no individuals would be residing in the Project site.

However, Project implementation does have the potential to expose people working in the Project area to excessive noise levels. The noise contour boundaries used to determine the potential aircraft-related noise impacts at the Project site are found on Exhibit MA-4 of the Riverside County ALUCP, and presented in Figure 4.10-1. Based on the Riverside County ALCUP noise level contours of the March ARB/Inland Port Authority, the mixed use within the northern portion of the Project site would be partially located within the 65 to 70 dBA CNEL noise level contour

boundaries and would be considered marginally acceptable, while the industrial land use within the Project site would be located within the 60 to 65 dBA CNEL noise level contour boundaries and would be considered normally acceptable. Outdoor activities at the business park land use within the Project site are expected to be minimal and include employees traveling from their vehicles to the office buildings within the site.

Construction of the Project would be required to meet California Building Code (CBC) standards. Additionally, the March JPA would review and approve the plans and specifications of the proposed Project to ensure compliance with the provisions of the CBC and Title 24, which regulates building standards. Title 24 is administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. CBC standards for commercial buildings are typically capable of achieving an exterior to interior attenuation of approximately 20-25 dBA; therefore, buildings located within the 65-70 dBA CNEL noise contour for March AFB could have resulting interior noise levels which exceed 45 dBA CNEL unless specialized construction materials are employed. Consequently, proposed buildings within the 65-70 dBA CNEL contour could result in potentially significant interior noise exposure impacts. With implementation of MM-NOI-5, impacts would be reduced to less than significant.

> ***MM-NOI-5 Buildings Located Within 65-70 dBA CNEL Contour***
> *March JPA shall require interior office areas and public areas that are located within the 65 – 70 dBA CNEL contours provide sound attenuation below 45 dB CNEL, as determined by a registered acoustical engineer.* (Draft EIR, p. 4.10-80.)

## J. Transportation and Traffic

### 1. Emergency Access

Threshold: Would the Project result in inadequate emergency access?

Impact: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 4.12-77 – 4.12-78.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: All areas of the Project site would be accessible to emergency responders during both Project construction and operation. Local access to the proposed Project would be provided via existing roadways, including Meridian Parkway, Cactus Avenue, and Alessandro Boulevard. In addition, as part of the Project, Cactus Avenue would be extended through the Project site, which, along with the internal drive aisles and other on-site circulation design features, would provide emergency responders access to the entirety of the site.

A total of nine driveways off both Meridian Parkway and Cactus Avenue would be provided, each of which would be designed and constructed according to March JPA standards and under the direction of a licensed and qualified civil engineer. Similarly, the internal drive aisles, and loading and parking areas would be designed to comply with March JPA width, clearance, and turning radius requirements.

In addition, due to the typical wide turning radius of large trucks, a truck turning template was overlain on the site plan at each applicable Project driveway anticipated to be utilized by heavy trucks in order to determine appropriate curb radii and to verify that trucks would have sufficient space to execute turning maneuvers. For the purposes of this evaluation, the WB-67 class truck template was used. WB-67 class trucks are approximately 73.5 feet in length.

Exhibit 1-4 in Appendix J of the Draft EIR illustrates the proposed truck access for the site and circulation for each of the applicable Project driveways and turning movements. The Project driveways would all have a curb radius of 35-feet. The curb radius proposed to be provided in conjunction with the adjacent street improvements are not anticipated to accommodate the ingress and egress of WB-67 trucks (or smaller) at all locations. Because inadequate curb radius is currently proposed at certain Project locations (northwest corner of Meridian Parkway and Street "A"; southeast corner of Meridian Parkway at Cactus Avenue; and northwest corner of Meridian Parkway and Street "B"), impacts associated with truck and emergency vehicle (e.g., fire engines) access would be potentially significant.

To provide sufficient turning radius, a minimum curb length of 50 feet would be required in three specific on-site locations to ensure that adequate truck and emergency vehicle access is provided throughout the Project site. Accordingly, based on the truck turning radius evaluation, mitigation measure **MM-TRAF-25** would be required. By providing a minimum of 50 feet of curb radius at these locations, the Project would ensure that all truck and emergency response vehicles—and in particular fire engines and latter trucks—would be able to access on-site and Project-adjacent locations. Therefore, with incorporation of **MM-TRAF-25**, impacts associated with hazardous design features or emergency access would be less than significant. (Draft EIR, pp. 4.12-77 – 4.12-78.)

> ***MM-TRAF-25 Truck Turning Radii:*** *According to the truck turning radius evaluation completed for the Project and included within the Traffic Impact Analysis report, the following recommended improvements shall be required:*
>
> - *A minimum curb radius of 50-feet shall be provided at the northwest corner of Meridian Parkway and Street "A" to accommodate southbound turning trucks.*
> - *A minimum curb radius of 50-feet shall be provided at the southeast corner of Meridian Parkway at Cactus Avenue to accommodate northbound turning trucks.*
>
> *A minimum curb radius of 50-feet shall be provided at the northwest corner of Meridian Parkway and Street "B" to accommodate southbound right turning trucks. (Draft EIR, p. 4.12-86.)*

March JPA finds that mitigation measures MM-TRAF-25 is feasible, is adopted, and will reduce the potentially significant impacts of the proposed Project to Emergency Access to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Emergency Access, as identified in the EIR.

Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp. 4.12-77 – 4.12-78; 4.12-86.)

**K. Utilities and Service Systems**

**1. New or Expanded Facilities**

Threshold: Would the Project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp.4.13-16 – 4.13-18.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation:

*Storm Water Drainage Facilities*

The Project site is currently served by an existing 72-inch-diameter reinforced concrete pipe storm drain culvert off Alessandro Boulevard located outside of the northwest corner of the Project site and an existing 18-inch-diameter storm drain located at the southwest corner of Alessandro Boulevard and Old 215 Frontage. The Project would require the construction of new stormwater facilities. Construction of those facilities would not result in significant impacts, as the impacts have been evaluated as part of the entire Project construction and implementation.

*Water Facilities*

The Project would be served by WMWD. Upon implementation, the proposed Project would add demand for water services within the service area of WMWD. Since the Project consists of an industrial development exceeding 650,000 square feet in floor area, in accordance with SB 610, a WSA was considered and approved by WMWD on August 2, 2017 (Appendix K). The WSA evaluated the total projected water supplies available to WMWD during normal, single-dry, and multiple-dry water years during a 20-year Project and whether WMWD's total projected supplies are sufficient to meet the projected water demand associated with the Project, in addition to existing and planned future uses.

Assuming the Project's total employee count would be 3,361 employees and that each employee would use 10 gallons of potable water per day, the demand would equate to 8,604,160 gallons per year, which equates to 26.40 acre-feet per year.

The Project would use recycled water for the approximately 755,315 square feet of landscaped and irrigated area. The estimated recycled water demand for the Project is 37 acre-feet per year. As explained in the WSA, projected recycled water supply ranges from 1,304 acre-feet

in 2015 to 2,700 acre-feet in 2040. The Project's projected recycled water demand ranges from 2.8 to 1.4% of WMWD's supply. Including the Project's recycled water demand, the Project's total water demand is 63.40 acre-feet per year. As discussed in the WSA for the proposed Project, water supplies through 2035 would be sufficient to meet the projected annual potable water demand of 26.40 acre-feet associated for the Project. As seen in Tables 1, 2, 3-1, and 3-2 of the WSA, if recycled water is included in the Project's water demand, WMWD has a surplus of water under all scenarios.

WMWD's ability to meet these demands in combination with the projected future demands throughout WMWD, is dependent in part upon the available supply of water that can be purchased from MWD each year and completion of several water supply projects, including the Arlington Desalter and construction of the La Sierra Pipeline as well as the Chino II Desalter Expansion. As explained below, WMWD's water supply projects will be completed by 2018 and will therefore be relied upon as a source of water for the Project. WMWD currently has 6,000 acre-feet of water stored in the Bunker Hill Basin, and plans to purchase replenishment water from MWD when water is available in the future. As shown in Tables 1, 2, and 3-1 in the WSA, if the 2,000 acre-feet per year of water included as a supply in the WSA is not available for purchase from MWD in the future, WMWD will still have a surplus of water under all scenarios.

As discussed in the WSA, the ability for WMWD to meet water demands is, in part, dependent upon completion of the Arlington Desalter, and specifically the La Sierra Pipeline. The Arlington Deslater currently supplies water to the City of Norco, and once the La Sierra Pipeline is complete, the pipeline will convey potable water from the Arlington Desalter to WMWD's retail service area in the City of Riverside. Construction for the pipeline will begin in January 2017 and is estimated to be complete in approximately 18 months, or June 2018 (WMWD 2016). Upon completion of the pipeline, an additional 2,800 AFY will be available to WMWD for purchase and use by retail customers such as the proposed Project.

In addition to dependence upon the Arlington Desalter and La Sierra Pipeline project, future water supplies for WMWD are dependent upon the Chino II Desalter Expansion project, which will expand the existing Chino II Desalter from 10.5 MGD to 20.5 MGD, resulting in an additional annual production capability of 10,500 AFY, of which, 3,534 AFY would be available to WMWD. This expansion will be complete in early 2017, and as such, the additional water supplies will be available to WMWD.

Based on the above, and the information included within the WSA (Appendix K), WMWD has adequate water supplies exist to serve the proposed Project, assuming implementation of required conditions or approval, as detailed **Mitigation Measure (MM)-UTL-1**. Thus, with implementation of the conditions identified in MM-UTL-1, impacts to water supplies would be less than significant.

*Wastewater Facilities*

The Project site lies within the service area of WMWD, and upon its implementation, the proposed Project would add demand for wastewater services within the service area of WMWD. All wastewater collected from the proposed Project site would be treated by the Riverside Water Quality Control Plant. Assuming the warehouse facilities would utilize approximately 1,154,560

gallons per year, or 4,510 gallons per day, of potable water, the estimated amount of wastewater generated by the Project would be comparable. As such, the projected wastewater flow would be approximately 4,510 gallons per day. Based upon the anticipated wastewater generated from the Project, it is anticipated that offsite improvements to the Riverside Water Quality Control Plant facilities would not be required for the anticipated occupancy and use. The Riverside Water Quality Control Plant facilities have recently been expanded to handle a capacity of 46 MGD and the proposed Project would not result in the need for further expansion of this facility. Therefore, the proposed Project would not result in the construction of new wastewater treatment facilities or expansion of existing facilities. Thus, impacts to wastewater supplies would be less than significant. (Draft EIR, pp.4.13-16 – 4.13-18.)

***MM-UTL-1 WMWD Conditions of Approval***

*Prior to issuance of building permits, the applicant shall follow the conditions of approval specified in the Water Supply Assessment expected to be shortly adopted by the Western Municipal Water District (WMWD). The conditions of approval must include:*

1. *The Applicant shall meet with WMWD to determine if the proposed Project should include the construction of on-site and off-site water facilities as needed near the Project area.*
2. *The Applicant shall promptly pay all applicable fees and charges as specified in WMWD's Rules and Regulations Governing Water Service and Water Users, Water Rate Schedules and Water Rate Schedules by Service Area, Cost Recovery charges and connection and Added Facilities Charges and Fees.*
3. *The Applicant shall ensure that all landscape plans are compliant with applicable requirements. In WMWD's area, those requirements may include, but are not limited to, landscape ordinances of the County of Riverside (Water Efficient Landscape Requirements Ordinance No. 859), City of Riverside (Municipal Code 19.570), City of Murrieta (Ordinance 443-10), and March JPA Ordinance No. JP 09-05 (Water Efficient Landscape Ordinance).*
4. *The Applicant shall be required to plan and install water efficient devices and landscaping in accordance with applicable ordinances and requirements.*
5. *The Applicant shall use recycled water for landscaped areas. The proposed Project is located near existing recycled water distribution infrastructure on Cactus Avenue and the Applicant shall be required to use recycled water for landscaped areas.*
6. *If WMWD deems it necessary, the Applicant shall develop a specific plan of service for the proposed Project and coordination of land use decisions and water supply planning with WMWD to ensure sufficient and reliable water supply for WMWD's existing and future uses. Thereby, if WMWD adopts and implement rules, regulations, policies and procedures within its authority that may apply to the proposed Project, they will be implemented.*

7. *The proposed Project shall be subject to any special or additional requirements imposed by the Metropolitan Water District or WMWD on water deliveries, including increased pricing or a different pricing structure.*

8. *Prior to certificate of occupancy, the Applicant shall demonstrate the proposed Project complies with all provisions within the March Joint Powers Authority Ordinance No. JP 09-05 (Water Efficient Landscape Ordinance) including but not limited to:*

   - *Irrigation systems shall be designed, maintained, and managed to meet or exceed an average irrigation efficiency of 0.71.*
   - *All irrigation systems shall be designed to prevent runoff, over-spray, low head drainage, and other similar conditions where water flows off-site on to adjacent property, non-irrigated areas, walk, roadways, or structures. Irrigation systems shall be designed, constructed, installed, managed, and maintained to achieve as high an overall efficiency as possible.*
   - *Landscaped areas shall be provided with a smart irrigation controller which automatically adjusts the frequency and/or duration of irrigation events in response to changing weather conditions unless the use of the property would otherwise prohibit use of a timer.* ( EIR, pp. 4.13-22 – 4.13.23.)

March JPA finds that mitigation measure MM-ULT-1 is feasible, is adopted, and will reduce the potentially significant impacts of the proposed Project to New or Expanded Facilities to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to New or Expanded Facilities, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp.4.13-16 – 4.13-18; 4.13-22 –4.13.23.)

### 2. Water Supply

Threshold: Would the Project have insufficient water supplies available to serve the Project from existing entitlements and resources, or would the Project require new or expanded entitlements?

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, p. 4.13-19.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: Water supplies are available to the Project from WMWD. Because the Project consists of an industrial development exceeding 650,000 square feet in floor area, in accordance with SB 610, a Draft WSA was prepared and will be considered for approval by WMWD. The potable water demand for the proposed Project would be approximately 26.40 acre-feet per year, which represents about 0.015% of WMWD's total demand of Calendar Year 2015.

As explained in Threshold UTL-2 above, the Project's projected recycled water demand of 37 acre-feet per year ranges from 2.8% to 1.4% of WMWD's recycled water supply. The Draft WSA conducted a detailed assessment of whether the total projected water supplies available to WMWD during normal, single-dry and multiple-dry years over the next 20 years. The Draft WSA found that the total projected water supplies available to WMWD during normal, single-dry and multiple-dry years throughout the next 20 years are sufficient to meet the projected potable water demands associated with the proposed Project, in addition to meeting WMWD's existing and planned future uses if certain conditions of approval are met as shown under Threshold UTL-2. In addition, if the Project's recycled water demand is included in the Project's total water demand, the total projected water supplies available to WMWD during normal, single-dry and multiple-dry years throughout the next 20 years are sufficient to meet the projected total water demands associated with the proposed Project. By following these conditions of approval as specified in **MM-UTL-1**, the proposed Project would have sufficient water supplies available to serve the Project from existing resources. As such, impacts would be less than significant with implementation of mitigation. (Draft EIR, p. 4.13-19.)

March JPA finds that mitigation measures MM-ULT-1 (previously described in the New or Expanded Facilities section) is feasible, is adopted, and will reduce the potentially significant impacts of the proposed Project to Watery Supply to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Water Supply, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp. 4.13-19; 4.13-22 –4.13.23.)

### 3. Landfill

Threshold: Would the Project be served by a landfill with insufficient permitted capacity to accommodate the Project's solid waste disposal needs?

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, p. 4.13-20.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: The proposed Project site would be served by Waste Management (17700 Indian Avenue, Moreno Valley, California 92551) for solid waste pickup and removal. In the future, Waste Management or another waste hauling company is expected to collect solid waste generated on the site and transport it to the Moreno Valley Transfer Station, which is owned and operated by the City of Moreno Valley. From the transfer station, the solid waste is expected to be transferred to the El Sobrante Landfill; however, waste could also be transferred to either the Badlands Landfill or the Lamb Canyon Landfill. Table 4.13-1 in the Draft EIR provides information on the existing landfills and demonstrates that the three landfills that would serve the Project site have a total combined remaining capacity of 157.1 million tons, as of January 1, 2016.

Construction of the Project would generate construction waste (e.g., concrete rubble, asphalt rubble, wood, drywall) that would result in an increased demand for solid waste collection and

disposal capacity. As stated in Section 4.13.2 of the Draft EIR, Relevant Regulations, the RCWMD would require the completion and submittal of a waste recycling plan to the RCWMD for approval prior to issuance of building permits for the site, which would be required as a Condition of Approval and is therefore included as **MM-UTL-2**. The waste recycling plan would identify and estimate the materials to be recycled during construction and demolition activities and would specify where and how the recyclable materials would be stored on the site. A waste recycling report that demonstrates that the Project recycles a minimum of 50% of its construction and demolition waste must then be submitted to and approved by the RCWMD prior to issuance of occupancy permits.

Waste generated from the Project was calculated using California Emissions Estimator Model (CalEEMod), Version 2013.2.2. The Project's anticipated solid waste generation is 2,273 tons per year (approximately 6 tons per day) (California Air Pollution Officers Association 2016). Waste generated by the proposed Project could have the potential to affect landfill capacity, but the permitted capacity of the landfills where the proposed Project's waste would be taken are currently sufficient to handle the waste that would be generated by the proposed Project. However, to further reduce waste generated by and transported away from the Project site, **MM-UTL-3**, requiring the use of mulch and/or compost in the development and maintenance of landscaped areas, and **MM-UTL-4**, requiring the use of drought tolerant low maintenance vegetation in all landscaped areas of the Project, would further reduce waste generated by and transported from the Project site. Thus, impacts would be less than significant with implementation of mitigation. (Draft EIR, p. 4.13-20.)

***MM-UTL-2 Construction Waste Recycling Plan and Waste Recycling Report***

*Prior to issuance of building permits, the applicant shall complete a Construction Waste Recycling Plan and submit the plan to the Riverside County Waste Management Department (RCWMD) for approval. The plan shall identify and estimate the materials to be recycled during construction activities and shall specify where and how the recyclable materials will be stored on the site. Compliance with the plan will be a requirement in all construction contracts. The RCWMD-approved plan shall be attached to all construction plans and distributed to all construction contractors. Once construction is complete, the applicant shall prepare a Waste Recycling Report that demonstrates that the Project recycled a minimum of 50% of its construction and demolition waste. The waste recycling report shall be submitted to and approved by the RCWMD prior to issuance of occupancy permits.*

***MM-UTL-3 Use of Mulch and/or Compost***

*The use of mulch and/or compost shall be used in the development and maintenance of all landscaped areas within the Project. Green waste shall be recycled through either on-site composting of grass (i.e., leaving the grass clippings on the lawn) or sending separated green waste to a composting facility.*

***MM-UTL-4 Drought-Tolerant Vegetation***

*The Project shall use xeriscaping and drought-tolerant low-maintenance vegetation in all landscaped areas of the Project site.* (Draft EIR, p. 4.13-23.)

March JPA finds that mitigation measures MM-ULT-2, MM-ULT-3, and MM-ULT-4 are feasible, are adopted, and will reduce the potentially significant impacts of the proposed Project to Landfill to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Landfill as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. . (Draft EIR, pp. 4.13-20; 4.13-23.)

### 4. Solid Waste

Threshold: Would the Project comply with federal, state, and local statutes and regulations related to solid waste?

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, p. 4.13-21.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: During both construction and operation of the proposed Project, the Project would comply with all state and local statutes or regulations related to solid waste generation, storage, and disposal, including the California Integrated Waste Management Act as amended. There are no federal regulations or statutes related to solid waste that apply to the Project. As noted above, during construction, all wastes would be recycled to the maximum extent possible, and per **MM-UTL-2**, the Project shall prepare a recycling plan addressing how its construction waste would be recycled. All non-hazardous solid waste generated from the Project site, once operational (such as plastic and glass bottles and jars, paper, newspaper, metal containers, and cardboard), would be recycled, with a goal of 75%, in compliance with the Integrated Waste Management Act. Incorporation of **MM-UTL-5** requires that the RCWMD approve recycling plans on the building plans for the Project, ensuring that proper space for recycling efforts has been allowed on the Project site. The remaining non-hazardous solid waste would be disposed of at one of the County landfills (hazardous waste is managed and disposed of in compliance with all applicable federal, state, and local laws). Additionally, a Recyclables Collection and Loading Area plot plan would be prepared by the Project applicant and provided to the March JPA for review and approval prior to building permit issuance. Since the Project would comply with state and local statutes and regulations related to solid waste during construction and operation of the Project, impacts would be considered less than significant. However, **MM-UTL-2** and **MM-UTL-5** have been included to ensure preparation of waste recycling plans. (Draft EIR, p. 4.13-21.)

***MM-UTL-2 Construction Waste Recycling Plan and Waste Recycling Report***

> *Prior to issuance of building permits, the applicant shall complete a Construction Waste Recycling Plan and submit the plan to the Riverside County Waste Management Department (RCWMD) for approval. The plan shall identify and estimate the materials to be recycled during construction activities and shall specify where and how the recyclable materials will be stored on the site. Compliance with the plan will be a requirement in all construction contracts. The RCWMD-approved*

*plan shall be attached to all construction plans and distributed to all construction contractors. Once construction is complete, the applicant shall prepare a Waste Recycling Report that demonstrates that the Project recycled a minimum of 50% of its construction and demolition waste. The waste recycling report shall be submitted to and approved by the RCWMD prior to issuance of occupancy permits.*

***MM-UTL-5 RCWMD Approval of Building Plans***

*Prior to issuance of building permits, the Applicant shall submit building plans to the Riverside County Waste Management Department (RCWMD) and obtain approval from the RCWMD for compliance with the Riverside County Design Guidelines for Refuse and Recyclables Collection and Loading Areas, which include specifications for recyclable storage space, location and access, signage, protection and security, compatibility, and overall compliance with federal, state, and local laws. (Draft EIR, p. 4.13-23.)*

March JPA finds that mitigation measures MM-ULT-2 and MM-ULT-5 are feasible, are adopted, and will reduce the potentially significant impacts of the proposed Project to Solid Waste to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Solid Waste, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, p. 4.13-21; 4.13-23.)

**SECTION 5**. FINDINGS REGARDING ENVIRONMENTAL IMPACTS NOT FULLY MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT. The Commission hereby finds that, despite the incorporation of Mitigation Measures outlined in the EIR and in this Resolution, the following impacts from the Project and related approvals cannot be fully mitigated to a less than significant level and a Statement of Overriding Considerations is therefore, included herein:

**A. Air Quality**

**1. Applicable Air Quality Plans**

Threshold: Would the Project conflict with or obstruct implementation of the applicable air quality plan?

Finding: Significant and unavoidable. (Draft EIR, pp. 4.2-28 – 4.2-30.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).) However, impacts would still remain significant and unavoidable. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the EIR. (State CEQA Guidelines, section 15091(a)(3).)

Explanation: The Project site is located within the SCAB under the jurisdiction of the

SCAQMD, which is the local agency responsible for administration and enforcement of air quality regulations for the area. Construction and operation of the development proposed as part of the Project may result in the emission of additional short- and long-term criteria air pollutants in conflict with the SCAQMD AQMPs.

The SCAQMD has established criteria for determining consistency with the AQMP in Chapter 12, Sections 12.2 and 12.3 of the SCAQMD *CEQA Air Quality Handbook* (SCAQMD 1993). The criteria are:

- Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards of the interim emissions reductions specified in the AQMP.
- Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP or increments based on the year of project build-out and phase.

*Consistency Criterion No. 1*

As discussed under Threshold AQ-2 below, the Project would result in a significant and unavoidable impact associated with the violation of an air quality standard. Because the Project could result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, the Project would conflict with Consistency Criterion No. 1 of the SCAQMD *CEQA Air Quality Handbook.* Construction of the Project would result in a potentially significant impact to air quality related to NOx and VOC only. Mitigation measure **MM-AQ-1** shall be incorporated during Project construction to lessen impacts related to $NO_x$ emissions and **MM-AQ-2** would reduce VOC emissions from architectural coatings. Implementation of these measures would reduce construction impacts to less than significant levels. Project emissions would exceed the SCAQMD operational thresholds for VOC and $NO_x$. $NO_x$ is primarily attributed to the vehicular source emissions from trucks traveling to and from the Project site and VOCs are attributed to off-gassing from architectural coatings and consumer products. Mitigation measures **MM-AQ-2, MM-AQ-4** through **MM-AQ-6, and GHG-2** would be implemented to reduce emissions of VOC and $NO_x$, but not to a level of less than significant. Even with implementation of **MM-AQ-2** through **MM-AQ-6 and GHG-2,** VOC and $NO_x$ emissions during operations would remain significant and unavoidable.

*Consistency Criterion No. 2*

While striving to achieve the NAAQS for $O_3$ and $PM_{2.5}$ through a variety of air quality control measures, the 2016 AQMP also accommodates planned growth in the SCAB. Projects are considered consistent with, and would not conflict with or obstruct implementation of, the AQMP if the growth in socioeconomic factors (e.g., population, employment) is consistent with the underlying regional plans used to develop the AQMP (per Consistency Criterion No. 2 of the SCAQMD *CEQA Air Quality Handbook).* The future emissions forecasts are primarily based on demographic and economic growth projections provided by SCAG. Thus, demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by SCAG for their 2016 RTP/SCS were used to estimate future emissions in the 2016 AQMP (SCAQMD 2017).

The 2016 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2016 RTP/SCS charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. The 2016 RTP/SCS was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders within the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. In June 2016, SCAG received its conformity determination from the Federal Highway Administration and the Federal Transit Administration indicating that all air quality conformity requirements for the 2016 RTP/SCS and associated 2015 Federal Transportation Improvement Program Consistency Amendment through Amendment 15-12 have been met (SCAG 2016).

This Project lies entirely within TAZ 43261300. The SCS projects that within TAZ 43261300, 5,143 jobs will be created by 2035, and 5,902 jobs will be created by 2040. According to the March JPA data provided, within TAZ 43261300 there are 3,609 existing jobs (4,305,091 square feet) and another 508 jobs that will be generated by projects that are approved or under construction (1,188,000 square feet). This leaves an additional 1,026 jobs to be generated by 2035 and 1,785 jobs to be generated by 2040.

The SCS also indicates that this is a jobs poor area so providing more jobs will actually reduce GHG emissions and reduce VMT as it will provide local jobs to achieve a more favorable jobs housing balance. The March JPA Draft General Plan discusses the need to create more jobs. As just a few examples it states the following:

> March JPA has a stated goal of providing 38,000 jobs, through development of its Planning Area, to the western Riverside County area thereby creating a much-needed job center. The creation of a job center is important to reduce the existing jobs/housing imbalance that exists in this region such that it can help reduce traffic congestion, pollution, fossil fuel dependence and improve the overall quality of life for the residents of western Riverside County. (p. 1-11)

> March JPA has a mission to replace regional economic benefit that was lost with the realignment of the active duty March Air Force Base into a Reserve Base in April 1996. The quantified benefits are the creation of at least 38,000 jobs, and more that $500 million annual economic contribution to the Riverside County region. (p. 5-4)

However, because the ITE Code used in the Traffic Impact Analysis projects that 3,361 jobs will be generated and the SCS says that only 5,902 jobs will be created by 2040. When these jobs are added to the existing 4,117 jobs, total jobs in the area will be 7,478 jobs, which exceeds the 5,902 jobs projected to be generated by 2040 in the SCS. Although generating more jobs could, in fact, reduce vehicle miles travelled and air pollutant emissions since the Project will provide more jobs in an area where jobs are necessary, as a conservative analysis, the JPA will find the Project inconsistent with growth projections in the SCS as the number of jobs is higher than reported in the SCS. The Project would therefore conflict with Consistency Criterion No. 2 of the SCAQMD *CEQA Air Quality Handbook* because the proposed Project would exceed the assumptions in the RTP/SCS or increments based on the year of project buildout and phase. (Draft EIR, pp. 4.2-28 – 4.2-30.)

***MM-GHG-2 On-Road GHG Emission Mitigation Measure***

*The Applicant shall require future users of the project site, through enforceable means such as covenants, leases, contracts, and such, to implement the following:*

*d. Upon project opening, require 25% of on-road trucks which access the site to be model year 2014 compliant or newer (for diesel powered trucks), or alternatively fueled;*

*e. In and after 2030, require 50% of on-road trucks which access the site to be model year 2014 compliant or newer (for diesel powered trucks), or alternatively fueled; and*

f. *Promote clean truck incentive programs.* (Draft EIR, pp. 4.6-51 – 4.6-53.)

***MM-AQ-1 Construction Equipment Emissions Standards***

*During Project construction, the construction contractor shall certify in writing, with oversight by March JPA, that all off-road diesel-powered construction equipment greater than 50 horsepower shall meet, at a minimum, the Tier 3 emission standards for non-road diesel engines promulgated by the United States Environmental Protection Agency (USEPA). In addition, the construction contractor shall certify in writing that 50% of construction equipment is Tier 4 equipment, based on number of pieces of construction equipment, to the greatest extent feasible.*

***MM-AQ-2 Low-VOC Architectural Coatings***

*The Project shall be required to utilize Super-Compliant VOC interior and exterior paints during construction and long-term operations, which are defined by SCAQMD as meeting the "super-compliant" VOC standard of 10 grams per liter (g/L), during construction and long-term operations.*

***MM-AQ-3 Construction Relations Officer***

*The Project will provide a construction relations officer to act as a community liaison to oversee on-site construction activity and all emissions and congestion related matters. A phone number and email contact information for the construction relations officer shall be posted on signage at construction site entrance points.*

***MM-AQ-4 Improved Energy Efficiency and Water Reduction***

*The Project applicant shall incorporate the following measures into the Project design:*

- *The Project will be constructed to commit to 2016 Title 24 standards for building efficiency and to designing buildings with converter so solar is feasible but not required for current and future tenants.*

- *Pursuant to review and approval by the Air Force prior to the issuance of building permits, the Project will install approximately 6,990 kW of solar PV electricity generation.*
- *The Project will install Energy Star certified light bulb and lighting fixtures.*
- *The Project will install duct insulation to a minimum level of R-6 and enhanced window insulation as required by 2016 Title 24 and consistent with the Riverside County Climate Action Plan criteria.*
- *Consistent with the Riverside County Climate Action Plan criteria, the Project will include the following design elements: Construction of cool roof defined as CRRC Rated 0.15 aged solar reflectance and 0.75 thermal emittance; Use of HVAC equipment with a SEER of 14 or higher; Installation of water heaters with an energy factor of .92 or higher; All rooms will have some form of daylighting (e.g., skylights or windows); At least 50% of artificial lighting unit fixtures will be high efficacy; Waterless urinals and high efficiency toilets will be used throughout the Project; and water efficient faucets will be used throughout the Project.*
- *The Project will provide electrical outlets at building exterior areas.*
- *The Project landscape non-potable water system will meet "purple" pipe standards.*
- *The Project will exceed the Riverside County Climate Action Plan requirement for water efficient landscaping by having no turf and only drought tolerant plants and introducing additional water efficient irrigation controls such as smart irrigation controllers.*
- *The Project will provide circuitry and capacity for installation of electric vehicle charging stations consistent with the Riverside County Climate Action Plan criteria. The project will add one charging station and electric vehicle (EV) parking spaces to the parking lots as follows: Lot 1: 1 charging station and 4 EV parking spaces, Lot 2: 3 charging stations and 5 EV parking spaces, Lot 3: 2 charging stations and 3 EV parking spaces, Lot 4: 1 charging station and 2 EV parking spaces; and Lot 5: 1 charging station and 2 EV parking spaces.*
- *The Project will install electric vehicle charging stations sufficient to service 18 off-site parking spaces.*

***MM-AQ-5 Commute Trip Reduction***

*The Project applicant shall incorporate the following measures in order to encourage alternative modes of transportation and reduce commute trips.*

- *Five percent (5%) of vehicle/employee parking spaces shall be reserved for preferential spaces for car pools and van pools.*
- *Tenants with more than 10,000 square feet of office space shall provide video conferencing facilities. Tenant spaces below 10,000 S/F of office space may pursue video conferencing as feasible.*

- *The Project will provide short- and long- term bicycle parking facilities to meet peak season maximum demand (one bike rack space per 20 vehicle/employee parking spaces).*
- *The Project will provide "end-of-trip" facilities including showers, lockers, and changing space (four clothes lockers and one shower provided for every 80 employee parking spaces, separate facilities for each gender for projects with 160 or more employee parking spaces).*
- *Each tenant will provide on-site food vending machines or refrigerator, microwave oven and mail facilities (i.e. drop box) at the Project site. Each tenant with over 5,000 square feet of office space shall provide an onsite computer, internet connection, and other services for personal employee use. Projects will consider the provision of an ATM machine as feasible.*

***MM-AQ-6 Haul Truck Requirements***

*In order to minimize on-road mobile source criteria air pollutant emissions, March Joint Powers Authority (JPA) shall require the following measures for the Project.*

- *For any warehouse use, the loading docks shall be designed to accommodate SmartWay trucks. The March JPA will require evidence of compliance prior to issuance of a certificate of occupancy for any warehouse use.*
- *The future use of the two large industrial buildings shall be consistent with a high cube warehouse, warehouse, or warehouse with light assembly, as analyzed in the EIR. If uses with higher daily truck volumes are anticipated to visit the site, the March JPA will re-evaluate the project through supplemental CEQA review prior to allowing the higher activity level.* (Draft EIR, pp. 4.2-40 – 4.4-42; Final EIR.)

Overall, since the Project would conflict with these Consistency Criteria and no feasible mitigation have been identified, impacts are considered significant and unavoidable. (Draft EIR, pp. 4.2-28 – 4.2-30; 4.2-40 – 4.4-42.)

**2. Air Quality Violations**

Threshold: Would the Project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Finding: Significant and unavoidable. (Draft EIR, pp. 4.2-30 – 4.2-33.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).) However, impacts would still remain significant and unavoidable. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the EIR. (State CEQA Guidelines, section 15091(a)(3).)

Explanation: Construction and operation of the Project may result in emission of criteria air pollutants from mobile, area, and energy sources, which may cause exceedances of federal and state ambient air quality standards or contribute to existing nonattainment of ambient air quality standards. The following discussion identifies potential short- and long-term construction impacts that would result from implementation of the Project. Feasible mitigation measures to reduce potential significant impacts, as appropriate, are proposed.

*Construction Emissions*

Construction of the Project would result in the addition of pollutants to the local airshed caused by soil disturbance, fugitive dust emissions, and combustion pollutants from on-site construction equipment, as well as from off-site trucks hauling construction materials.

Table 4.2-7, Estimated Maximum Daily Construction Emissions, in the Draft EIR presents the estimated maximum unmitigated and mitigated daily construction emissions generated during construction of the Project in each year. The values shown are the maximum summer or winter daily emissions (i.e., worst-case) results from CalEEMod. As shown in Table 4.2-7, daily construction emissions would not exceed the SCAQMD significance thresholds for CO, $SO_x$, $PM_{10}$, or $PM_{2.5}$ during construction. Furthermore, construction-generated emissions would be temporary and would not represent a long-term source of criteria air pollutant emissions. In addition, the Project would be required to comply with SCAQMD Rule 403 to control dust emissions generated during grading activities. Standard construction practices that would be employed to reduce fugitive dust emissions include watering the active sites approximately two times daily, depending on weather conditions. As shown in Table 4.2-7, maximum unmitigated construction-generated VOC and $NO_x$ emissions would exceed the SCAQMD's respective quantitative significance thresholds. As such, construction of the Project would result in a potentially significant impact to air quality related to $NO_x$ and VOC only. Mitigation measure **MM-AQ-1** and **MM-AQ-2** shall be incorporated during Project construction to reduce $NO_x$ and VOC emissions and impacts to less than significant levels.

*Operational Emissions*

Following the completion of construction activities, the Project would generate VOC, $NO_x$, CO, $SO_x$, $PM_{10}$, and $PM_{2.5}$ emissions from mobile sources including vehicular traffic generated by delivery trucks and employee vehicles, and stationary sources including area sources (consumer products, architectural coatings for maintenance, landscaping equipment), on-site equipment operation, and energy sources (natural gas appliances, space and water heating).

Table 4.2-8, Estimated Maximum Daily Operational Emissions, in the Draft EIR presents the maximum daily area source emissions, energy source emissions, and vehicle source emissions for the Project operations. The values shown are the maximum summer or winter daily emissions (i.e., worst-case) results from CalEEMod. As shown in Table 4.2-8, the combined daily area, energy, and vehicular source emissions would not exceed the SCAQMD operational thresholds for CO, $SO_x$, $PM_{10}$, or $PM_{2.5}$. However, Project emissions would exceed the SCAQMD operational thresholds for VOC and $NO_x$ which is attributed to the vehicular source emissions from trucks traveling to and from the Project site, as well as architectural coating VOC off-gassing. **MM-AQ-2** (see Section

4.2.7) would be required to reduce VOC emissions from architectural coatings. **MM-AQ-4** would apply to energy and water use reductions, which are minimal sources of criteria air pollutants. **MM-AQ-5, MM-AQ-6 and GHG-2** would be required to reduce mobile source emissions; however, the quantitative benefit of these measures is unknown at this time. Additionally, as required by **MM-AQ-7**, each future tenant shall submit air quality technical information to assure that the overall Project complies with the air quality analysis identified in the Draft EIR, Table 4.2-8. As a result, the emissions benefits are not quantified as a conservative approach. In addition, the emissions from traffic mobile sources are expected to decline in the future as cars become more fuel efficient due to existing regulations (i.e., Pavley Standard and the Advance Clean Cars Program), but this analysis does not incorporate reductions due to these regulatory changes as the emission factors from EMFAC2014 do not account for the benefits from these regulatory programs for criteria pollutants. Therefore, impacts would be considered significant and unavoidable for Project operational emissions. (Draft EIR, pp. 4.2-30 – 4.2-33.)

In addition to mitigation measures MM-AQ-1, MM-AQ-2, MM-AQ-4, MM-AQ-5, MM-AQ-6 and GHG-2, previously described in the Applicable Air Quality Plans section, MM-AQ-7 would contribute to minimizing significant adverse impacts:

> ***MM-AQ-7 Tenant-Specific Air Quality Analysis***
> *Prior to issuance of a Certificate of Occupancy for each building, the developer shall submit sufficient air quality technical information for the use allowed by the Certificate of Occupancy to the March JPA which will review the information and confirm that the use allowed in the Certificate of Occupancy complies with the air quality analysis identified in Draft EIR Table 4.2-8.* (Final EIR.)

However, even with these mitigation measures, impacts to operational emissions would remain significant and unavoidable. (Draft EIR, pp. 4.2-30 – 4.2-33; 4.2-42.)

### 3. Ambient Air Quality Standards

Threshold: Would the Project result in a cumulatively considerable new increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative threshold emissions which exceed quantitative thresholds for ozone precursors)?

Finding: Significant and unavoidable. (Draft EIR, pp. 4.2-33 – 4.2-35.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).) However, impacts would still remain significant and unavoidable. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the EIR. (State CEQA Guidelines, section 15091(a)(3).)

Explanation: In considering cumulative impacts from a project, the analysis must specifically evaluate a project's contribution to the cumulative increase in pollutants for which the SCAB is designated as nonattainment for the CAAQS and NAAQS. If a project's emissions would exceed the SCAQMD significance thresholds, it would be considered to have a cumulatively

considerable contribution to nonattainment status in the SCAB. If a project does not exceed thresholds and is determined to have less-than-significant project-specific impacts, it may still contribute to a significant cumulative impact on air quality. A project would be considered to have a significant cumulative impact, however, if the project's contribution accounts for a significant proportion of the cumulative total emissions (i.e., it represents a "cumulatively considerable contribution" to the cumulative air quality impact).

The SCAB has been designated as federal nonattainment area for $O_3$ and $PM_{2.5}$ and a state nonattainment area for $O_3$, $PM_{10}$ and $PM_{2.5}$ emissions. The nonattainment status is the result of cumulative emissions from all sources of these air pollutants and their precursors within the SCAB. The $NO_x$ and VOC emissions during Project construction would be above the significance threshold without mitigation. Construction activities required for the implementation of the Project would be considered typical of a warehouse facility.

Cumulative localized impacts would potentially occur if a construction project were to occur concurrently with another off-site project. Construction schedules for potential future projects within 1,000 feet of the Project site are currently unknown; therefore, potential construction impacts associated with two or more simultaneous projects would be considered speculative. However, future projects would be subject to CEQA and would require air quality analysis and, where necessary, mitigation if the project would exceed SCAQMD thresholds. The CEQA Guidelines state that if a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact (14 CCR 15145). This analysis is nonetheless provided in an effort to show good faith analysis and comply with CEQA's information disclosure requirements.

The construction of the Project would generate VOC and $NO_x$ emissions (which are precursors to $O_3$) that would exceed SCAQMD's emission-based significance threshold. **MM-AQ-1** and **MM-AQ-2** would reduce $NO_x$ and VOC emissions and impacts to less than significant levels, respectively. Thus, the Project would not have a cumulatively considerable increase in emissions due to construction.

Operational emissions generated by the Project would not result in a significant impact regarding CO, $SO_x$, $PM_{10}$, or $PM_{2.5}$; however, Project emissions would exceed the SCAQMD operational threshold for VOC and $NO_x$ (precursors to $O_3$). Mitigation measure **MM-AQ-2** would reduce VOC emissions from architectural coatings and **MM-AQ-5, MM-AQ-6 and GHG-2** would reduce mobile source emissions, and **MM-AQ-8** would reduce criteria pollutant emissions from off-road mobile equipment during Project operations, but not to a level of less than significant. **MM-AQ-4** would apply to energy and water use, which are minimal sources of criteria air pollutants. As described above, if a Project's emissions exceed the SCAQMD significance thresholds for a pollutant or a precursor to a pollutant the SCAB is in nonattainment of under the CAAQS and/or NAAQS, it would have a cumulatively considerable contribution to the SCAB's nonattainment status of that pollutant. Therefore, operation of the Project would contribute to the SCAB's $O_3$ nonattainment designation, and impacts would be significant and unavoidable.

In terms of localized air pollutant concentrations of $NO_2$, CO, $SO_2$, $PM_{10}$, and $PM_{2.5}$, construction and operation of the Project would have a less-than-significant impact. According to the SCAQMD guidance, the Project's contribution to cumulative localized air quality

concentrations of these pollutants would not be cumulatively considerable, and therefore, impacts would be less than significant.

In addition to mitigation measures MM-AQ-1, MM-AQ-2, MM-AQ-4, MM-AQ-5, and MM-AQ-6, previously described in the Applicable Air Quality Plans section, MM-AQ-8 would contribute to minimizing significant adverse impacts:

**MM-AQ-8 Yard Goat Requirements**

- The Project will utilize electric or natural gas-powered yard goats. (Draft EIR, p. 4.2-42.)

In summary, operation of the Project could result in a cumulatively considerable regional increase in emissions of VOC and $NO_x$ and contribute to the SCAB's nonattainment status of $O_3$. Thus, this impact would be significant and unavoidable. (Draft EIR, pp. 4.2-33 – 4.2-35; 4.2-42.)

**B. Greenhouse Gas Emissions**

**1. Conflicts with Applicable Plans, Policies, and Regulations**

Threshold: Would the Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Finding: Significant and unavoidable. (Draft EIR, pp. 4.6-34 – 4.6-51.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).) However, impacts would still remain significant and unavoidable. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the EIR. (State CEQA Guidelines, section 15091(a)(3).)

Explanation: The determination of whether the Project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs is based on the following evaluations:

a. Project consistency with AB 32 through evaluating the Project's consistency and compliance with applicable statewide and local regulatory programs designed to reduce GHG emissions consistent with AB 32,

b. Project consistency with SB 375, and

c. Project compliance with the CAP screening tables.

The SCAQMD has not adopted any GHG reduction measures that would apply to the GHG emissions associated with the Project. The Air Quality Element of the GP of the March JPA (March JPA 1999) establishes goals and policies related to the reduction of GHG emissions. Consistency with these goals and policies is discussed in Section 4.9, Land Use. The following analyses summarize the GHG impact discussions detailed in Appendix F, based on the methodologies

described in Section 4.6.4 in the Draft EIR.

*Consistency with AB 32 and the March JPA General Plan Noise/Air Quality Element Regulatory Programs*

The Project is consistent and compliant with applicable statewide regulatory programs designed to reduce GHG emissions consistent with AB 32, as described in Table 4.6-4 of the Draft EIR. In summary, since the Project would comply with statewide and local regulatory programs designed to reduce GHG emissions consistent with AB 32, this impact would be less than significant.

*Consistency Evaluation with SB 375 (SCAG RTP/SCS)*

SCAG's 2016 RTP/SCS is a regional growth-management strategy that targets per capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California region. The SCS will integrate land use and transportation strategies that will achieve GHG emissions reduction targets that are forecasted to achieve reduction in GHG emissions to achieve the state's 2035 and 2040 GHG reduction goals.

This project lies entirely within TAZ 43261300. The SCS projects that within TAZ 43261300, 5,143 jobs will be created by 2035 and 5,902 jobs will be created by 2040. According to the JPA data, within TAZ 43261300 there are 3,609 existing jobs (4,305,091 square feet) and another 508 jobs that will be generated by projects that are approved or under construction (1,188,000 square feet). This leaves an additional 1,026 jobs to be generated by 2035 and 1,785 jobs to be generated by 2040.

The SCS also indicates that this is a jobs poor area so providing more jobs will actually reduce GHG emissions and reduce VMT as it will provide local jobs to achieve a more favorable jobs housing balance. The March JPA Draft General Plan discusses the need to create more jobs. As just a few examples it states the following:

> March JPA has a stated goal of providing 38,000 jobs, through development of its Planning Area, to the western Riverside County area thereby creating a much-needed job center. The creation of a job center is important to reduce the existing jobs/housing imbalance that exists in this region such that it can help reduce traffic congestion, pollution, fossil fuel dependence and improve the overall quality of life for the residents of western Riverside County. (p. 1-11)

> March JPA has a mission to replace regional economic benefit that was lost with the realignment of the active duty March Air Force Base into a Reserve Base in April 1996. The quantified benefits are the creation of at least 38,000 jobs, and more that $500 million annual economic contribution to the Riverside County region. (p. 5-4)

However, because the ITE Code used in the Traffic Impact Analysis projects that 3,361 jobs will be generated and the SCS says that only 5,902 jobs will be created by 2040. When these jobs are added to the existing 4,117 jobs, total jobs in the area will be 7,478 jobs, which exceeds the 5,902 jobs projected to be generated by 2040 in the SCS. Although generating more jobs could, in fact, reduce VMT and GHG emissions since the Project will provide more jobs in an area where the jobs are needed, as a conservative analysis, the JPA will find GHG emissions are not consistent

with SB 375 as the number is higher than reported in the SCS. The SCS will be updated every four years (i.e., 2020) and that update will change the projected jobs for the TAZ for 2040 and will include additional job growth.

As the 2016 RTP/SCS cannot be changed and the project's job generation is based on the ITE code, despite the fact that the job generation will likely not be consistent with those numbers, there are no mitigation measures that can change the Project's consistency with the numeric predictions included in SCAG's 2016 RTP/SCS and amendments to the 2016 RTP/SCS are outside the JPA's jurisdiction and control. The project is consistent with the 2016 RTP/SCS's goals of balancing job generation in population centers such as the area surrounding the March JPA. Thus, the project is consistent with the principles of the 2016 RTP/SCS. However, because the project is not consistent with the numeric job prediction of the 2016 RTP/SCS, technically, the project is not consistent with SB 375 and the impact would be significant and unavoidable.

*Consistency with County of Riverside CAP*

The County's CAP identifies a series of GHG reduction measures which projects could implement in order to reduce GHG emissions. The point values for each GHG reduction measure correspond to the minimum emissions reduction expected from each feature. Possible features within the screening table allow maximum flexibility and options for how projects can implement the GHG reduction measures. A project that would implement a total of 100 points worth of reduction measures would assist in achieving attainment of the CAP's goals for the region as a whole and therefore would not conflict with the CAP. Most of the reduction measures focus on energy efficiency, renewable energy, water use and waste reduction, and transportation. As previously discussed under Threshold GHG-1, the Project would implement GHG-reducing elements garnering 248-points from the CAP's screening tables. Therefore, the Project would not conflict with the County's CAP and this impact would be less than significant. (Draft EIR, pp. 4.6-34 – 4.6-51.)

The Project would comply with applicable statewide and local regulatory programs designed to reduce GHG emissions consistent with AB 32. These programs will help the state reach the GHG reduction goals as included in the Climate Change Scoping Plan. The Project would also be consistent with the County of Riverside CAP. These approaches indicate the Project would result in less than significant impacts.

However, as noted above global climate change cannot be addressed through efforts by Riverside County alone or even by California alone. Because of the breadth of climate change regulation, many efforts to reduce GHG emissions that are set forth in AB 32 are outside of the March JPA's jurisdiction and control. These other agencies at the regional, state, national, and international level can and should adopt requirements to ensure GHG reductions.

For example, much of the reduction required to achieve the state's AB 32 goals is from vehicle emissions which are outside the jurisdiction and control of March JPA, such as measures by the CARB to improve vehicle emission fuel standards, or measures to increase the use of renewable energy by public utilities to reduce emissions associated with the generation of electricity and control emissions from major emission sources (like refineries), which have been and should continue be adopted by such other public agencies. Some of these measures have been

adopted but require further actions by third party agencies. As such, their operation is outside the jurisdiction and control of the County.

However, no mitigation is available that would reduce the Project's potential impact related to consistency with the SCAG RTP/SCS and SB 375 reduction targets. Additionally, while March JPA does control the CAP, the March JPA has limited jurisdiction over many GHG reduction measures under SCAG's RTP/SCS. As such, the March JPA lacks the requisite level of jurisdiction and control to assure that all such measures will be fully implemented as planned by third party agencies. Thus, Project GHG emissions associated with consistency with the SCAG RTP/SCS and SB 375 are significant and unavoidable. (Draft EIR, pp. 4.6-54 - 4.6-55.)

### C. Transportation and Traffic

#### 1. Circulation System and Congestion Management Plans

Threshold:

Would the Project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Would the Project conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Finding: Significant and unavoidable. (Draft EIR, pp. 4.12-33 – 4.12-77.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).) However, impacts would still remain significant and unavoidable. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the EIR. (State CEQA Guidelines, section 15091(a)(3).)

Explanation:

*Existing with Project Conditions*

Under the Existing with Project Conditions, a potentially significant impact has been identified at the intersection of Meridian Parkway/Harmon Street/Van Buren Boulevard. To address this potentially significant impact, implementation of **MM-TRAF-3** is required, which mandates the construction of roadway improvements to reduce the Project's proportionate increase in delay to pre-Project levels or better.

As shown in Table 4.12-19 of the Draft EIR, with the incorporation of **MM-TRAF-3**, impacts associated with the intersection of Meridian Parkway/Harmon Street/Van Buren Boulevard would be less than significant. The improvements at the intersection of Meridian

Parkway/Van Buren Boulevard have been constructed since the completion of the traffic analysis.

Mitigation measure MM-TRAF-1 shall also be incorporated to ensure that sufficient trip generation technical information for each tenant is provided to ensure consistency with total net daily vehicle trips. Additionally, MM-TRAF-2 shall be incorporated to ensure funding of a traffic trip count/analysis three years after issuance of the first Certificate of Occupancy, to determine if development is consistent with the total net daily vehicle trips identified in the Draft EIR. In addition, to **MM-TRAF-3**, three additional mitigation measures are recommended to improve circulation on the Project site. These include **MM-TRAF-4** though **MM-TRAF-7**, which would collectively require the construction of Cactus Avenue from the Project's western boundary to Meridian Parkway at its ultimate full-section width as a major arterial (110-foot right-of-way), Street A from the western terminus (cul-de-sac) to Meridian Parkway at its ultimate full-section width as a local roadway (60-foot right-of-way), Street B from the western terminus (cul-de-sac) to Meridian Parkway at its ultimate full-section width as a local roadway (60-foot right-of-way), and associated improvements. Each of these improvements would be required to comply with applicable March JPA's standards. With the incorporation of **MM-TRAF-4**, **MM-TRAF-5**, **MM-TRAF-6**, and **MM-TRAF-7**, Project-specific impacts associated with on-site circulation would be further minimized to less than significant.

Deficiencies were identified at the intersections of Canyon Crest Drive/Overlook Parkway and Elsworth Street/Cactus Avenue. These deficiencies are not significant impacts, as the Project would contribute less than 2% to the total traffic. However, the traffic analysis included assessing potential improvements to address these deficiencies. The deficiencies are caused by minimum green times necessary for pedestrian crossing time, therefore there are no feasible physical improvements to bring the vehicular LOS to acceptable levels without the removal of crosswalks. The deficiencies exist only when a pedestrian crossing occurs during the peak hour and nominal pedestrian and bicycle activity was observed at both these intersections (also validated by peak-hour count data). Nonetheless, removal of these existing crosswalks are not deemed as a permissible measure by the lead agency, as these facilities are required to allow for safe pedestrian circulation in the Project area. No other feasible improvements exist that would address these deficiencies.

*Opening Year Cumulative Conditions*

Potentially significant impacts under the Opening Year Cumulative Conditions are shown in Table 4.12-24. With the exception of the Project's contribution to operational deficiencies at the intersection of Meridian Parkway/Cactus Avenue, deficient intersections are the same for without-Project and with-Project traffic conditions.

The effectiveness of the proposed recommended improvements is presented in Table 4.12-24 for Opening Year Cumulative Conditions. Based on the March JPA's significance criteria, the Project is anticipated to have potentially significant and cumulatively considerable impacts at the following intersections, as the Project would contribute more than 2% of the total Opening Year Cumulative with Project traffic forecasts:

- Village West Drive/Van Buren Boulevard
- Sycamore Canyon Boulevard/Alessandro Boulevard

- Meridian Parkway/Cactus Avenue
- Meridian Parkway/Harmon Street/Van Buren Boulevard
- Old 215 Frontage Road/I-215 NB Ramps/Cactus Avenue
- Elsworth Street/Cactus Avenue – LOS F AM and PM peak hours

The improvements identified are consistent with or a subset of those identified in the Meridian Specific Plan TIA for the study area intersections that were also evaluated in the Meridian Specific Plan TIA.

Through **MM-TRAF-19**, the Project is required to participate in the WRCOG TUMF fee programs. The TUMF program identifies specific improvements to particular roadway facilities, including certain intersections and segments that are needed for those facilities to operate at their target LOS. Should the traffic analysis identify a potential Project-related impact to a roadway facility already identified by the TUMF or other approved funding mechanism programs as a facility to be improved by TUMF fees or other development impact fees to provide the target LOS, then the Project's payment into these funding mechanisms is considered as cumulative mitigation, and no further mitigation is required to address these potential Project-related impacts. However, if the analysis identifies other improvements needed beyond those "funded" improvements not specifically identified in TUMF or other approved funding mechanism programs (such as localized improvements to non-TUMF facilities), then additional mitigation beyond the payment of TUMF fees or other development impact fees may be necessary, and the traffic analysis shall identify these "non-funded" improvements as such.

The Project would impact several roadways outside of the jurisdiction of the lead agency. Mitigation measures **MM-TRAF-8** through **MM-TRAF-12** would reduce the impact to less than significant. As such, the Project would be required to pay its fair share toward the costs of specific improvements under the jurisdiction of the County of Riverside and the Cities of Riverside and Moreno Valley. However, it cannot be guaranteed that these fees would be applied to the specific improvements summarized herein. Currently, since at least some of these improvements are not scheduled in their respective City's Capital Improvement Program (CIP), Development Impact Fee (DIF), or similar program, there are no established programs to accept the fees contributed by the applicant and bundle them with fees from other cumulative projects that also contribute to traffic impacts at those roadway facilities.

Mitigation measures **MM-TRAF-18** through **MM-TRAF-23** address coordination and implementation of improvements within other jurisdictions. However, since some of the improvements required for the Opening Year Cumulative with Project Conditions are within the responsibility and jurisdiction of another public agency and not the lead agency, impacts associated with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, as well as impacts related to an applicable congestion management program, would be considered significant and unavoidable following the incorporation of mitigation measures identified herein.

*General Plan Buildout Conditions*

Potentially significant impacts under the General Plan Buildout Conditions are shown in

Table 4.12-29 of the Draft EIR. With the exception of the Project's contribution to operational deficiencies at the intersection of Meridian Parkway/Cactus Avenue and Mission Grove/Alessandro Boulevard, deficient intersections are the same for without-Project and with-Project traffic conditions.

The effectiveness of the proposed recommended improvements is presented in Table 4.12-29 for General Plan Buildout Conditions. Based on the March JPA's significance criteria, the Project is anticipated to have a potentially significant and cumulatively considerable impacts at the following intersections, as the Project would contribute more than 2% of the total General Plan Buildout with Project traffic forecasts:

- Village West Drive/Van Buren Boulevard - LOS F AM and PM peak hours
- Sycamore Canyon Boulevard/Alessandro Boulevard – LOS E AM peak hour
- Meridian Parkway/Cactus Avenue – LOS F AM and PM peak hours
- Meridian Parkway/Harmon Street/Van Buren Boulevard – LOS F AM and PM peak hours
- Innovation Drive/Cactus Avenue – LOS F AM peak hour only
- Old 215 Frontage Road/I-215 NB Ramps/Cactus Avenue – LOS F AM and PM peak hours

The applicant shall participate in the funding of off-site improvements, including traffic signals that are needed to serve cumulative traffic conditions through mitigation measures **MM-TRAF-9**, and **MM-TRAF-13** through **MM-TRAF-23**, including the payment of TUMF and fair share costs toward specific improvements to the County of Riverside and the Cities of Riverside and Moreno Valley. As previously discussed, through **MM-TRAF-19**, the Project is required to participate in the WRCOG TUMF fee programs. The TUMF program identifies specific improvements to particular roadway facilities, including certain intersections and segments that are needed for those facilities to operate at their target LOS. These fees shall be collected by the March JPA, with the proceeds solely used as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases.

In regards to Caltrans facilities, as shown in Table 4.12-31 of the Draft EIR, there is a peak-hour queuing issue anticipated for the northbound left turn movement at the I-215 Northbound ramps on Alessandro Boulevard. However, the potential queuing issue is anticipated to be resolved with the implementation of mitigation measure **MM-TRAF-19**. Similarly, the segments along Cactus Avenue between Meridian Parkway and I-215 Northbound ramps are anticipated to operate at deficient LOS under General Plan Buildout Conditions. With implementation of mitigation measures **MM-TRAF-4, MM-TRAF-12,** and **MM-TRAF-16** the roadway segments are anticipated to operate at an acceptable LOS.

Further, as shown in Table 4.12-32 of the Draft EIR, the I-215 mainline segments are anticipated to operate at an acceptable LOS with the improvements discussed above (i.e., LOS D or better), with the exception of the following freeway mainline segments, which are anticipated to continue to operate at deficient LOS:

- I-215 – Southbound, North of Alessandro Boulevard – LOS E PM peak hour only

- I-215 – Southbound, South of Van Buren Boulevard – LOS F PM peak hour only
- I-215 – Northbound, North of Alessandro Boulevard – LOS E PM peak hour only
- I-215 – Northbound, Cactus Avenue to Van Buren Boulevard – LOS E AM peak hour only
- I-215 – Northbound, South of Van Buren Boulevard – LOS F AM peak hour; LOS E PM peak hour

Likewise, Table 4.12-33 shows that the following I-215 ramp junctions are anticipated to improve in density, but would continue to operate at an unacceptable LOS with the improvements discussed above:

- I-215 – Southbound, Off-Ramp at Alessandro Boulevard – LOS E AM and PM peak hours
- I-215 – Southbound, On-Ramp at Cactus Avenue – LOS F PM peak hour
- I-215 – Southbound, On-Ramp at Van Buren Boulevard – LOS F PM peak hour
- I-215 – Northbound, On-Ramp at Alessandro Boulevard – LOS E PM peak hour
- I-215 – Northbound, Off-Ramp at Cactus Avenue – LOS F AM and PM peak hours
- I-215 – Northbound, Off-Ramp at Van Buren Boulevard – LOS F AM peak hour; LOS E PM peak hour

The Project is anticipated to result in potentially significant and cumulatively considerable impacts to the identified freeway mainline segments and merge/diverge ramp junctions, however, no mitigation measures have been identified beyond those planned by the I-215 North Project. Neither Caltrans nor the State have adopted a fee program that can ensure that locally contributed impact fees will be tied to improvements to freeway mainlines, and only Caltrans has the jurisdiction over mainline improvements. Because Caltrans has exclusive control over state highway improvements, ensuring that fair share contributions to mainline improvements are actually part of a program tied to implementation is within the jurisdiction of Caltrans.

Since some of the mitigation measures required for the General Plan Buildout with Project Conditions are either the responsibility and jurisdiction of another public agency and not the lead agency or have been deemed infeasible by the lead agency, impacts associated with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, as well as impacts related to an applicable congestion management program, would be considered significant and unavoidable following the incorporation of mitigation measures identified herein.

*Construction Traffic Conditions*

Construction has the potential to result in short-term significant traffic impacts. As such, to minimize the impact of construction truck traffic to the surrounding roadway network, **MM-TRAF-24** requires that a construction traffic management plan be prepared by the Project applicant prior to the issuance of grading permits. The traffic management plan shall outline feasible measures to be implemented for the duration of construction activities that would minimize, to the extent possible, construction traffic impacts on the surrounding roadway network.

Among other items, the plan shall make recommendations that, to the extent feasible, the delivery and removal of heavy equipment occur during off-peak hours in order to have a minimal traffic impact to the surrounding roadway network. With the incorporation of **MM-TRAF-24**, short-term construction impacts associated with the delivery and removal of heavy equipment would be less than significant. (Draft EIR, pp. 4.12-33 – 4.12-77.)

***MM-TRAF-1 Building Specific Traffic Generation Information*** *Prior to issuance of a Certificate of Occupancy for each Operator/Tenant, the Project Operator/Tenant shall submit for each building within the Project sufficient traffic generation technical information to the March JPA, who will review and analyze the data to confirm that the use allowed in the Certificate of Occupancy complies with the total net daily vehicle trips identified in the Draft EIR, Table 4.12-18, or total passenger car equivalents as identified in the technical appendices.*

***MM-TRAF-2 Three Years Post Analysis*** *Three years after the issuance of the first Certificate of Occupancy for the development, the master developer shall fund a traffic trip count/analysis to determine if the existing development complies with the total net daily vehicle trips identified in the Draft EIR, Table 4.12-18, or total passenger car equivalents as identified in the technical appendices. The traffic consultants preparing and analyzing traffic counts shall be mutually agreed upon by March JPA and the master developer.*

***MM-TRAF-3 Meridian Parkway/Harmon Street/Van Buren Boulevard (#17).*** *The Project will implement the following improvements:*

- *Construct a second eastbound left turn lane*
- *Construct two new eastbound through lanes.*

*These improvements were implemented during the time this analysis was conducted.*

***MM-TRAF-4 Cactus Avenue*** *is an east-west oriented roadway located between Building "Lot 1/2" and Building "Lot 3" of the Project. The Project applicant shall construct Cactus Avenue from the Project's western boundary to Meridian Parkway at its ultimate full-section width as a major arterial (110-foot right-of-way), in compliance with applicable March JPA's standards. Improvements along the Project's frontage shall be those required by final conditions of approval for the proposed Project and applicable March JPA standards.*

*The Project shall cul-de-sac Cactus Avenue at the western terminus; however, the future extension of Cactus Avenue would provide a through connection to Alessandro Boulevard via an extension Cactus Avenue to San Gorgonio Drive.*

*The Project shall construct intersection improvements at Cactus Avenue/Meridian Parkway as identified in Figure 4.12-31, including an additional southbound right turn lane, eastbound lanes consisting of double left, double through and right turn lane with adequate turn pocket storage length. All other restriping and signal modification requirements shall be completed by the Project.*

***MM-TRAF-5 Street A** is an east-west oriented roadway providing access to Building "Lot 1/2" and the mixed use area of the Project. The Project applicant shall construct Street A from the western terminus (cul-de-sac) to Meridian Parkway at its ultimate full-section width as a local roadway (60-foot right-of-way), in compliance with applicable March JPA's standards. Improvements along the Project's frontage shall be those required by final conditions of approval for the proposed Project and applicable March JPA standards. A pork chop or similar design feature shall be required to restrict access to right-in right-out only at Street A.*

***MM-TRAF-6 Street B** is an east-west oriented roadway providing access to Building "Lot 3" and Buildings "A" through "C" of the Project. The Project applicant shall construct Street B from the western terminus (cul-de-sac) to Meridian Parkway at its ultimate full-section width as a local roadway (60-foot right-of-way), in compliance with applicable March JPA's standards. Improvements along the Project's frontage shall be those required by final conditions of approval for the proposed Project and applicable March JPA standards. A pork chop or similar design feature shall be required to restrict access to right-in right-out only at Street B.*

***MM-TRAF-7 Cactus Bridge Over RCTC/BNSF Rail Line:** Applicant shall pay a fair-share proportional fee for the widening of the Cactus Avenue Bridge over the RCTC/BNSF rail bridge.*

***MM-TRAF-8 Village West Drive/Van Buren Boulevard (#11):** The Project shall pay its fair share toward constructing the following intersection improvements:*

- *Add a new third eastbound through lane*
- *Add a third westbound through lane.*

*These improvements are included in the TUMF program.*

***MM-TRAF-9 Sycamore Canyon Boulevard/Alessandro Boulevard (#12):** The Project shall pay its fair share toward the following improvements:*

- *Add a second eastbound left turn lane*
- *Modify the traffic signal to implement overlap phasing on the eastbound and westbound right turn lanes.*

*This mitigation measure also applies to General Plan Conditions.*

***MM-TRAF-10 Meridian Parkway/Cactus Avenue (#14):** The Project will construct the following improvements:*

- *Add a northbound left turn lane*
- *Add an eastbound left turn land and shared through-right turn lane*
- *Add a westbound through lane*
- *Add a second southbound left turn lane*
- *Add a second eastbound through lane*
- *Add a second westbound left turn lane*
- *Modify the traffic signal to implement overlap phasing on the northbound and westbound right turn lanes.*

***MM-TRAF-11 Meridian Parkway/Harmon Street/Van Buren Boulevard (#17):*** *The Project will pay its fair share of the following improvements:*

- *Add an eastbound left turn lane*
- *Add third and fourth eastbound through lanes*
- *Restripe the northbound approach with a left turn lane and shared through-right turn lane*
- *Add third and fourth westbound through lanes*
- *Modify the traffic signal to implement protected left turn phasing for the northbound and southbound approaches.*

*With the exception of the signal modification, these improvements were implemented during the time this analysis was conducted. As such, there are no fair share payment requirements toward the improvements already constructed.*

***MM-TRAF-12 Old 215 Frontage Road/I-215 NB Ramps/Cactus Avenue (#24):*** *The Project will pay its fair share of the following improvements:*

- *Add a second northbound left turn lane*
- *Add a third eastbound through lane*
- *Add a third westbound through lane*
- *Modify the traffic signal to implement protected left turn phasing for the northbound and southbound approaches*

*These improvements are included in the TUMF program.*

***MM-TRAF-13 Meridian Parkway/Cactus Avenue (#14):*** *The Project shall construct the following improvements prior to issuance of building permit:*

- *Add a northbound left turn lane*
- *Add an eastbound left turn lane and shared through-right turn lane*

- *Add a westbound through lane*
- *Add a second southbound left turn lane*
- *Add a second eastbound through lane*
- *Add a second westbound left turn lane*
- *Modify the traffic signal to implement overlap phasing on the northbound and westbound right turn lanes*
- *Add a second northbound left turn lane*
- *Add a southbound right turn lane*
- *Add a second eastbound left turn lane and eastbound right turn lane*
- *Add a second westbound through lane*
- *Modify the traffic signal to implement overlap phasing on the southbound and eastbound right turn lanes*

***MM-TRAF-14 Meridian Parkway/Harmon Street/Van Buren Boulevard (#17):*** *The Project shall pay its fair share toward the following improvements:*

- *Add second eastbound left turn lane*
- *Add third and fourth eastbound through lane*
- *Restripe the northbound approach with a left turn lane and shared through-right turn*
- *Add third and fourth westbound through lanes*
- *Modify the traffic signal to implement protected left turn phasing for the northbound and southbound approaches*

***MM-TRAF-15 Innovation Drive/Cactus Avenue (#18):*** *The Project will construct the following improvements:*

- *Add a third eastbound through lane*
- *Add a third westbound through lane*

***MM-TRAF-16 I-215 SB Ramps/Cactus Avenue (#21):*** *The Project will pay its fair share toward the following improvements included in the TUMF program:*

- *Add a third eastbound through lane*
- *Add second westbound left turn lane and third westbound through lane*

***MM-TRAF-17 Old 215 Frontage Road/I-215 NB Ramps/Cactus Avenue (#24):*** *The Project shall pay its fair share toward the following improvements including in the TUMF program prior to issuance of building permits:*

- *Add a second northbound left turn lane*

- *Add a third eastbound through lane*
- *Add a third westbound through lane*
- *Modify the traffic signal to implement protected left turn phasing on the northbound and southbound approaches*

***MM-TRAF-18 I-215 NB Ramps/Alessandro Boulevard (#23):*** *The Project shall pay its fair share toward the following improvements:*

- *Add a second northbound left turn lane*

***MM-TRAF-19 WRCOG TUMF Contribution:*** *Prior to the issuance of building permits, the Project applicant shall participate in the WRCOG TUMF fee programs by paying the requisite fees at the time of building permit, in addition the Project's fair share amount of $15,528 for the improvements identified in Table 4.12-34, or as agreed to by the March JPA and Project applicant. This fair share payment should only be collected if the March JPA programs the improvements that the fair share contributions are intended to construct. The applicant shall construct intersection improvements at Cactus Avenue/Meridian Parkway and the widening of Cactus Avenue from Meridian Parkway to Innovation Drive.*

***MM-TRAF-20 City of Riverside Fee Contribution:*** *There are seven intersections that either share a mutual border with the City of Riverside or are wholly located within the City of Riverside's jurisdiction. Improvements have been recommended to these intersections that are not covered by payment of fees. The March JPA shall participate in a multi-jurisdictional effort with the City of Riverside to develop a study to identify fair share contribution funding sources attributable to and paid from private and public development to supplement other regional and State funding sources necessary to implement the improvements identified in the City of Riverside's jurisdiction. The applicant's fair-share amount for these intersections equals $10,314. The Project applicant shall be required to pay this amount to the March JPA prior to the issuance of the Project's final certificate of occupancy.*

***MM-TRAF-21 County of Riverside Fee Contribution:*** *There are 5 intersections that either share a mutual border with the County of Riverside or are wholly located within the County of Riverside's jurisdiction. Improvements have been recommended to these intersections that are not covered by payment of fees. The March JPA shall participate in a multi-jurisdictional effort with the County of Riverside to develop a study to identify fair share contribution funding sources attributable to and paid from private and public development to supplement other regional and State funding sources necessary to implement the improvements located in the County of Riverside's jurisdiction. The applicant's fair-share amount for these intersections equals $2,653. The Project applicant shall be required to pay this amount to the March JPA prior to the issuance of the Project's final certificate of occupancy.*

***MM-TRAF-22 City of Moreno Valley Fee Contribution:*** *There are 5 intersections that either share a mutual border with the City of Moreno Valley or are wholly located*

*within the City of Moreno Valley's jurisdiction. Improvements have been recommended to these intersections that are not covered by payment of fees. The March JPA shall participate in a multi-jurisdictional effort with the City of Moreno Valley to develop a study to identify fair share contribution funding sources attributable to and paid from private and public development to supplement other regional and State funding sources necessary to implement the improvements identified in the City of Moreno Valley's jurisdiction. The applicant's fair-share amount for these intersections equals $29,603. The Project applicant shall be required to pay this amount to the March JPA prior to the issuance of the Project's final certificate of occupancy.*

***MM-TRAF-23 Caltrans Fee Contribution:*** *There are 4 intersections that either share a mutual border with Caltrans or are wholly located within Caltrans' jurisdiction. Improvements have been recommended to these intersections that are not covered by payment of fees. The March JPA shall participate in a multi-jurisdictional effort with Caltrans to develop a study to identify fair share contribution funding sources attributable to and paid from private and public development to supplement other regional and State funding sources necessary to implement the improvements located in Caltrans' jurisdiction. The applicant's fair-share amount for these intersections equals $5,123. The Project applicant shall be required to pay this amount to the March JPA prior to the issuance of the Project's final certificate of occupancy.*

***MM-TRAF-24 Construction Traffic Management Plan:*** *A construction traffic management plan shall be prepared by the Project applicant prior to the issuance of grading permits. The traffic management plan shall outline feasible measures to be implemented for the duration of construction activities that would minimize, to the extent possible, construction traffic impacts on the surrounding roadway network. At a minimum, the plan shall address construction traffic and possible lane closures within the public rights-of-way and include provisions for construction times and control plans to allow motorist, bicyclist, pedestrian, and bus access throughout construction activities. The plan shall include provisions to ensure emergency vehicle passage at all times, and include signage and flagmen when necessary. The plan shall include provisions for coordinating with local school hours and emergency service providers regarding construction times. Specifically, the Plan shall also outline and instruct haul trucks to use the most direct route between the Project site and I-215 via Alessandro Boulevard, Cactus Avenue, or Van Buren Boulevard. The Plan shall also make recommendations that, to the extent feasible, the export and import of construction materials and the delivery and removal of heavy equipment occur during off-peak hours in order to have a minimal traffic impact to the surrounding roadway network. The construction traffic management plan shall be reviewed and approved by March JPA prior to the start of Project grading.* (Draft EIR, pp. 4.12-80 – 4.12-86.)

Therefore, impacts would remain significant and unavoidable. (Draft EIR, pp. 4.12-33 – 4.12-77; 4.12-80 – 4.12-86; Final EIR.)

**SECTION 6.** FINDINGS REGARDING CUMULATIVE ENVIRONMENTAL IMPACTS. Consistent with CEQA's requirements, the EIR for the Project includes an analysis of cumulative impacts, which include the impacts of the Project plus all other pending or approved projects within the affected area for each resource. The Commission hereby finds as follows:

**A. Aesthetics**

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 6-11 – 6.12.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation:

*Scenic Vistas*

Implementation of the proposed Project would result in the construction of new buildings ranging in height from 42 to 50 feet above existing elevation. As such, new development would have a finished floor elevation ranging between 1,636 and 1,658 feet above sea level. As discussed in Section 4.1, Aesthetics, of this EIR, while Project implementation would alter existing views in the vicinity of the Project site, and specifically along Alessandro Boulevard to the south and from the Orangecrest neighborhood to the west, the elements of value in the recognized scenic vistas, specifically the mountain ranges to the north, east and southeast, would not be obstructed such that impacts would be considered significant. Construction and operation of the proposed Project, in addition to related projects, as identified in Table 6-1, would not result in overall height or density increases such that scenic vistas would be altered. The Project site and surrounding areas are lower in elevation than the neighboring visual resources (i.e., the San Bernardino Mountains, Mount San Jacinto), and as such, construction of the proposed Project would not result in or contribute to cumulative impacts to scenic vistas.

*Visual Character*

The proposed Project, an industrial warehouse and mixed use Project, would be constructed adjacent to the existing Meridian Business Park's North Campus on land that is currently undeveloped. While Project implementation would change the immediate area's visual character, the larger visual context east, north and south of the Project site is predominantly industrial warehouse development, especially along the I-215 corridor. As such, implementation of the proposed Project in addition to the identified related project, would not result in cumulatively considerable impacts to visual character.

*Nighttime Lighting*

Implementation of the proposed Project would introduce new sources of nighttime lighting in an area of March JPA that is currently undeveloped. In the larger context, the Project site is located within the March JPA Planning Area, build-out of which is regulated by the March JPA GP. Upon completion of Project construction, nighttime lighting would be included at the Project site for safety and security purposes. The Project is required to implement **MM-AES-1**, which outlines and mitigates to a level of less than significant, all lighting requirements for development

on the Project site. With construction and operation of the proposed Project, in addition to the identified related projects, nighttime lighting would increase throughout the greater March JPA and Riverside County area; however, the proposed Project and most identified related projects are located adjacent to existing development and existing nighttime light sources. As such, while the proposed Project would introduce new sources of nighttime lighting, given the suburban context of the surrounding area, the Project would not result in or contribute to a cumulatively significant nighttime lighting impact.

As discussed above, implementation of the proposed Project would not result in, or contribute to cumulative significant impacts. (Draft EIR, pp. 6-11 – 6.12.)

**B. Air Quality**

Finding: Significant and unavoidable. (Draft EIR, pp. 6-12 – 6-14.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).) However, impacts would still remain significant and unavoidable. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the EIR. (State CEQA Guidelines, section 15091(a)(3).)

Explanation: The geographic extent for the analysis of cumulative impacts related to air quality includes the SCAB (all cumulative projects in Table 6-1 in the Draft EIR are located within the Basin). In analyzing cumulative impacts from the Project, the analysis must specifically evaluate a project's contribution to the cumulative increase in pollutants for which the SCAB is designated as nonattainment for selected air pollutants under the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). If a project's emissions would exceed the South Coast Air Quality Management District (SCAQMD) significance thresholds, it would be considered to have a cumulatively considerable contribution to nonattainment status in the SCAB. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant (SCAQMD 2003).

The SCAB has been designated as federal nonattainment area for ozone ($O_3$) and particulate matter with an aerodynamic diameter equal to or less than 2.5 microns ($PM_{2.5}$) and a state nonattainment area for $O_3$, particulate matter with an aerodynamic diameter equal to or less than 10 microns ($PM_{10}$), and $PM_{2.5}$. $PM_{10}$ and $PM_{2.5}$ emissions associated with construction generally result in localized impacts. The nonattainment status is the result of cumulative emissions from all sources of these air pollutants and their precursors within the SCAB. As discussed in Section 4.2, Air Quality, of this EIR, the oxides of nitrogen ($NO_x$) and volatile organic compounds (VOC) emissions during Project construction would be above the significance threshold without mitigation. Construction activities required for the implementation of the Project would be considered typical of a warehouse facility.

Cumulative localized impacts would potentially occur if a construction project were to occur concurrently with another off-site project. Construction schedules for potential future projects near the Project site are currently unknown; therefore, potential construction impacts associated with two simultaneous projects would be considered speculative. The CEQA Guidelines state that if a particular

impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact (14 CCR 15145). This analysis is nonetheless provided in an effort to show good faith analysis and comply with CEQA's information disclosure requirements.

Construction of the Project would generate VOC and $NO_x$ emissions (which are precursors to $O_3$) that would exceed the SCAQMD's emission-based significance threshold. Mitigation measure **MM-AQ-1** and **MM-AQ-2** (see Section 4.2.7 of the EIR) would reduce $NO_x$ and VOC emissions, respectively, to less than significant levels. If a project's emissions would exceed the SCAQMD significance thresholds, it would be considered to have a cumulatively considerable contribution to nonattainment status in the SCAB. However, with mitigation the project would not exceed significance thresholds for $NO_x$ and VOC. As such, the proposed project would not have a considerable contribution to the SCAB's nonattainment designation for $O_3$, and therefore the project would not cause a new cumulatively significant impact.

In terms of localized air pollutant concentrations of nitrogen dioxide ($NO_2$), carbon monoxide (CO), sulfur dioxide ($SO_2$), $PM_{10}$, and $PM_{2.5}$, construction of the Project would have a less than significant impact. According to the SCAQMD guidance, the Project's contribution to cumulative localized air quality concentrations of these pollutants would not be cumulatively considerable, and therefore, impacts would be less than significant.

Operational emissions generated by the Project would not result in a significant impact regarding CO, $SO_x$, $PM_{10}$, and $PM_{2.5}$; however, Project emissions would exceed the SCAQMD operational threshold for VOC and $NO_x$ (precursors to $O_3$) which is attributed to the vehicular source emissions from trucks traveling to and from the Project site, as well as architectural coating VOC off-gassing. Mitigation measure **MM-AQ-2** (see Section 4.2.7 of this EIR) would be required to reduce VOC emissions from architectural coatings and **MM-AQ-5**, **MM-AQ-6** and **MM-AQ-7** (see Section 4.2.7 of the EIR) would reduce mobile source emissions during Project operations, but not to a level of less than significant. **MM-AQ-4** (refer to Section 4.2.7 of this EIR) would apply to energy and water use, which are minimal sources of criteria air pollutants. As described above, if a Project's emissions exceed the SCAQMD significance thresholds for a pollutant or a precursor to a pollutant the SCAB is in nonattainment of under the CAAQS and/or NAAQS, it would have a cumulatively considerable contribution to the SCAB's nonattainment status of that pollutant. Therefore, operation of the Project would contribute to the SCAB's $O_3$ nonattainment designation, and impacts would be significant and unavoidable.

In terms of localized air pollutant concentrations of $NO_2$, CO, $SO_2$, $PM_{10}$, and $PM_{2.5}$, operation of the Project would have a less than significant impact. According to the SCAQMD guidance, the Project's contribution to cumulative localized air quality concentrations of these pollutants would not be cumulative considerable, and therefore, impacts would be less than significant.

With regard to cumulative impacts associated with nonattainment pollutants, in general, if a Project is consistent with the community and general plans, it has been accounted for in the attainment demonstration contained within the State Implementation Plan and would therefore not cause a cumulatively significant impact on the ambient air quality. The Project would be consistent with the population and growth projections of the Southern California Association of Governments (SCAG). The Project would indirectly stimulate population growth through the addition of new

employees/staff. However, the growth would be consistent with employment growth envisioned in local and regional land use plans and in projections made by the March JPA. Since the Project would be consistent with the SCAG *2012–2035 Regional Transportation Plan/Sustainable Communities Strategy*, the Project would also be consistent with the SCAQMD Air Quality Management Plan (AQMP), because demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by SCAG for their 2012 RTP were used to estimate future emissions in the Final 2012 AQMP. However, because operation of the Project could result in a cumulatively considerable increase in emissions of NOx and VOC, which are precursors to $O_3$, the Project would conflict with implementation of the applicable air quality plan. Thus, implementation of the Project would result in a significant cumulative impact to $O_3$ levels in the SCAB. (Draft EIR, pp. 6-12 – 6-14.)

### C. Biological Resources

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 6-15 – 6-18.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: The geographic extent for this cumulative impact analysis includes the jurisdiction of the March JPA Planning Area. This accounts for development projects within the nearby vicinity that may provide habitat for the same species as the Project site.

*Special-Status Plants and Wildlife*

As discussed in Section 4.3, Biological Resources, of the EIR, several special-status animal species were determined to have the potential (including low to high potential) to occur on the Project site; these species include: Orangethroat Whiptail (*Aspidoscelis hyperythra*), Coast whiptail (*Aspidoscelis tigris stejnegeri*), Rosy boa (*Charina trivirgata*), Red-diamond rattlesnake (*Crotalus ruber*), San Bernardino ringneck snake (*Diadophis punctatus modestus*), Coast horned lizard (*Phrynosoma blainvillii*), Cooper's hawk (*Accipter cooperii*), Southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*), Bell's sage sparrow (*Artemisiospiza belli belli*), Burrowing owl (*Athene cunicularia*), Western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), California horned lark (*Eremophila alpestris actia*), Yellow-breasted chat (*Icteria virens*), Loggerhead shrike *(Lanius ludovicianus*), Coastal California gnatcatcher (*Polioptila californica californica*), Lawrence's goldfinch (*Spinus lawrencei*), Least Bell's vireo (*Vireo bellii pusillus*), Northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*), Stephen's kangaroo rat (*Dipodomys stephensi*), Western mastiff bat (*Eumops perotis californicus*), Western yellow bat (*Lasiurus xanthinus*), San Diego black- tailed jackrabbit (*Lepus californicus bennettii*), San Diego desert woodrat (*Neotoma lepida intermedia*), Pocketed free-tailed bat (*Nyctinomops femorosaccus*), Southern grasshopper mouse (*Onychomys torridus ramona*), and Los Angeles pocket mouse (*Perognathus longimembrus brevinasus*). Of these listed species, burrowing owls, least Bell's vireo, Stephen's kangaroo rat, San Diego Black-tailed Jackrabbit, Coastal California Gnatcatcher, and songbirds were determined to have potential impacts with implementation of the Project. To reduce potential impacts to these species associated with Project implementation, mitigation measures **MM-BIO-1 through MM-BIO-4** (refer to Section 4.3.7 of the EIR) would be implemented. With implementation of these mitigation measures, Project impacts to special-status animal species would be less than significant. Given that Project-

specific impacts to special-status species can be mitigated to a less than significant impact, the Project would not create or contributed to a significant cumulative impact.

There are jurisdictional features on the Project site. The Project site supports four drainages which have an ordinary high water mark (OHWM) within the Project site and 500 feet of the Project site (Drainages A, C, D, and E), and one swale (Drainage B) which lacked evidence of an OHWM within the Project site. Additionally, one drainage (Drainage F), which exhibited evidence of an OHWM, is located immediately south and outside of the Project site. The majority of these drainage systems support riparian vegetation communities throughout their length. Potential impacts to existing drainages on the Project site can be mitigated to less than significant levels through implementation of **MM-BIO-5** (refer to Section 4.3.7 of the EIR). Given that Project-specific impacts to drainage systems can be mitigated to a less than significant impact, the Project would not create or contributed to a significant cumulative impact.

The Long-Term Stephen's kangaroo rat (SKR) Habitat Conservation Plan (HCP), adopted in 1996, designated portions of the March Air Force Base as the Sycamore Canyon-March Air Force Base Core Reserve. Core reserves were designated to be managed for the conservancy and recovery of SKR. However, in accordance with Section III(B)(2) of the Implementation Agreement for the Long-Term SKR HCP, SKR Management Areas and open space areas can be sold or traded to secure other habitat that support similar biological function and value as the core reserve areas designated in the SKR HCP.

In 1999, the U.S. Fish and Wildlife Service (USFWS) issued a Biological Opinion (BO; 1-6-99-F-13) analyzing potential adverse effects to species listed under the federal Endangered Species Act for the "Disposal and Reuse of March Air Force Base" Project. This BO concluded that the March Air Force Base Project was not likely to adversely affect coastal California gnatcatcher (*Polioptila californica californica*), Quino checkerspot butterfly (*Euphydryas editha quino*), southwestern willow flycatcher (*Empidonax traillii extimus*), Riverside fairy shrimp (*Streptocephalus woottonii*), least Bell's vireo (*Vireo bellii pusillus*), and mountain plover (*Charadrius montanus*), with the understanding that occupied least Bell's vireo habitat would not be developed and that mountain plover would require separate authorization should it become federally listed. The BO concluded that SKR would likely be adversely affected by the Project; and thus, outlined conservation measures to minimize effects to SKR including the consideration of suitable trade criteria for the proposed development areas that would affect the function and value of the Sycamore Canyon-March Air Force Base Core Reserve area. As such, the USFWS supported the release of 1,178 acres of SKR Management Area/March Air Force Base West Campus for development as long as suitable replacement habitat with similar biological value compared with the area to be traded was exchanged. Additionally, the California Department of Fish and Game (CDFG) issued a consistency determination to BO 1-6-99-F-13 on January 12, 2000, pursuant to the California Endangered Species Act (CESA).

Both the USFWS and CDFG authorized the acquisition and conservation of the Potrero site in exchange for the former 1,178-acre March Air Force Base (now March ARB) SKR Management Area. The Potrero site was determined to better address the "overall conservation needs of the SKR," and would meet the completion needs of the SKR Core Reserves expansion as required by the SKR HCP. Thus, USFWS and CDFG authorized the release of the 1,178-acre SKR Management Area of the former March Air Force Base for development. This was provided in a

series of three letters written by USFWS and/or cosigned by CDFG (also referred to as a joint wildlife agency letter) dated December 29, 2003 (FWS-WRIV-883.2), October 29, 2004, and May 22, 2006 (FWS/CDFG-WRIV-3259.5).

As a result of the release of the 1,178-acre SKR Management Area for development, the Center for Biological Diversity and the San Bernardino Valley Audubon Society jointly filed a lawsuit against the USFWS and the Secretary of the Interior in 2009 for failure to prepare a new Biological Opinion (BO) under the Federal Endangered Species Act, failure to conduct environmental analysis under NEPA, and a failure to properly amend the SKR Habitat Conservation Plan. Ultimately these parties, March JPA and LNR Riverside LLC through a Cy Pres motion, entered into a Settlement Agreement (*Center for Biological Diversity v. Jim Bartel, et. al.* S.D. Cal. No. 09-cv-1854-JAH-POR; 'Settlement Agreement'), dated September 12, 2012. Pursuant to the Settlement Agreement, specific areas in the March SKR Management Area/March Air Force Base West Campus were set aside as permanent open space and other areas, including the Project site, were identified as developable areas. As such, 649 acres of the former March SKR Management Area lands were re-instated as SKR management area (i.e., lands to the west and south of the Project site) and Stephen's kangaroo rat restrictions were removed from the 'West Campus' Project site lands. Additionally, 15 acres of the former March SKR Management Area lands (i.e., an area north of the Project site) resulted in the establishment of Water Quality Open Space Area for least Bell's vireo conservation. The BO (1-6-99-F-13) and subsequent Settlement Agreement have been incorporated into this EIR, where applicable.

In 2013, the Riverside County Habitat Conservation Agency (RCHCA) concurred with the March JPA that "the conserved areas created pursuant to the Settlement Agreement that are within the jurisdictional boundaries of the March JPA are not part of the Long-Term SKR HCP reserve system" (Syms Luna 2013). Additionally, the Western Riverside County Regional Conservation Authority (RCA) also confirmed that the developable areas of the site formerly known as the SKR Management Area were no longer considered Public/Quasi-Public Lands; however, the other areas (i.e., 664 acres comprising the 649-acre SKR Conservation Area and 15-acre Water Quality Open Space Area), will remain Public/Quasi-Public Lands since they were to remain in conservation (Landry 2013).

A subsequent BO (FWS-WRIV-09B0221-09F1185) was issued by the USFWS in 2009 to analyze potential adverse effects to the federally listed least Bell's vireo for the proposed Meridian Business Park project located at the former March Air Force Base immediately south of the Meridian West Campus Project site. The action area for this project included undeveloped portions of the former March Air Force Base located east of Interstate 15, south of Alessandro Boulevard, and immediately north and south of the Van Buren Boulevard, including work associated with Van Buren Boulevard and commercial/industrial build-out of the "south campus area". The 2009 BO and draft Compensatory Mitigation and Monitoring Plan (CMMP) established requirements for a 187-acre conservation easement for least Bell's vireo, of which 142 acres is adjacent to the Project site within the former SKR Management Area.

Given that Project-specific impacts to SKR are less than significant, the Project would not create or contributed to a significant cumulative impact.

Development that would occur on previously undeveloped land within the March JPA

Planning Area would be required to identify and mitigate any potentially significant impacts to biological resources. Cumulative projects within the MSHCP Plan Area would be subject to consistency with the MSHCP as well as subject to consistency for any relevant HCPs. Projects that would occur on previously developed land or in a highly urbanized area would have less potential to significantly impact biological resources. Given that March JPA is not a permittee under the Western Riverside MSHCP, the Project would not result in impacts. As such, the proposed Project, in combination with related projects within the March JPA Planning Area, would not result in or contribute to cumulatively significant impacts. (Draft EIR, pp. 6-15 – 6-18.)

**D. Cultural Resources**

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 6-18 – 6-20.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: The geographic extent for this cumulative impact analysis includes the March JPA Planning Area. The Project site was surveyed for cultural resources relative to archaeological resources, and the March JPA GP concluded that no sites or artifacts are eligible for inclusion within the National Register of Historical Places. As discussed in Section 4.4, Cultural Resources, of this EIR, an intensive pedestrian field survey was conducted, and no archaeological or built environment resources were observed within the Project study area. In the unlikely event that unanticipated cultural or archaeological resources are encountered during ground-disturbing activities, mitigation measure **MM-CUL-1** through **MM-CUL-4** (refer to Section 4.4.6 of this EIR) shall be implemented. Due to the soils on site, mitigation measure **MM-CUL-5** (refer to Section 4.4.6 of this EIR) has been incorporated to ensure that proper procedures are implemented in the event unanticipated paleontological resources are encountered. In the unlikely event that human remains are discovered, **MM-CUL-6** (refer to Section 4.4.6 of this EIR) would be implemented to ensure that the Project proponent complies with state and local laws should human remains be discovered. As such, project impacts related to historical and archaeological resources, paleontological resources, and human remains would be less than significant with mitigation incorporated.

*Historical and Archaeological Resources*

According to CEQA, the importance of cultural resources comes from the research value and the information that they contain. Therefore, the issue that must be explored in a cumulative analysis is the potential cumulative loss of that information. For sites considered less than significant, site information is typically preserved through recordation, test excavations, and curation of recovered materials. Significant sites that are placed in open space easements result in avoidance of impacts to cultural resources and also preserve the data. Significant sites that are not placed within open space easements preserve the information through recordation, test excavations and data recovery programs that would be presented in reports and filed with the appropriate agency and regional Information Center. The artifact collections from any potentially significant site would also be curated at an appropriate curation facility.

For the current project, reasonably foreseeable projects within the cumulative study area are capable of collectively contributing, along with the proposed project, to impacts on prehistoric

resources associated with ancestral Native American lifestyles. In the cumulative study area, prehistoric and historic settlement patterns can be very broad; therefore, it is prudent to consider a large study area when evaluating cumulative impacts.

Prehistoric site types that have been identified in the cumulative project area include: small artifact scatters, bedrock milling features, temporary camps, rock shelters, and habitation sites. Prehistoric sites which have been determined to be significant are all habitation sites and/or sites with human remains. Historic period sites are predominately refuse deposits consisting of food and beverage containers; building and/or structure foundations; buildings; mining related features (e.g., pits, adits); and ranching related features (e.g., fences) and transportation corridors (e.g., roads, railroads).

The proposed project's impacts to cultural resources would be reduced to less than significant through mitigation measures that include monitoring of grading activities, evaluation of any new discoveries, avoidance or data recovery at new discoveries, evaluation and mitigation at known sites that cannot be avoided, the placement of significant sites within an avoidance area, and the curation of all artifacts obtained during the testing and data recovery programs. As outlined above, the cultural resources located within the cumulative projects would be mitigated through similar measures.

Traditional Cultural Properties (TCPs) are resources that can qualify under several of the CEQA significance criteria and thus require avoidance and preservation in place. No TCPs have been identified within the proposed project area, or immediately adjacent to it.

When considering cumulative impacts to a cultural viewshed, there must be clearly identified resources to which a viewshed is a contributing element to the resources' CRHR eligibility. There have been no resources to which a viewshed has been identified as a contributing element to CRHR eligibility. Furthermore, the archaeological sites within the project area do not meet any significance criteria under CEQA guidelines, negating an analysis of impacts to a viewshed.

Because the proposed project and those projects identified within the cumulative impact study area are primarily mitigated by the collection and curation of information and the preservation of the most important resources, adequate mitigation has occurred for in situ appreciation of and access to information regarding those sites for future generations. This reduces the potential for cumulative effects, and the proposed project would not contribute to a cumulatively significant impact to historical or archaeological resources.

*Paleontological Resources*

Cumulative effects on paleontological resources for the project are negligible, based on the threshold criteria of the County of Riverside. Paleontological resources would not be significantly impacted by the project. Significant impacts would be sufficiently mitigated through monitoring, in the event that geological deposits with moderate to high paleontological resource sensitivity rating are encountered during the course of the project.

*Human Remains*

Cumulative impacts for human remains are not applicable. (Draft EIR, pp. 6-18 – 6-20.)

**E. Geology and Soils**

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, p. 6-20.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: The geographic extent for this cumulative impact analysis includes the March JPA Planning Area, however, most geology and soil hazards associated with development on surrounding projects would be site-specific and can be mitigated on a project-by-project basis.

The Project would be designed to the applicable California Building Code or Uniform Building Code standards, whichever is more restrictive, to anticipate impacts associated with seismic ground shaking. Mitigation measures (**MM-GEO-1** through **MM-GEO-16,** see Section 4.5.6 of the Draft EIR) have been incorporated to ensure that Project impacts related to seismic ground shaking would be reduced to less than significant levels.

Due to the areas geologic landforms, seismic activity is expected throughout Southern California. Individual Project mitigation for seismic-related hazards and potential liquefaction would reduce Project-specific impacts to less than significant levels. Proper engineering design, utilization of standard construction practices, compliance with the appropriate building code, and implementation of the recommendations found in the prepared Geotechnical Investigation Report (Appendix E) would ensure that the potential for geological impacts resulting from the Project would be less than significant. Since geologic hazards are generally considered site-specific and not necessarily cumulative in nature, and given that Project-specific impacts can be mitigated to a less than significant impact, the Project would not create or contributed to a significant cumulative impact. (Draft EIR, p. 6-20.)

**F. Greenhouse Gas Emissions**

Finding: Significant and unavoidable. (Draft EIR, pp. 6-20 – 6-21.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).) However, impacts would still remain significant and unavoidable. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the EIR. (State CEQA Guidelines, section 15091(a)(3).)

Explanation: The geographic extent for the analysis of cumulative impacts related to greenhouse gases (GHGs) is global in scope, including the SCAB (cumulative Projects listed in Table 6-1 of the Draft EIR apply). Under CEQA, a Project would have a significant cumulative impact caused by the combined impact of past, present, and probable future Projects if its incremental impact represents a "cumulatively considerable" contribution to such cumulative impacts (14 CCR 15064(h)). As GHG emissions and climate change are a global issue, any

approved project regardless of its location has the potential to contribute to a cumulative global accumulation of GHG emissions (as opposed to the relatively temporary nature of pollutants related to air quality). In theory, the geographic extent of the cumulative contributions to GHGs and climate change is worldwide. However, lead agencies are only able to regulate GHG emissions within their respective jurisdictions; therefore, the geographic extent is primarily contingent upon the area over which lead agencies have authority. As such, the geographic extent for the purposes of the project is the SCAB.

While the project would result in emissions of GHGs during construction and operation, no guidance exists to indicate what level of GHG emissions would be considered substantial enough to result in a significant adverse impact on global climate. However, it is generally the case that an individual project is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. Thus, GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective (CAPCOA 2008). The significance of GHG impacts from the proposed project was based on four different methodologies and is a separate and independent ground for the significance determination, including Project's consistency with Assembly Bill (AB) 32, Project's consistency with County of Riverside Climate Action Plan (CAP), Project's consistency with SCAG 2016 RTP/SCS, and Project's GHG emissions compared to CARB's 2020 "No Action Taken" (NAT) projection. As discussed in Section 4.6, Greenhouse Gas Emissions, of the Draft EIR, the Project would not exceed the 15.3% reduction in GHG emissions compared to the CARB 2020 NAT scenario with incorporation of **MM-GHG-1** (refer to Section 4.6.7 of the Draft EIR) and would be consistent with AB 32. Additionally, the Project would comply with regulatory programs designed to reduce GHG emissions consistent with AB 32 and would not conflict with the County's CAP. However, as stated in Section 4.6.7 of the Draft EIR, no mitigation is available that would reduce the Project's potential impact related to consistency with the SCAG RTP/SCS and SB 375 reduction targets. As such, Project GHG emissions associated with consistency with the SCAG RTP/SCS and SB 375 are significant and unavoidable. Thus, the Project would result in a cumulatively significant GHG impact. (Draft EIR, pp. 6-20 — 6-21.)

### G. Hazards and Hazardous Materials

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 6-21 – 6.23.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: The geographic extent for impacts related to hazards and hazardous materials is the March JPA Planning Area, and specifically projects areas within proximity of the March Inland Port Airport with the potential to result in hazardous conditions to the airport and aircraft arriving at and departing from the airport.

*Hazardous Materials*

Risks associated with hazardous materials are generally site-specific and localized, and thus the geographic extent for cumulative analysis is limited to the Project site. As discussed in Section 4.7 of the Draft EIR, given the Project site's location within the B1, B2 and C1 zones,

restrictions exist as to the materials, and quantities of each material, that can be stored on the Project site. With the limitations in place as to use and storage of hazardous materials on the Project site, as well as other Projects located within B1, B2 and C1 zones near the airfield, impacts associated with hazardous materials are less than significant. Given that Project-specific impacts are less than significant, the Project would not create or contributed to a significant cumulative impact.

*Upset or Accident Conditions*

Construction activities associated with the proposed Project have the potential to result in impacts associated with potentially unexploded ordinance; however, with implementation of mitigation measure MM-HAZ-4, this impact can be reduced to a less than significant level. Additionally, as required by MM-HAZ-1, a hazardous materials transport plan is required. Mitigation measure MM-HAZ-2 requires preparation of a Phase II environmental site assessment, and mitigation measure MM-HAZ-3 requires the development of a hazardous materials contingency plan. Given that Project-specific impacts would be mitigated to a less than significant level. The Project would not create or contributed to a significant cumulative impact associated with upset or accident conditions.

*Proximity to Airport*

The Project site is located approximately 0.8 mile from the March ARB and is also within the March ARB/Inland Port ALUCP and the 452d Air Mobility Wing Air Installation Compatible Use Zone Study area. As depicted in the March ARB/Inland Port ALUCP, the Project site is located within the Zones B1, B2 and C1 (Mead & Hunt 2010, 2014). With the restrictions in place in each of these zones, potential impacts associated with proximity to the airfield are less than significant. Additionally, with implementation of mitigation measures MM-HAZ-6, which requires approval from March ARB and March Inland Port officials for installation of solar panels, MM-HAZ-7, which requires approval from March ARB and March Inland Port officials for installation of any structures that emit smoke and/or steam, and MM-HAZ-8, which requires compliance with FAA Advisory Circular 150/5200-33B and draining of detention basins within 48 hours following a storm event, potential impacts associated with proximity to an active airfield can be reduced to less than significant levels. Given that Project-specific impacts would be mitigated to a less than significant level. The Project would not create or contributed to a significant cumulative impact associated with upset or accident conditions.

*Wildland Fires*

The Project site is not within a designated fire hazard area. However, while, the Project site is surrounded by development to the north, east, and southeast, the Project site does abut open space to the west and northwest. County of Riverside Ordinance No. 695 requires hazardous vegetation abatement within 100 feet of an unimproved parcel adjacent to a roadway or 100 feet of a structure on an improved parcel adjacent to an unimproved parcel. Adherence to the County ordinance and standards would reduce the exposure to wild land fires to less than significant. Given that Project-specific impacts are less than significant, the Project would not create or contributed to a significant cumulative impact. (Draft EIR, pp. 6-21 – 6.23.)

## H. Hydrology and Water Quality

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 6-23 – 6-24.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: The geographic scope of cumulative effects on surface water hydrology and water quality is typically watershed based, whereby Projects contributing flow to the same water bodies as the Project would be considered. The largest watershed applicable to the Project site is the Santa Ana Watershed, approximately equivalent to the area covered by the Santa Ana RWQCB. The geographic scope of cumulative effects on groundwater quality is consists of the San Jacinto Groundwater Basin. Therefore, all projects listed in Table 6-1 are potential contributors to cumulative impacts on hydrology and water quality and are thus taken into consideration for this cumulative analysis. Cumulative projects listed in Table 6-1 include the construction of residential, commercial, industrial, educational, parks, transportation related facilities, hotel and medical-related land which could potentially result in impacts to drainage patterns, erosion, or siltation on or off site if not properly managed.

*Water Quality*

Water quality problems in the Project's receiving waters, which include both the Santa Ana River and the San Jacinto River, are the cumulative result of past and present urban and agricultural land uses within each watershed, as described in Section 4.8.1. For example, CWA Section 303(d) impairments within these waters include metals (copper and lead), pathogens and nutrients. To the extent the proposed project, along with Projects in Table 6-1 of the Draft EIR exacerbate these impairments or cumulatively result in new impairments, a cumulative impact could occur.

However, the analysis in Section 4.8 of the Draft EIR concludes that with implementation of the water quality BMPs and LID features required under the SWRCB Construction General Permit, and under the Project-specific Water Quality Management Plan (WQMP) per March JPA standards, water quality impacts would be less than significant. These water quality standards are implemented through permit programs administered by the SWRCB, the Santa Ana RWQCB, March JPA and applicable local jurisdictions. Other projects would be required to implement the same or similar set of BMPs necessary to meet performance standards in the Construction General Permit, regional MS4 Permits, and/or waste discharge requirements.

Future cumulative projects would also be required to comply with applicable federal, state, and relevant jurisdictional regulations for stormwater and construction discharges, including the application of SWPPPs and BMPs, which would reduce cumulative impacts to water quality to a less than significant level.

*Drainage/Flooding*

With regard to drainage and flooding, projects within the area serviced by regional detention basins are relevant to the cumulative impact analysis. Since downstream storm drains were oversized in the Master Plan for debris and building purposes but was not sized assuming

full build out of the proposed Project as well as other projects in the MJPA Planning areas, incorporation of **MM-HYD-2** (refer to Section 4.8.6 of the Draft EIR) would ensure runoff water from the proposed project would not exceed the capacity of existing or planed stormwater drainage systems. MM-HYD-2 requires the detention or retention basin to be sized and engineered during the Plot Plan review and Precise Grading Plan phases to ensure the project results in no net increase in runoff compared to existing conditions. Since the project with mitigation would result in no increase in runoff, it would not contribute to existing or future cumulative effects with regard to flooding or downstream drainage capacity.

*Groundwater*

The analysis on Section 4.8 of the Draft EIR concluded that the Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Therefore, it would not contribute to any cumulatively significant impact related to groundwater. (Draft EIR, pp. 6-23 – 6-24.)

**I. Land Use and Planning**

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 6-24 – 6-25.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: While land use impacts tend to be localized in nature, and specific impacts are tied either directly or indirectly to the specific action, the Project may have the potential to work in concert with other past, present, or future projects to either cause unintended land use impacts such as reducing available open space or accommodate increased growth that may result in more intensive land uses. Therefore, the geographic extent for cumulative analysis tends toward larger policy areas, such as the March JPA GP Planning Area.

In order to be consistent with the March JPA GP land use and Zoning designations, the Project applicant has filed for a GP Amendment, Zoning Designation, Parcel Map, and Master Plot Plan as discussed in Section 4.9.5 of the Draft EIR. The Project's consistency with applicable land use plans, policies, or regulations is demonstrated in Table 4.9-1, Project's Consistency with March JPA General Plan, in Section 4.9, Land Use and Planning, of this Draft EIR. The land use consistency analysis takes several factors into consideration. Overall, as shown in the consistency tables, with implementation of mitigation measures, the Project would be consistent with or implement many of the pertinent goals, policies, guidelines, and recommendations. Therefore, given that Project impacts would be limited to the Project site, that development of the Project site has been envisioned in planning documents, and that impacts can be reduced to less than significant levels through implementation of mitigation (MM-AES-1, MM-AQ-1 through MM-AQ-8, MM-BIO-1 through MM-BIO-6, MM-CUL-1 through MM-CUL-6, MM-GEO-1 through MM-GEO-15, MM-HAZ-1 through MM-HAZ-8, MM-HYD-1 and MM-HYD-2, MM-NOI-1 through MM-NOI-5, MM-TRAF-1 through MM-TRAF-25, and MM-UTL-1 through MM-UTL-3), the Project would not create or contributed to a significant cumulative impact related to existing land use plans, designations, and policies. (Draft EIR, pp. 6-24 – 6-25.)

## J. Noise

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 6-25 –6-26.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: The geographic extent for impacts related to noise is the March JPA planning area.

*Construction Noise Impacts*

The construction noise analysis within Section 4.10.5 of the Draft EIR shows that the highest construction noise levels would occur when construction activities take place at the edge of the Project site. The daytime peak construction noise levels at the nearby sensitive receiver locations would range from 39.9 to 58.6 dBA Leq and 45.8 to 64.5 dBA Lmax and would satisfy the construction noise level thresholds for each jurisdiction (City of Riverside and County of Riverside) at the nearby sensitive receiver locations. Therefore, the construction of the Project would result in a less than significant noise impact at the nearby sensitive receiver locations during peak construction activity.

*Operational Noise Impacts*

*On-site Noise Sources*

As discussed in Section 4.10.5 of the Draft EIR, the highest Project-related daytime operational noise level increase would approach 0.8 dBA $L_{50}$ at receiver location R3 where the existing ambient noise levels are below 60 dBA CNEL. Therefore, the Project-related daytime noise level increase is considered less than significant since when the Without Project noise levels are below 60 dBA CNEL the Project-related increase will satisfy the 5 dBA CNEL increase threshold. During the nighttime hours, the highest Project-related noise level increase would approach 1.7 dBA $L_8$ at receiver location R3 where the existing ambient noise level was measured below 60 dBA CNEL. Therefore, the Project-related nighttime noise level increase is considered less than significant since when the Without Project noise levels are below 60 dBA CNEL the Project-related increase will satisfy the 5 dBA CNEL increase threshold. Since the Project-related operational noise level contributions would not exceed the significance criteria established by the City of Riverside and the County of Riverside, the increases at the sensitive receiver locations would be less than significant. On this basis, Project operational stationary-source noise would not result in a substantial temporary/periodic, or permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project, and impacts in these regards would be less than significant.

*Off-site Traffic Noise*

In the existing plus project off-site traffic noise scenario, the Project would increase traffic noise levels by more than 3.0 dBA CNEL on Meridian Parkway east of Cactus Avenue, and would be considered to have a potentially significant impact under Existing conditions with respect to

non-noise-sensitive land uses, such as industrial use. A mitigation measure requiring sound barrier along this segment of Meridian Parkway would address the interim traffic conditions reducing project contributions to a less than significant level. In addition, it is important to recognize that the Existing with Project scenario is used for analysis purposes only and by the time the project opens in 2020, project contributions to background traffic noise levels would remain less than the 3.0 dBA CNEL significance level. Consequently, the project would not contribute substantially to a cumulatively significant traffic noise increase.

While both construction and operational noise impacts would be less than significant, mitigation measures **MM-NOI-2** and **MM-NOI-3** (refer to Section 4.10.6 of the Draft EIR) are commended to further reduce potential noise impacts experienced by sensitive receptors.

Cumulative projects within the March JPA planning area listed in Table 6-1 in the Draft EIR include the construction of residential, commercial, industrial, educational, parks, transportation related facilities, hotel and medical-related land uses that could potentially result in noise impacts. A significant cumulative impact with respect to traffic noise level increases on the roadway network in the project vicinity have been identified. However, as discussed above, the project's contribution to cumulatively significant traffic noise level increases would be insubstantial in the long term. In the short term (prior to 2020) a traffic noise barrier has been identified to address project development that may occur in this time period. Because the proposed Project as mitigated would not result in residual significant noise impact, and because its contribution to traffic noise levels in 2040 would be inconsequential, the project would not contribute substantially to cumulatively significant traffic noise level increases. (Draft EIR, pp. 6-25 –6-26.)

### K. Public Services

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 6-27 –6-28.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: The geographic extent for the analysis of cumulative impacts related to public services includes the Riverside County area, and specifically the projects located in the service areas of the stations servicing the proposed Project site.

*Fire Protection*

This Project would contribute to a cumulative adverse impact, if not mitigated. As identified on Final EIR page 6-28, the Project would be subject to the payment of Development Impact Fee to ensure that development contributes its fair share of the cost Fire facilities and equipment to adequately accommodate new development in Riverside County. The Development Impact Fee dedicated specifically for fire facilities is presently $1,779 per acre, or $231,270 for the approximately 130-acre Project. (See Draft EIR page 4.11-9) Per Sections 5 and 6 of Ordinance JPA 15-01, the Project applicant is required to pay the Fire Development Impact Fee at the time the building permit is issued. In this updated letter from Riverside County Fire (dated August 3, 2017), the Riverside County Fire Department further specifies that appropriate mitigation of

cumulative impacts includes the need for an Automatic Aid Agreement between Riverside County, City of Riverside and March JPA.

On July 31, 2017, representatives from Riverside County Fire, City of Riverside Fire, March JPA and Meridian Park, LLC met to discuss the status of the Automatic Aid Agreement. In general, an Automatic Aid agreement has been drafted and has been shared between Riverside County Fire and City of Riverside Fire. In principal, the cost associated with the Automatic Aid agreement was initially identified at $340,000 annually. The funding source for the payment was not identified at the meeting. Therefore, the EIR identifies a mitigation measure in Section 6, Cumulative Impact Analysis identifying mitigation in the form of an Automatic Aid Agreement, as further specified below. . With implementation of MM CUM-1 Cumulative Fire Service Mitigation, the Project would have a less than significant impact on cumulative fire protection services

***MM CUM-1 Cumulative Fire Service Mitigation***
*Prior to issuance of any building permits, the Fire Services Automatic Aid Agreement between the County of Riverside, City of Riverside and March JPA shall be executed and shall be in full effect.* (Final EIR.)

*Police Protection*

The new industrial development would bring new employees to the site but would not cause a substantial increase in population. Per discussions with the Riverside County Sheriff's Department, the development of the industrial use may result in additional enforcement calls and emergency responses, incrementally increasing demand for additional law enforcement personnel and services in Riverside County and the Project area. None of these increases, however, would trigger the need for new or improved facilities in order to meet the additional demand as no new population is expected per the Riverside County Sheriff's Department. Any additional personnel (officers, supervisors, or support staff), equipment, and vehicles necessary could be accommodated at existing facilities. The proposed Project would also be required to pay the criminal justice public facilities DIF. Therefore, impacts to police protection services as a result of Project implementation would be less than significant.

It is expected that related projects listed in Table 6-1 in the Draft EIR that are in the vicinity of the proposed Project site and would be served by the same unit of the Sheriff's Department would incorporate security measures (i.e., security cameras, on-site security, alarms) that would reduce each project's incremental effect on police services by preventing emergencies and facilitating expedient access and response. Further, the Sheriff's Department evaluates its service needs on an annual basis to keep pace with projected growth. Payment of criminal justice public facilities DIF by the proposed Project and all related projects would offset the costs of increased service needs as necessary and would ensure that performance objectives for police services are not substantially affected development within the service areas. As such, the proposed Project's impacts would be less than significant and would therefore not create or contribute to cumulatively significant impacts related to police protection. (Draft EIR, pp. 6-27 –6-28.)

**L. Traffic**

Finding: Significant and unavoidable. (Draft EIR, pp. 6-28 – 6-33.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).) However, impacts would still remain significant and unavoidable. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the EIR. (State CEQA Guidelines, section 15091(a)(3).)

Explanation: The CEQA Guidelines require that other reasonably foreseeable development projects which are either approved or being processed concurrently in the study area also be included as part of a cumulative analysis scenario. As discussed in Section 4.12 of the Draft EIR, the traffic generated by individual cumulative projects has been manually added to the study area network to generate Opening Year Cumulative (2020) forecasts. In other words, this comprehensive list of cumulative development projects, as listed in Table 6-1 in the Draft EIR, has been reviewed to determine which projects would likely contribute measurable traffic through the study area intersections (e.g., those cumulative projects in close proximity to the proposed Project).

*Intersection Operations Analysis*

LOS calculations were conducted for the study intersections to evaluate their operations under Opening Year Cumulative Conditions. The study area intersections are anticipated to operate at an acceptable LOS for Opening Year Cumulative without Project Conditions, with the exception of the following locations:

- Canyon Crest Drive/Overlook Parkway/Alessandro Boulevard – LOS F AM and PM peak hours
- Barton Road/Van Buren Boulevard – LOS F AM peak hour only
- Village W. Drive/Van Buren Boulevard – LOS F AM peak hour only
- Sycamore Canyon Boulevard/Alessandro Boulevard – LOS E AM peak hour only
- Meridian Parkway/Harmon Street/Van Buren Boulevard – LOS F AM peak hour only
- Old 215 Frontage Road/I-215 NB Ramps/Cactus Avenue – LOS F AM peak hour only
- Elsworth Street/Cactus Avenue – LOS F AM and PM peak hours

The Project is anticipated to result in significant impacts at the following intersections, as the Project would contribute more than 2% of the total traffic or the Project would cause the intersection to deteriorate from acceptable LOS to unacceptable LOS:

- Village W. Drive/Van Buren Boulevard – LOS F AM peak hour only
- Sycamore Canyon Boulevard/Alessandro Boulevard – LOS E AM peak hour only
- Meridian Parkway/Cactus Avenue – LOS E AM and PM peak hours
- Meridian Parkway/Harmon Street/Van Buren Boulevard – LOS F AM peak hour only

- Old 215 Frontage Road/I-215 NB Ramps/Cactus Avenue – LOS F AM peak hour only
- Elsworth Street/Cactus Avenue – LOS F AM and PM peak hours

In addition to implementing mitigation measure **MM-TRAF-1** though **MM-TRAF-7**, the incorporation of mitigation measures **MM-TRAF-8** through **MM-TRAF-12** would reduce off-site impacts associated with the development of the Project to less than significant levels for Cumulative with Project Conditions.

The Project would impact several roadways outside of the jurisdiction of the lead agency. The Project would be required to pay its fair share towards the costs of specific improvements under mitigation measures **MM-TRAF-19** through **MM-TRAF-22** to the County of Riverside and the Cities of Riverside and Moreno Valley. However, it cannot be guaranteed that these fees would be applied to the specific improvements summarized herein. Currently, since at least some of these improvements are not scheduled in their respective City's Capital Improvement Program (CIP), Development Impact Fee (DIF), or similar program, there are no established programs to accept the fees contributed by the applicant and bundle them with fees from other cumulative projects that also contribute to traffic impacts at those roadway facilities. Therefore, the Projects contribution to cumulative impacts is cumulative considerable as well as significant and unavoidable.

Some intersections operate at a deficient LOS prior to implementation of the Project and may deteriorate slightly with implementation of the Project without triggering an impact. Improvements are provided for these intersections where they could be identified. These improvements are not included as mitigation measures as the deficiency is not caused by the Project to a level considered significant (see Table 4.12-13 in Section 4.12, Traffic/ Transportation of the Draft EIR, for a summary of thresholds).

*Traffic Signal Warrants Analysis*

The intersection of Opportunity Way at Van Buren Boulevard is anticipated to meet a traffic signal warrant under Opening Year Cumulative without Project Conditions. There are no additional traffic signals anticipated to meet traffic signal warrants under Opening Year Cumulative with Project Conditions.

*Roadway Segment Analysis*

Roadway segment capacities are approximate figures only, and are used at the General Plan level to assist in determining the roadway functional classification (number of through lanes) needed to meet traffic demand. Capacity is affected by such factors as intersections (spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic) and pedestrian and bicycle traffic. These factors are not accounted for when looking at roadway capacity alone. The following study area roadway segment is anticipated to operate at unacceptable LOS (based on the planning level daily roadway segment capacity thresholds) under Opening Year Cumulative without Project Conditions:

- Cactus Avenue, I-215 SB Ramp to the 1-215 NB Ramp – LOS E

Based on the March JPA's significance criteria, the Project would result in a significant impact to this roadway segment, as the Project is anticipated to contribute more than 2% to the total traffic. The addition of Project traffic is not anticipated to result in any additional deficient roadway segments.

With implementation of mitigation measures **MM-TRAF-16** and **MM-TRAF-17**, the roadway segment is anticipated to operate at acceptable LOS and the impact would be less than significant. However, the roadway segment is under the jurisdiction of Caltrans and as such the March JPA cannot guarantee the timing or completion of the improvement. Therefore, the impact is significant and unavoidable.

Freeway Analysis

*Off-Ramp Queuing*

A queuing analysis was performed for the off-ramps to I-215 at Alessandro Boulevard, Cactus Avenue, and Van Buren Boulevard to assess vehicle queues that may potentially result in deficient peak-hour operations at intersections and cause "spill back" onto the I-215 mainline. There are no queuing issues anticipated for Opening Year Cumulative Conditions.

*Freeway Segments*

Opening Year Cumulative mainline directional volumes for the weekday AM and PM peak hours without and with the Project were determined. The study area freeway segments are anticipated to operate at an acceptable LOS during the peak hours with and without the Project.

*Freeway Merge/Diverge*

Ramp merge and diverge operations were also evaluated for Opening Year Cumulative Conditions. The following freeway ramp merge/diverge ramp junctions are anticipated to operate at unacceptable LOS during the peak hours (LOS E) during one or more of the peak hours without the Project:

- I-215 – Southbound, On-Ramp at Van Buren Boulevard – LOS E PM peak hour only
- I-215 – Northbound, Off-Ramp at Cactus Avenue – LOS F AM peak hour only

The addition of Project traffic is not anticipated to result in an LOS letter grade change to the total Opening Year Cumulative traffic forecasts along the deficient freeway ramp junctions. However, the Project contributes to the deficiencies.

*Freeway Impacts Analysis*

As described above there are no identified deficiencies dues to queuing or mainline facilities LOS with implementation of the Project. However, there are two ramp junctions that are anticipated to operate at an unacceptable LOS under Opening Year Cumulative Conditions. At this time, Caltrans has no fee programs or other improvement programs in place to address the deficiencies caused by development projects in the March JPA (or other neighboring

jurisdictions) on State Highway System roadway segments. The Cactus Avenue overcrossing is the subject of a Project Study Report prepared by the City of Moreno Valley in conjunction with Caltrans. The Western Riverside Council of Governments (WRCOG's) Transportation Uniform Mitigation Fee (TUMF) Program identifies this interchange, inclusive of on/off-ramps as a transportation mitigation project on the Regional System of Highways and Arterials. However, there are also no known near-term planned improvements along I-215. Additionally, the March JPA cannot guarantee the timing or implementation of such improvements as the facilities are under the jurisdiction of Caltrans. As such, the Project's contribution to the deficiency is considered cumulatively considerable.

*Summary of Cumulative Impacts*

With the exception of the Project's contribution to operational deficiencies at the intersection of Meridian Parkway/Cactus Avenue, deficient intersections are the same for "Without" and "With" Project traffic conditions.

Based on the March JPA's significance criteria, the Project is anticipated to have potentially significant and cumulatively considerable impacts at the following intersections, as the Project would contribute more than 2% of the total Opening Year Cumulative with Project traffic forecasts:

- Village West Drive/Van Buren Boulevard
- Sycamore Canyon Boulevard/Alessandro Boulevard
- Meridian Parkway/Cactus Avenue
- Meridian Parkway/Harmon Street/Van Buren Boulevard
- Old 215 Frontage Road/I-215 NB Ramps/Cactus Avenue
- Elsworth Street/Cactus Avenue – LOS F AM and PM peak hours

The improvements identified are consistent with or a subset of those identified in the Meridian Specific Plan TIA for the study area intersections that were also evaluated in the Meridian Specific Plan TIA.

Through **MM-TRAF-19**, the Project is required to participate in the WRCOG TUMF fee programs. The TUMF program identifies specific improvements to particular roadway facilities, including certain intersections and segments that are needed for those facilities to operate at their target LOS. Should the traffic analysis identify a potential Project-related impact to a roadway facility already identified by the TUMF or other approved funding mechanism programs as a facility to be improved by TUMF fees or other development impact fees in order to provide the target LOS, then the Project's payment into these funding mechanisms is considered as cumulative mitigation, and no further mitigation is required to address these potential Project-related impacts. However, if the analysis identifies other improvements needed beyond those "funded" improvements not specifically identified in TUMF or other approved funding mechanism programs (such as localized improvements to non-TUMF facilities), then additional mitigation beyond the payment of TUMF fees or other development impact fees may be necessary, and the traffic analysis shall identify these "non-funded" improvements as such.

The Project would impact several roadways outside of the jurisdiction of the lead agency. Mitigation measures **MM-TRAF-8** through **MM-TRAF-12** would reduce the impact to less than significant. As such, the Project would be required to pay its fair share towards the costs of specific improvements under the jurisdiction of the County of Riverside and the Cities of Riverside and Moreno Valley. However, it cannot be guaranteed that these fees would be applied to the specific improvements summarized herein. Currently, since at least some of these improvements are not scheduled in their respective City's Capital Improvement Program (CIP), Development Impact Fee (DIF), or similar program, there are no established programs to accept the fees contributed by the applicant and bundle them with fees from other cumulative projects that also contribute to traffic impacts at those roadway facilities.

Mitigation measures **MM-TRAF-18** through **MM-TRAF-23** address coordination and implementation of improvements within other jurisdictions. However, since some of the improvements required for the Opening Year Cumulative with Project Conditions are within the responsibility and jurisdiction of another public agency and not the lead agency, impacts associated with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, as well as impacts related to an applicable congestion management program, would be considered significant and unavoidable following the incorporation of mitigation measures identified herein. (Draft EIR, pp. 6-28 – 6-33.)

**M. Utilities and Service Systems**

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 6-34 – 6-35.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation:

*Wastewater*

The Project site lies within the service area of Western Municipal Water District (WMWD). Upon implementation, the proposed Project's wastewater flows would be treated at the Riverside Water Quality Control Plant, which is a wastewater treatment plant that is currently being expanded to handle a capacity of 46 million gallons per day. The Riverside Water Quality Control Plant is subject to the waste discharge requirements set forth in RWQCB Order No R8-2013-0016 (NPDES No. CA0105350), which was adopted on November 1, 2013, and expires on October 31, 2018. Since the proposed Project would be served by the existing Riverside Water Quality Control Plant, which operates in compliance with the treatment and discharge requirements of the Santa Ana RWQCB, impacts would be less than significant.

Cumulative projects identified in Table 6-1 in the Draft EIR also receiving wastewater treatment services by WMWD would be accommodated by the recently expanded Riverside Water Quality Control Plant. Given that the proposed Project would be adequately served by WMWD and that the wastewater plant recently underwent expansion, Project level impacts would be less than significant and would not create or contribute to cumulative wastewater impacts.

*Water*

Water service to the proposed Project would be provided by WMWD. As such, the geographic context for this cumulative analysis is projects that would also use water provided by WMWD. Upon implementation, the proposed Project would add demand for water services within the service area of WMWD. Since the Project consists of an industrial development exceeding 650,000 square feet in floor area, in accordance with SB 610, a WSA was prepared by WMWD (Appendix K). The WSA evaluated the total projected water supplies available to WMWD during normal, single-dry, and multiple-dry water years during a 20-year Project and whether WMWD's total projected supplies are sufficient to meet the projected water demand associated with the Project, in addition to existing and planned future uses. As discussed in the WSA, the ability for WMWD to meet water demands is, in part, dependent upon completion of the Arlington Desalter, and specifically the La Sierra Pipeline. The Arlington Deslater currently supplies water to the City of Norco, and once the La Sierra Pipeline is complete, the pipeline will convey potable water from the Arlington Desalter to WMWD's retail service area in the City of Riverside. Construction for the pipeline will begin in January 2017 and is estimated to be complete in approximately 18 months, or June 2018 (WMWD 2016). Upon completion of the pipeline, an additional 2,800 AFY will be available to WMWD for purchase and use by retail customers such as the proposed Project.

In addition to dependence upon the Arlington Desalter and La Sierra Pipeline project, future water supplies for WMWD are dependent upon the Chino II Desalter Expansion project, which will expand the existing Chino II Desalter from 10.5 million gallons per day to 20.5 million gallons per day, resulting in an additional annual production capability of 10,500 AFY, of which, 3,534 AFY would be available to WMWD. This expansion will be complete in early 2017, and as such, the additional water supplies will be available to WMWD.

Based on the above, and the information included within the WSA (Appendix K), WMWD has determined that adequate water supplies exist to serve the proposed Project, assuming implementation of required conditions or approval, as detailed mitigation measure **MM-UTL-1**. Thus, with implementation of the mitigation, Project impacts to water supplies would be less than significant. Given that WMWD has determined that adequate water supplies exist to serve the proposed Project, and also demonstrated that they have a surplus of water supplies, the proposed Project would not result in or contribute to a cumulatively significant water impact.

*Solid Waste*

The proposed Project site would be served by Waste Management (17700 Indian Avenue, Moreno Valley, California 92551) for solid waste pickup and removal. In the future, Waste Management or another waste hauling company is expected to collect solid waste generated on the site and transport it to the Moreno Valley Transfer Station, which is owned and operated by the City of Moreno Valley. From the transfer station, the solid waste is expected to be transferred to the El Sobrante Landfill; however, waste could also be transferred to either the Badlands Landfill or the Lamb Canyon Landfill. As such, the geographic context for the cumulative analysis is projects that would also use the El Sobrante, Badlands and Lamb Canyon Landfills. As discussed in Section 4.13, Utilities and Service Systems, of the Draft EIR, collectively these three landfills have a maximum capacity of 204.1 million tons and remaining capacity of 157.1 million tons, as of January 1, 2016. Given that more than 75% of the maximum capacity for these landfills remains

and that Project-specific impacts can be mitigated to less than significant levels through implementation of mitigation measures **MM-UTL-2** through **MM-UTL-5**, Project implementation would not result in or contribute to cumulatively significant impacts. (Draft EIR, pp. 6-34 – 6-35.)

**N. Energy Conservation**

Finding: Less than significant impact. (Draft EIR, pp. 6-35 – 6-36.)

Explanation: The cumulative analysis for energy conservation considers the projects listed in Table 6-1 in the Draft EIR and assesses the proposed Project's compliance with the electricity, natural gas, and petroleum demands and supplies available. The Project is not expected to exceed energy resource demands as projected for Southern California Edison (SCE) and Southern California Gas Company (SoCal Gas), as discussed in Section 4.14, Energy Conservation, of the Draft EIR. Although electricity and natural gas consumption would increase due to the implementation of the Project, the building envelope, HVAC, lighting, and other systems, such as electric motor equipment, shall be designed to maximize energy performance. The Project is subject to statewide mandatory energy requirements as outlined in Title 24, Part 6, of the California Code of Regulations. Title 24, Part 11, contains voluntary energy measures that are applicable to Project under the California Green Building Standards Code. Prior to Project approval, March JPA would ensure that the Project would meet Title 24 requirements applicable at that time, as required by state regulations through their plan review process. Project-consumed electricity and natural gas are also subject to the cap-and-trade regulation. For these reasons, the electricity and natural gas consumption of the Project would not be considered inefficient or wasteful, and impacts would be less than significant.

Although the Project would see an increase in vehicle trips, vehicles associated with the Project are expected to use less petroleum due to advances in fuel economy over time. Transit accessibility, given the Project's proximity to existing bus routes and proposed Moreno Valley/March Field Metrolink Station, would also help reduce potential petroleum consumption. In addition, the transportation measures from the September 12, 2012, Settlement Agreement (described in Section 4.14.4 of the Draft EIR) would further reduce passenger vehicle trips and fuel consumption. As described in Section 4.14.5 of the Draft EIR, the United States Environmental Protection Agency (EPA) and National Highway Traffic Safety Administration (NHTSA) GHG emission and fuel consumption standards for medium- and heavy-duty trucks would reduce fuel use for applicable vehicles. The California Air Resources Board (CARB) Heavy-Duty Vehicle GHG Emission Reduction Regulation would also improve fuel efficiency for applicable trucks through improvements in tractor and trailer aerodynamics and the use of low rolling resistance tires. Given these considerations, the Project would not contribute to inefficient or wasteful consumption of petroleum. As such, impacts related to wasteful, inefficient, or unnecessary consumption of energy would be less than significant.

The Project and other cumulative projects are required to meet the mandatory energy standards, current CCR Title 24, Part 6 California Energy Code, and Part 11 California Green Building Standards. Also, incorporation of Project design features, compliance with state and local regulations, and mitigation measures (MM-AQ-4 through MM-AQ-7) from the Air Quality section of the Draft EIR would further reduce Project's energy consumption. Compliance with

these policies and other energy reduction strategies would ensure that energy use as a result of development would not be wasteful, inefficient, or unnecessary, and no significant cumulative impacts would occur. (Draft EIR, pp. 6-35 – 6-36.)

**SECTION 7.** FINDINGS REGARDING SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES. According to Sections 15126(c) and 15126.2(c) of the State CEQA Guidelines, an EIR is required to address any significant irreversible environmental changes that would occur should the proposed project be implemented. Generally, a project would result in significant irreversible environmental changes if any of the following would occur:

- The project would involve a large commitment of non-renewable resources;
- The primary and secondary impacts of the project would generally commit future generations to similar uses;
- The project involves uses in which irreversible damage could result from any potential environmental accidents; or
- The proposed consumption of resources is not justified.

Determining whether the proposed Project may result in significant irreversible effects requires a determination of whether key resources would be degraded or destroyed in such a way that there would be little possibility of restoring them. Construction of each of the Project components would result in the use of nonrenewable resources and energy sources, including fossil fuels, natural gas, and electricity, as further discussed in Section 4.13 of the Draft EIR. Fossil fuels would be used to power construction equipment and delivery and construction employee vehicles. Construction equipment would also use electricity and natural gas. Use of these energy sources would be considered a permanent commitment of resources. In addition, a variety of resource materials would be used during the construction process, including steel, wood, concrete, and fabricated materials. Once these materials and fuels are used for purposes of construction, the commitment of such materials and fuels would be considered irreversible. However, the proposed Project, when taking into consideration the global use of these materials, would not result in a large commitment of these resources.

Once operational, the Project components would consume more energy on a daily basis than is currently consumed on the Project site. A portion of the energy used would be provided by nonrenewable sources. Once constructed, it is reasonable to assume that the industrial facilities would use nonrenewable energy resources, which would be an irreversible commitment of such resources. Additionally, the Project is a relatively minor energy consumer compared to other local and regional users. Therefore, this would not be considered a significant irreversible environmental effect. (Draft EIR, pp. 5-1 – 5-2.)

**SECTION 8.** FINDINGS REGARDING GROWTH INDUCING IMPACTS. According to Section 15126.2(d) of the State CEQA Guidelines, growth-inducing impacts of the proposed Project shall be discussed in the EIR. Growth-inducing impacts are those effects of the proposed Project that might foster economic or population growth or the construction of new housing, either directly or indirectly, in the surrounding environment. According to CEQA, increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects.

The Project would involve the construction of an approximately 66,000-square-foot mixed use development, including office, retail, and/or a small business park on an approximately 5.5-acre parcel; approximately 1,000,000-square-foot industrial warehouse building on an approximately 51.3-acre parcel; an approximately 855,000-square-foot industrial warehouse building on an approximately 43.5-acre parcel; an approximately 142,000-square-foot industrial building (Building A), an approximately 110,000-square-foot industrial building (Building B), and an approximately 110,000-square-foot industrial building (Building C) on an approximately 23.6-acre parcel; as well as potentially a one-acre "Low Water Use/Drought Tolerant Landscape Demonstration Garden" or other drought tolerant landscaping and associated infrastructure and landscape improvement. The Project site is surrounded by a mix of commercial, industrial, vacant lands, and Sycamore Canyon Wilderness Park to the north; open space to the south; North Campus of the March Business Center (SP-1, A-5) and Meridian Business Park (SP-5) consisting of office, commercial, and industrial businesses accommodated within warehouses, two- to three-story offices, or business park-style development to the east; and open space with residential development beyond within the City of Riverside to the west. The Project would not involve the development of additional housing. However, the Project would require the hire of temporary construction workers during construction activities and part-time/full-time employees during Project operations.

At the time the Draft EIR was prepared, the future tenant(s) of the proposed two larger industrial buildings intended to be used as warehouse distribution facilities has not yet been identified. For the purposes of CEQA and to ensure full disclosure on all potential allowable uses within the proposed Industrial (IND) lots, this assessment assumes a variety of industrial functions within the buildings. Approximately 3,361 jobs would result with implementation of the Project. Because the tenant is not yet known, the number of jobs that the Project would generate is based off the *Institute of Transportation Engineers (ITE) Trip Generation Manual* and the ITE trip generation rates for the Project in order to be consistent with the traffic impact analysis.

According to the SCAG Growth Forecast (Appendix to the *2016–2040 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS); SCAG 2016a), employment is anticipated to grow from 70,500 in 2012 to 156,600 in 2040 in unincorporated Riverside County (SCAG 2016a, p. 28). Total employees/staff for the Project is estimated to be 3,361, which would be less than 1% of the total employment in SCAG's Growth Forecast in 2040. The increase in employment would be minimal in comparison to the anticipated increase of the SCAG Growth Forecast. Therefore, the Project would not stimulate population growth or a population concentration above what is assumed in local and regional land use plans, or in projections made by regional planning authorities.

Indirect growth can also occur by a Project installing infrastructure that can support further growth. The Project site is served by existing public services and utilities, and no new off-site utility systems would be needed in order to serve the Project. Therefore, indirect growth inducement as a result of the extension of these facilities into a new area would not occur.

Overall, the Project would indirectly stimulate population growth through the addition of new employees/staff. However, the growth would be consistent with employment growth envisioned in local and regional land use plans and in projections made by regional planning authorities, since the planned growth of the Project and its land use intensity have been factored

into the underlying growth projections of the SCAG 2016–2040 RTP/SCS. (Draft EIR, pp. 8-1 – 8-2.)

**SECTION 9**. FINDINGS REGARDING ALTERNATIVES

A. PROJECT OBJECTIVES

The Project is intended to meet the following objectives:

- Implement the goals, objectives and policies of the March JPA General Plan.
- Provide increased job opportunities for local residents through the provision of employment-generating businesses.
- Build upon the existing established attractive business park development that will continue to blend the natural and built environment and create a high quality business park development.
- Provide for the design, development and operation of a business park consisting of industrial, research and development, office, commercial and open space uses.
- Establish a land use and facility plan, which assures project viability in consideration of existing and anticipated economic conditions.
- Ensure a business park development that conforms to the March JPA goals and values and the protection of adjacent land uses from incompatibility.
- Develop the property with land uses that are compatible with the March Air Force Base (AFB) Reuse program.
- Provide appropriate land use intensities to comply with the parameters of the March Air Reserve Base/Inland Port Airport Compatibility Plan.
- Encourage the use of alternative modes of transportation through the provision of a pedestrian and bicycle circulation system, which is both safe and comfortable.
- Provide a range of job types for the community's residents.
- Provide a circulation system that facilitates movement and access needs of automobiles, pedestrians and bicyclists.
- Minimize impacts from construction of the development to sensitive biological resources.
- Implement the terms and conditions agreed upon in the September 12, 2012 Settlement Agreement entered into between and among the Center for Biological Diversity, the San Bernardino Valley Audubon Society, March JPA, and LNR Riverside LLC, as the complete settlement of the claims and actions raised in *Center for Biological Diversity v. Jim Bartel, et. al.* (Draft EIR, pp. 7-1 – 7-2.)

B. ALTERNATIVES CONSIDERED AND REJECTED

Among the factors that are used to consider project alternatives for detailed consideration in an EIR are whether they would meet most of the basic project objective, be feasible, and whether

they would avoid or substantially reduce the significant environmental impacts of the project. (State CEQA Guidelines section 15126(c).)

1. Alternative Site Location

Description: State CEQA Guidelines section 15126.6(f)(2) requires consideration regarding development at one or more alternative locations. After a review of available contiguous open spaces of approximately 130 acres (similar to the Project site) within the Project vicinity, no large-scale additional sites that could accommodate the proposed Project exist.

Additionally, the Project Applicant does not have ownership of 130 acres elsewhere within the Project vicinity such that the Project could be developed on an alternate site. Therefore, off-site locations capable of accommodating the entire Project are considered infeasible, and no off-site location alternatives were carried forward in this analysis.

Findings: The Commission rejects this alternative on the following grounds, each of which provides a full and independent justification for rejection of the alternative: (1) the alternative is infeasible, given that no other similarly sized, available parcels that could accommodate the Project exist in the vicinity. (Draft EIR, p. 7-3.)

C. ALTERNATIVES SELECTED FOR ANALYSIS IN THE EIR

The following alternatives to the Project were considered in detail in the EIR. These alternatives are rejected for the various reasons as set forth below.

1. Alternative 1—No Project (No Build) Alternative

Description: Section 15126.6(e) of the State CEQA Guidelines requires evaluation of the No Project Alternative. As described in the State CEQA Guidelines, the purpose of describing and analyzing the No Project Alternative is to allow decision makers to compare the impacts of approving the project with the impacts of not approving the project. However, "no project" does not necessarily mean that development will be prohibited. The No Project Alternative includes what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.

Under Alternative 1, development of the Project would not occur as discussed in Chapter 2 of this Draft EIR. The Project site would remain unchanged, and no development activity would occur. As a result, the proposed General Plan Amendment, Zoning Designation, Parcel Map, Master Plot Plan, and all other applicable pending approvals associated with the Project would not be necessary, as no new development would occur on the Project site that would trigger such actions.

Impacts:

*Aesthetics*

As discussed in Section 4.1, Aesthetics, of the Draft EIR, the Project would have less-than-significant impacts associated with scenic highways, the existing visual character and quality of the Project site and the surrounding area, and light and glare.

Under Alternative 1, the Project site would remain in its current condition, and no development would occur. Views both of and from the site would remain unchanged. Therefore, because no development would occur as a result of Alternative 1, there would be no impacts compared to the proposed Project.

*Air Quality*

As discussed in Section 4.2, Air Quality, of the Draft EIR, daily construction emissions would not exceed the SCAQMD's significance thresholds for CO, SOx, $PM_{10}$, or $PM_{2.5}$ during construction of the Project in any of the construction years. The Project would exceed daily construction emissions thresholds for NOx and VOCs; however, implementation of mitigation would reduce $NO_x$ and VOC emissions and impacts during Project construction would be less than significant. The Project's operational emissions would not exceed the SCAQMD's significance threshold for SOx. The Project, however, would exceed operational emissions thresholds for VOC, NOx, CO, $PM_{10}$, and $PM_{2.5}$ even with implementation of mitigation, therefor resulting in a significant and unavoidable operational impact.

The LST analysis included in Section 4.2 of the Draft EIR shows that the Project construction and operational emissions would not exceed the CAAQS for $NO_2$, CO, $PM_{10}$, and $PM_{2.5}$. With implementation of mitigation, construction emissions would not result in exceedances of the 1-hour $NO_2$ NAAQS. The operational emissions also would not result in exceedances of the 1-hour $NO_2$ NAAQS. Additionally, the Project would not result in on-road traffic volumes at affected intersections that would result in a CO hotspot. The cancer risk and noncancer risk at the nearby residents would not exceed the SCAQMD threshold of 10 in 1 million or chronic HI of 1.0, respectively, and impacts would also be less than significant.

Under Alternative 1, the Project site would remain in its current condition, and no development would occur. The Project site would continue to operate under existing conditions, and the air quality conditions would remain the same. Therefore, because no additional emissions would occur under Alternative 1, there would be no impacts compared to the Project.

*Biological Resources*

As discussed in Section 4.3, Biological Resources, of the Draft EIR, the Project would have less-than-significant impacts associated with riparian habitat or other sensitive natural communities, and the movement of native resident or migratory fish or wildlife species, established migratory wildlife corridors, or native wildlife nursery sites, or with approved local, regional, or state habitat conservation plans. With the incorporation of mitigation, the Project would also have less-than-significant impacts associated with candidate, sensitive, or special-status species, and federally protected wetlands. Impacts to biological resources can be mitigated to less-than-significant levels by incorporating mitigation measures, and no significant adverse impacts would remain after mitigation.

Alternative 1 would not result in any potential impacts to biological resources because no construction or site disturbance would occur. No construction or development activities would take place that could impact special-status species or federally protected wetlands; therefore, Alternative 1 would have no impacts on biological resources compared to the Project.

*Cultural Resources*

As discussed in Section 4.4, Cultural Resources, of the Draft EIR, with the incorporation of mitigation, the Project would have less-than-significant impacts associated with historical resources, archaeological resources, unique paleontological resources, unique geologic features, tribal cultural resources, and human remains. Impacts to cultural resources can be mitigated to less-than-significant levels by incorporating mitigation measures, and no significant adverse impacts would remain after mitigation.

Alternative 1 would not result in any direct impacts related to cultural resources because no construction or site disturbance would occur. No construction or development activities would take place that could impact potential historical, paleontological, unique archaeological resources, tribal cultural resources, or human remains; therefore, the Alternative 1 would have no impacts compared to the Project.

*Geology and Soils*

As discussed in Section 4.5, Geology and Soils, of the Draft EIR, with the incorporation of mitigation, implementation of the Project would not conflict with any applicable plan, policy, or regulation adopted for the purposes of mitigating hazards associated with geology and soils. The Project would have a less-than-significant impact associated with strong seismic ground shaking and seismic-related ground failure.

Alternative 1 would not result in any direct impacts related to geology and soils because no construction or site disturbance would occur. No construction or operational activities would take place that could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking or seismic related ground failure; therefore, Alternative 1 would have no impacts compared to the Project.

*Greenhouse Gas Emissions*

As discussed in Section 4.6, Greenhouse Gases, of the Draft EIR, the Project would not exceed the 15.3% reduction in greenhouse gas (GHG) emissions compared to the CARB 2020 "No Action Taken" (NAT) scenario with incorporation of mitigation. Therefore, GHG emissions would be reduced to less than significant with mitigation. The Project would comply with regulatory programs designed to reduce GHG emissions consistent with Assembly Bill (AB) 32 and would not conflict with the County's Climate Action Plan (CAP) with the incorporation of various GHG reduction measures; therefore, GHG emissions and associated impacts are considered to be less than significant. As stated in Section 4.6.7 of the Draft EIR, no mitigation is available that would reduce the Project's potential impact related to consistency with the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) and Senate Bill (SB) 375 reduction targets. As such, Project GHG emissions associated with consistency with the SCAG RTP/SCS and SB 375 are significant and unavoidable.

Under Alternative 1, the Project site would remain in its current condition, and no development would occur. The Project site would continue to operate under existing conditions, and the GHG emissions would remain the same. Therefore, because no additional emissions would occur under Alternative 1, there would be no impacts compared to the Project.

*Hazards and Hazardous Materials*

As discussed in Section 4.7, Hazards and Hazardous Materials, of the Draft EIR, with the implementation of mitigation, impacts to hazards related to air traffic and proximity to the March ARB Airport as a result of the Project can be mitigated to less-than-significant levels. The Project would be in compliance with the *Citizen's Brochure for the 452d Air Mobility Wing Air Installation Compatible Use Zone (AICUZ) Study*, *March ARB AICUZ*, and the *March ARB/Inland Port ALUCP,* and impacts would be less than significant. Construction of the Project would require relocation of existing underground lines in order to comply with all state regulations. Therefore, no adverse significant impacts would remain after mitigation.

Alternative 1 would not result in any potential increase in hazards or hazardous materials used during construction, because no construction would occur. Similarly, the No Project Alternative would not introduce a greater number of employees, and visitors to potential hazards from the airport at March ARB during construction or operation because nothing would be built as a result of Alternative 1. Additionally, no relocation of underground petroleum or natural gas lines would occur. Therefore, Alternative 1 would have no impacts on hazards and hazardous materials compared to the Project.

*Hydrology/Water Quality*

As discussed in Section 4.8, Hydrology/Water Quality, of the Draft EIR, the Project would have less-than-significant impacts associated with water quality standards, waste discharge requirements, increased runoff of pollutants, depletion of groundwater supplies, interference of groundwater recharge, altering existing drainage patterns, or degrading water quality. The Project would be in compliance with all applicable federal, state, and local rules and regulations regarding water quality and hydrology. In addition, implementation of (1) the Storm Water Pollution Prevention Plan (SWPPP) in conformance with the Construction General Permit, (2) the Water Quality Management Plan (WQMP) in compliance with the New Development & Redevelopment Guidelines for Projects Under the March JPA, and (3) proposed drainage design according to the *Riverside County Flood Control and Water Quality District Hydrology Manual* collectively ensure Project impacts on hydrology and water quality would be less than significant.

Alternative 1 would not result in any direct impacts related to hydrology and water quality because no construction would occur, and there would be no increase in runoff from the site. No construction or development activities would take place that could generate an increase in potential pollutants in stormwater, nor would there be changes to groundwater recharge and drainage patterns; therefore, Alternative 1 would have no impacts compared to the Project.

*Land Use and Planning*

As described in Section 4.9, Land Use and Planning, of the Draft EIR, the Project site is currently designated Industrial (IND) and Business Park (BP) within the March JPA General Plan

(GP) Land Use Map. Consistent with the Draft 2030 March JPA GP, the Project site would be re-designated as Industrial (IND) and Mixed Use (MU) under the proposed GP amendment. Additionally, the Project site is not yet zoned and as part of the Project, the zoning designations of Industrial (IND) and Mixed Use (MU) would be applied to the site. The proposed Project would also include the processing of a parcel map and master plot plan. The Project would be consistent with the goals and policies outlined in the March JPA GP, and impacts would be considered less than significant with mitigation incorporated. The Project is also in compliance with the March JPA Development Standards and impacts would be less than significant.

Under Alternative 1, the March JPA GP amendment and zoning designation would not be implemented and the Project site would not be incorporated into the March JPA Land Use Authority. Under Alternative 1, existing March JPA GP land use and zoning designations would remain and Project objectives would not be met. Therefore, the Project would have no impacts compared to Alternative 1 related to Land Use and Planning.

*Noise*

As discussed in Section 4.10, Noise, of the Draft EIR, the Project would result in less-than-significant impacts relative to noise. Mitigation measures were incorporated to further reduce any potential noise generated by the Project experienced by nearby noise-sensitive land uses.

Under Alternative 1 would not result in any construction or introduce any new land uses or vehicle trips with the potential to generate noise. The existing noise conditions at the Project site and in the vicinity of the Project site would remain unchanged. Therefore, Alternative 1 would have no impacts compared to the Project.

*Public Services*

As discussed in Section 4.11, Public Services, of the Draft EIR, the Project would result in less-than-significant impacts associated with both fire and police protection services requiring the development of new or physically altered governmental facilities, need for new or physically altered governmental facilities.

Alternative 1 would not result in any direct impacts related to public services because nothing would be built as a result of Alternative 1, and a larger number of employees would not be introduced to the area. No construction or development activities would take place that could generate an increase in needed public services; therefore, Alternative 1 would have no impacts compared to the Project.

*Traffic*

As discussed in Section 4.12, Traffic, of the Draft EIR, construction of the proposed Project would result in less-than-significant traffic impacts following implementation of mitigation requiring the preparation of a Construction Traffic Management Plan (MM-TRAF-22). During operations under the Opening Year Cumulative (2020) and General Plan Buildout (2040) traffic scenario, the Project would result in cumulatively significant and unavoidable impacts to the off-ramps and intersections listed below (all within the jurisdiction of March JPA, Riverside County and Caltrans), even after implementation of mitigation because the improvements are within the responsibility and jurisdiction of another public agency and not the lead agency (Caltrans and

Riverside County) and March JPA does not have the authority to implement the mitigation. Additionally, there is no guarantee that Caltrans and/or Riverside County will construct the required roadway improvements prior to Project implementation, and there is no guarantee that other developments will pay impact fees to fully fund these improvements and thus may result in required roadway improvements prior to Project implementation.

Opening Year Cumulative (2020) Traffic Scenario

- Village West Drive/Van Buren Boulevard
- Sycamore Canyon Boulevard/Alessandro Boulevard
- Meridian Parkway/Cactus Avenue
- Meridian Parkway/Harmon Street/Van Buren Boulevard
- Old 215 Frontage Road/I-215 NB Ramps/Cactus Avenue
- Elsworth Street/Cactus Avenue – LOS F AM and PM peak hours

General Plan Buildout (2040) Traffic Scenario

- Village West Drive/Van Buren Boulevard - LOS F AM and PM peak hours
- Sycamore Canyon Boulevard/Alessandro Boulevard – LOS E AM peak hour
- Meridian Parkway/Cactus Avenue – LOS F AM and PM peak hours
- Meridian Parkway/Harmon Street/Van Buren Boulevard – LOS F AM and PM peak hours
- Innovation Drive/Cactus Avenue – LOS F AM peak hour only
- Old 215 Frontage Road/I-215 NB Ramps/Cactus Avenue – LOS F AM and PM peak hours

Alternative 1 would not result in any direct or indirect impacts related to the roadway network because the Project would not be constructed and no new vehicle trips would be introduced to the Project area. As such, Alternative 1 would have no impacts compared to the Project.

*Utilities*

As discussed in Section 4.13, Utilities and Service Systems, of the Draft EIR, the Project would result in less-than-significant impacts associated with water, wastewater and solid waste services. Alternative 1 would not result in any direct impacts related to water, wastewater and solid waste services because nothing would be built as a result of Alternative 1, and a larger number of employees would not be introduced to the area. No construction or development activities would take place that could generate an increase in needed water, wastewater and solid waste services; therefore, Alternative 1 would have no impacts compared to the Project.

*Energy Conservation*

As concluded in Section 4.14, Energy Conservation, of the Draft EIR, there would be an increase in the amount of electricity, natural gas, and petroleum used during construction and

operation of the Project; however, the Project includes features such as alternative modes of transportation that would help reduce the number of vehicle miles traveled generated by the Project operation. Additionally, bike racks would be installed so that employees can use biking as a mode of transportation, thus, reducing the amount of gasoline that would be consumed by Project operation. In addition, the Project is subject to statewide mandatory energy requirements as outlined in Title 24, Part 6, of the California Code of Regulations. Title 24, Part 11, contains voluntary energy measures that are applicable to Project under the California Green Building Standards Code. The Project would not contribute to inefficient or wasteful consumption of electricity, natural gas or petroleum, and impacts related to conflicts with existing energy standards would be less than significant. Further, the Project would not place significant demand on local or regional energy supplies or require a substantial amount of additional capacity. Therefore, impacts related to energy supplies and capacity would be less than significant.

Since Alternative 1 would not increase the use of energy, natural gas, or petroleum or require additional energy supplies because no construction would occur under this alternative, there would be no impacts compared to the Project. (Draft EIR, pp.7-8 – 7-14.)

Objectives and Feasibility: The following provides a list of the Project objectives and whether Alternative 1 meets each objective.

**Summary of Alternative 1 Success at Meeting Project Objectives**

| Project Objective | Alternative Meets Objective? |
|---|---|
| 1. Implement the goals, objectives and policies of the March JPA General Plan. | **No.** Under Alternative 1, no buildings would be constructed, and no new industrial, warehouse or business park land uses, which are envisioned within the March JPA General Plan, would be implemented. |
| 2. Provide increased job opportunities for local residents through the provision of employment-generating businesses. | **No.** Under Alternative 1, no buildings would be constructed and no new employment opportunities would be provided. The site would remain undeveloped and not provide for any employment opportunities. |
| 3. Build upon the existing established attractive business park development that will continue to blend the natural and built environment and create a high quality business park development. | **No.** Under Alternative 1, no buildings would be constructed and no expansion upon the existing business park development would occur. |
| 4. Provide for the design, development and operation of a business park consisting of industrial, research and development, office, commercial and open space uses. | **No.** Under Alternative 1, no buildings would be constructed and no mixture of uses, including industrial, research and development, office, and/or commercial would be introduced. |
| 5. Establish a land use and facility plan, which assures project viability in consideration of existing and anticipated economic conditions. | **No.** Under Alternative 1, no buildings would be constructed, no vesting tentative map would be approved, and no land use or zoning designations would be assigned to the Project site. |
| 6. Ensure a business park development that conforms to the March JPA goals and values and the protection of adjacent land uses from incompatibility. | **No.** Under Alternative 1, no buildings would be constructed and no business park uses would be introduced. |
| 7. Develop the property with land uses that are compatible with the March Air Force Base (AFB) Reuse program. | **No.** Under Alternative 1, no buildings would be constructed and no development would occur. |

**Summary of Alternative 1 Success at Meeting Project Objectives**

| Project Objective | Alternative Meets Objective? |
|---|---|
| 8. Provide appropriate land use intensities to comply with the parameters of the March Air Reserve Base/Inland Port Airport Compatibility Plan. | **Yes.** Under Alternative 1, no buildings would be constructed and therefore, no potential incompatibilities with the parameters of the March Air Reserve Base/Inland Port Airport Compatibility Plan would result. |
| 9. Encourage the use of alternative modes of transportation through the provision of a pedestrian and bicycle circulation system, which is both safe and comfortable. | **No.** Under Alternative 1, no buildings would be constructed, no new employment opportunities would be generated, and no new roadways or circulation components would be generated that would support and/or encourage the use of alternative modes of transportation. |
| 10. Provide a range of job types for the community's residents. | **No.** Under Alternative 1, no buildings would be constructed and no new employment opportunities would be provided. The site would remain undeveloped and not provide for any employment opportunities. |
| 11. Provide a circulation system that facilitates movement and access needs of automobiles, pedestrians and bicyclists. | **No.** Under Alternative 1, no development would occur and no expansion of the existing roadway network serving vehicles, bicycles and pedestrians would occur. |
| 12. Minimize impacts from construction of the development to sensitive biological resources | **Yes.** Under Alternative 1, no buildings would be constructed and the Project site would remain undeveloped. The existing biological resources located throughout the Project site would remain undisturbed and not experience any impacts. |
| 13. Implement the terms and conditions agreed upon in the September 12, 2012 Settlement Agreement entered into between and among the Center for Biological Diversity, the San Bernardino Valley Audubon Society, March Joint Powers Authority (JPA), and LNR Riverside LLC, as the complete settlement of the claims and actions raised in *Center for Biological Diversity v. Jim Bartel, et. al.* | **No.** Under Alternative 1, no buildings would be constructed, and no industrial land uses would be developed. The terms of the Settlement Agreement reached between the parties would not be implemented; instead the site would remain open and undeveloped. |

Findings: The Commission rejects this alternative on the following grounds, each of which provides sufficient justification for rejection of this alternative: (1) Alternative 1 fails to meet all but two of the Project objectives. Therefore, Alternative 1 is eliminated from further consideration.

1. Alternative 2—Reduced Size Alternative

Description: Under Alternative 2, the Reduced Size Alternative, Buildings 3, 4 and 5 on the southern 23.6 acres of the Project site would not be constructed. As such, the ultimate build-out under Alternative 2 would consist of construction of an approximately 1,000,000-square-foot building on the 51.3 acres of Lot 1/2 (Building 1), an approximately 845,000-square-foot building on the 43.4 acres of Lot 3 (Building 2), implementation of the Demonstration Park (or other landscape feature) on the southeastern corner of the Lot 1/2 parcel, and development of the 5.5-acre mixed-use area of the Project with an approximately 66,000-square-foot mixed-use development. The 23.6 acres associated with Lots 4 and 5 under the proposed Project would remain undeveloped and as permanent open space. Overall, with the elimination of approximately 362,000 square feet of development (Building 3 at 142,000 square feet, Building 4 at 110,000 square feet, and Building 5 at 110,000 square feet) from the overall 2,283,000-square-foot Project, this would

result in the construction of a 1,911,000-square-foot Project, which represents an approximately 16% reduction in the Project square footage.

Impacts:

*Aesthetics*

As discussed in Section 4.1, Aesthetics, in the Draft EIR, with implementation of mitigation, the Project would have less-than-significant impacts associated with scenic highways, the existing visual character and quality of the Project site and the surrounding area, and light and glare.

Under Alternative 2, the approximately 23.6 acres in the southern portion of the Project site would remain undeveloped and as permanent open space. No new buildings would be introduced on this southern parcel of the Project site. Without the presence of these buildings, fewer sources of light and glare impacts would be introduced, there would be less potential for visual incompatibility, and this portion of the site would remain in its existing condition. While no significant unavoidable aesthetics impacts were identified for the proposed Project, implementation of Alternative 2 would result in fewer aesthetics impacts when compared to the proposed Project.

*Air Quality*

As discussed in Section 4.2, Air Quality, in the Draft EIR, daily construction emissions would not exceed the SCAQMD's significance thresholds for CO, SOx, $PM_{10}$, or $PM_{2.5}$ during construction of the Project in any of the construction years. The Project would exceed daily construction emissions thresholds for NOx and VOCs; however, implementation of mitigation would reduce $NO_x$ and VOC emissions and impacts during Project construction would be less than significant. The Project's operational emissions would not exceed the SCAQMD's significance threshold for CO, $SO_x$, $PM_{10}$, and $PM_{2.5}$. The Project, however, would exceed SCAQMD operational emissions thresholds for VOC and NOx even with implementation of mitigation, therefore resulting in a significant and unavoidable operational impact.

The LST analysis included in Section 4.2 in the Draft EIR, shows that the Project construction and operational emissions would not exceed the CAAQS for $NO_2$, CO, $PM_{10}$, and $PM_{2.5}$. With implementation of mitigation, construction emissions would not result in exceedances of the 1-hour $NO_2$ NAAQS. The operational emissions also would not result in exceedances of the 1-hour $NO_2$ NAAQS. Additionally, the Project would not result in on-road traffic volumes at affected intersections that would result in a CO hotspot. The cancer risk and noncancer risk at the nearby residents (nearest of which is 400 feet west of the Project), would not exceed the SCAQMD threshold of 10 in 1 million or chronic HI of 1.0, respectively, and impacts would also be less than significant.

Under Alternative 2, the construction schedule would be similar to that of the proposed Project. However, construction activities would be less intense as a result of less grading activity on the southern lot of the Project site. Additionally, less construction equipment would be required because the three buildings to be located on the southern parcel under the proposed Project would not be constructed. Given that there would be an approximately 16% reduction in the Project

square footage and 23.6 acres not graded and developed, the estimated maximum daily construction emissions would be reduced by an approximate 16%.

The same mitigation measure would be applied under Alternative 2 during construction; thus, construction impacts under Alternative 2 would remain less than significant with mitigation incorporated. Construction emissions under Alternative 2 would be reduced compared to the proposed Project.

Under Alternative 2, 16% of the Project would not be developed; therefore, an approximately 16% reduction during daily operational emissions was applied to those produced under the proposed Project.

Under Alternative 2, operational activities would be less intense than those associated with the proposed Project, thereby resulting in few vehicle trips and associated air emission reductions and energy emissions. However, under Alternative 2, emissions related to VOC and $NO_x$ would remain at significant and unavoidable even with implementation of mitigation measures. Therefore, operational emissions would be significant and unavoidable but slightly reduced when compared to the proposed Project.

*Biological Resources*

As discussed in Section 4.3, Biological Resources, in the Draft EIR, the Project would have less-than-significant impacts associated with riparian habitat or other sensitive natural communities, and the movement of native resident or migratory fish or wildlife species, established migratory wildlife corridors, or native wildlife nursery sites, or with approved local, regional, or state habitat conservation plans. With the incorporation of mitigation, the Project would also have less-than-significant impacts associated with candidate, sensitive, or special-status species, and federally protected wetlands. Impacts to biological resources can be mitigated to less-than-significant levels by incorporating mitigation measures, and no significant adverse impacts would remain after mitigation.

Under Alternative 2, the southern 23.6 acres of the Project site would be undeveloped and remain as open space. As with the entire Project site, this portion of the Project site is covered primarily by Southern Riparian Forest and Goldenbush Scrub. A small patch of Broom Baccharis Scrub is also located on the western portion of the Project site, as shown in Figure 4.3-1, Biological Resources Map, within Section 4.3 of the EIR. Surveys of the Project site showed that on the southern 23.6-acre portion of the site are areas of a special-status plant Paniculate Tarplant (*Deinandra paniculate*) as well as the confirmed presence of one special status wildlife species Black-tailed Jackrabbit (*Lepus californicus*). Two least Bell's vireo LBVI pairs were observed along the southern end of the Biological Survey Area (BSA), south of the southern 23.6 acres of the Project site (refer to Figure 4.3-1, Biological Resources Map, within Section 4.3 of this EIR). Neither the site nor surrounding areas support burrowing owl (BUOW) at this time. Although BUOW were not observed nesting onsite during the 2016 focused BUOW survey, the grassland habitat within the Project site and adjacent areas has the potential to provide suitable habitat for BUOW in the future. As with the proposed Project, given the presence of special-status plant and wildlife species, mitigation measures to reduce and/or avoid impacts to these species have been included. With implementation of mitigation, potentially significant impacts to biological resources can be reduced to less-than-significant levels for both the proposed Project and Alternative 2. However,

implementation of Alternative 2 would result in the disturbance of fewer acres of undeveloped land occupied by special status plant and wildlife species and, as such, would result in fewer impacts to biological resources when compared to the proposed Project.

*Cultural Resources*

As discussed in Section 4.4, Cultural Resources, in the Draft EIR, with the incorporation of mitigation, the Project would have less-than-significant impacts associated with historical resources, archaeological resources, unique paleontological resources, unique geologic features, tribal cultural resources, and human remains. Impacts to cultural resources can be mitigated to less-than-significant levels by incorporating mitigation measures, and no significant adverse impacts would remain after mitigation.

Under Alternative 2, the approximately 23.6 acres in the southern portion of the Project site would remain undeveloped and as permanent open space. No new buildings would be introduced on this southern parcel of the Project site, and as such no grading activities would be required. Without grading on this portion of the Project site, there is less likelihood of encountering previously unidentified cultural, historic and tribal resources. Therefore, while no significant unavoidable cultural resources impacts were identified for the proposed Project, implementation of Alternative 2 may result in fewer cultural resources impacts when compared to the proposed Project.

*Geology and Soils*

As discussed in Section 4.5, Geology and Soils, in the Draft EIR, with the incorporation of mitigation, implementation of the Project would not conflict with any applicable plan, policy, or regulation adopted for the purposes of mitigating hazards associated with geology and soils. The Project would have a less-than-significant impact associated with strong seismic ground shaking and seismic-related ground failure.

Under Alternative 2, the southern 23.6 acres of the Project site would remain undeveloped and as open space. With or without the development on this parcel within the Project site, impacts would be less than significant, and without implementation of this portion of the proposed Project under Alternative 2, impacts associated with geology and soils would be comparable to those of the proposed Project.

*Greenhouse Gas Emissions*

As discussed in Section 4.6, Greenhouse Gases, in the Draft EIR, the Project would not exceed the 15.3% reduction in greenhouse gas (GHG) emissions compared to the CARB 2020 NAT scenario with incorporation of mitigation. Therefore, GHG emissions would be reduced to less than significant with mitigation. The Project would comply with regulatory programs designed to reduce GHG emissions consistent with AB 32 and would not conflict with the County's CAP with the incorporation of various GHG reduction measures; therefore, GHG emissions and associated impacts are considered to be less than significant. As stated in Section 4.6.7 of the Draft EIR, no mitigation is available that would reduce the Project's potential impact related to consistency with the SCAG RTP/SCS and SB 375 reduction targets. As such, Project GHG emissions associated with consistency with the SCAG RTP/SCS and SB 375 are significant and unavoidable.

Under Alternative 2, Buildings A, B and C on the southern 23.6 acres of the Project site would not be constructed resulting in the elimination of approximately 362,000 square feet of development from proposed Project and resulting in approximately 226 fewer jobs on site. Alternative 2 would still result in GHG emissions that would be generated during construction and operation. GHG impacts would be consistent with the CARB 2020 NAT scenario with incorporation of the same mitigation outlined under the proposed Project, would be consistent with AB 32 and the County's CAP as well as incorporating the same Project elements that would help to reduce potential GHG emissions from operations. Given the smaller development footprint, this alternative would also result in fewer vehicle trips generated and fewer permanent jobs. Nevertheless, GHG impacts under Alternative 2 would be considered significant and unavoidable due to the fact no mitigation measures exist to ensure the Project's consistency with SCAG's 2016 RTP/SCS, even though a reduction would occur. Impacts from GHG emissions for Alternative 2 are considered slightly reduced compared to those from the Project because of the reduced square footage, but still significant and unavoidable.

*Hazards and Hazardous Materials*

As discussed in Section 4.7, Hazards and Hazardous Materials, in the Draft EIR with implementation of mitigation, impacts to hazards related to air traffic and proximity to the March ARB Airport as a result of the Project can be mitigated to less-than-significant levels. The Project would be in compliance with the *Citizen's Brochure for the 452d Air Mobility Wing Air Installation Compatible Use Zone (AICUZ) Study*, *March ARB AICUZ*, and the *March ARB/Inland Port ALUCP,* and impacts would be less than significant. Construction of the Project would require relocation of existing underground lines in order to comply with all state regulations. Therefore, no adverse significant impacts would remain after mitigation.

Under Alternative 2, the southern 23.6 acres of the Project site would remain undeveloped and undistributed. This alternative would still require relocation of existing underground utilities and gas lines, and there would still be the potential to encounter unexploded ordinance. The mitigation measures included for the proposed Project would remain applicable to Alternative 2, and as such, all potentially significant impacts could be reduced to less-than-significant levels. Given that the potential for Alternative 2 to result in similar hazards and hazardous materials impacts as the proposed Project, Alternative 2 would be comparable to the proposed Project with respect to impacts associated with hazards and hazardous materials.

*Hydrology/Water Quality*

As discussed in Section 4.8, Hydrology/Water Quality, in the Draft EIR, the Project would have less-than-significant impacts associated with water quality standards, waste discharge requirements, increased runoff of pollutants, depletion of groundwater supplies, interference of groundwater recharge, altering existing drainage patterns, or degrading water quality. The Project would be in compliance with all applicable federal, state, and local rules and regulations regarding water quality and hydrology. In addition, implementation of (1) the Stormwater Pollution Prevention Plan (SWPPP) in conformance with the Construction General Permit, (2) the Water Quality Management Plan (WQMP) in compliance with the New Development & Redevelopment Guidelines for Projects Under the March JPA, and 3) proposed drainage design according to the *Riverside County Flood Control and Water Quality District Hydrology Manual* collectively ensure

Project impacts on hydrology and water quality would be less than significant.

Under Alternative 2, the southern 23.6 acres of the Project site would remain undeveloped and as open space. With or without the development on this parcel within the Project site, impacts would be less than significant, and without implementation of this portion of the proposed Project under Alternative 2, impacts associated with hydrology and water quality would be comparable to those of the proposed Project.

*Land Use and Planning*

As described in Section 4.9, Land Use and Planning, in the Draft EIR, the Project site is currently designated Industrial (IND) and Business Park (BP) within the March JPA General Plan (GP) Land Use Map. Consistent with the Draft 2030 March JPA GP, the Project site would be re-designated as Industrial (IND) and Mixed Use (MU) under the proposed GP amendment. Additionally, the Project site is not yet zoned and as part of the Project, the zoning designations of Industrial (IND) and Mixed Use (MU) would be applied to the site. The proposed Project would also include the processing of a parcel map and master plot plan. The Project would be consistent with the goals and policies outlined in the March JPA GP, and impacts would be less than significant with mitigation incorporated. The Project is also in compliance with the March JPA Development Standards and impacts would be less than significant.

Under Alternative 2, the southern 23.6 acres of the Project site would remain undeveloped and undistributed. This alternative would still require the processing of a GP amendment to designate the site as Industrial (IND) and Mixed Use (MU), assign zoning of IND and MU, approval of a parcel map, and approval of a master plot plan. The southern 23.6 acres would remain undeveloped. As such, given that the same land use entitlements would be required under Alternative 2 as the proposed Project, land use impacts under Alternative 2 would be comparable to those of the proposed Project.

*Noise*

As discussed in Section 4.10, Noise, in the Draft EIR, the Project would result in less-than-significant impacts relative to noise. Mitigation measures were incorporated to further reduce any potential noise generated by the Project experienced by nearby noise-sensitive land uses, located approximately 560 feet west of the site.

Under Alternative 2, the southern 23.6 acres of the Project site would not be developed and would instead remain as open space. Without the need to grade and construct on this portion of the Project site, noise levels during construction would be reduced for receptors closer to the southern portion of the Project site. Following construction, operational activities would be less intense and therefore fewer vehicle trips and operational noise would be generated. As such, while no significant unavoidable noise impacts would occur from the proposed Project, noise impacts under Alternative 2 would be reduced compared to the proposed Project.

*Public Services*

As discussed in Section 4.11, Public Services, in the Draft EIR, the Project would result in less-than-significant impacts associated with both fire and police protection services resulting in

no need to develop new or improve existing facilities.

Under Alternative 2, the southern 23.6 acres of the Project site would not be developed and would instead remain as open space. As such, operational activities would be less intense and therefore introduce fewer employees and the potential need for fire and police protection services when compared to the proposed Project. While no significant unavoidable fire and police protection impacts would occur from the proposed Project, police and fire protection impacts under Alternative 2 would be reduced compared to the proposed Project.

*Traffic*

As discussed in Section 4.12, Traffic, in the Draft EIR, construction of the proposed Project would result in less-than-significant impacts following implementation of mitigation. During operations under the Opening Year Cumulative (2020) and General Plan Buildout (2040) traffic scenario, the Project would result in cumulative significant and unavoidable impacts to the following off-ramps or intersections (all within the jurisdiction of March JPA, Riverside County and Caltrans), even after implementation of mitigation because the improvement is within the responsibility and jurisdiction of another public agency and not the lead agency (Caltrans and Riverside County) and March JPA does not have the authority to implement the mitigation. Additionally, there is no guarantee that Caltrans will construct the required roadway improvements prior to Project implementation and there is no guarantee that other developments will pay impact fees to fully fund these improvements and thus may result in required roadway improvements prior to Project implementation.

Opening Year Cumulative (2020) Traffic Scenario

- Village West Drive/Van Buren Boulevard
- Sycamore Canyon Boulevard/Alessandro Boulevard
- Meridian Parkway/Cactus Avenue
- Meridian Parkway/Harmon Street/Van Buren Boulevard
- Old 215 Frontage Road/I-215 NB Ramps/Cactus Avenue
- Elsworth Street/Cactus Avenue – LOS F AM and PM peak hours

General Plan Buildout (2040) Traffic Scenario

- Village West Drive/Van Buren Boulevard - LOS F AM and PM peak hours
- Sycamore Canyon Boulevard/Alessandro Boulevard – LOS E AM peak hour
- Meridian Parkway/Cactus Avenue – LOS F AM and PM peak hours
- Meridian Parkway/Harmon Street/Van Buren Boulevard – LOS F AM and PM peak hours
- Innovation Drive/Cactus Avenue – LOS F AM peak hour only
- Old 215 Frontage Road/I-215 NB Ramps/Cactus Avenue – LOS F AM and PM peak hours

Under Alternative 2, the southern 23.6 acres of the Project site would remain undeveloped

and as open space. During construction, less construction worker vehicle and equipment trips would be generated because less construction activities would occur. During operations, under Alternative 2, there would be approximately 16% less building square footage, thereby resulting in less intense operations and a reduction in overall vehicle trips. The table below presents the passenger car equivalent (PCE) under Alternative 2, and provides the difference and percent reduction when compared to the proposed Project.

**Alternative 2 Trip Generation Summary (PCE)**

| Land Use | Quantity | Units[1] | AM Peak Hour | | | PM Peak Hour | | | Daily |
|---|---|---|---|---|---|---|---|---|---|
| | | | *In* | *Out* | *Total* | *In* | *Out* | *Total* | |
| **Lot 1/2 (High-Cube Warehouse/ Distribution Center)** | 650.000 | TSF | | | | | | | |
| **Passenger Cars** | | | 36 | 16 | 52 | 16 | 36 | 52 | 676 |
| **Truck Trips: 2-axle:** | | | 4 | 2 | 6 | 3 | 6 | 9 | 137 |
| **3-axle:** | | | 5 | 2 | 7 | 3 | 6 | 9 | 147 |
| **4+-axle:** | | | 24 | 11 | 35 | 15 | 32 | 47 | 753 |
| **- Net Truck Trips (PCE)[2]** | | | 34 | 15 | 49 | 20 | 45 | 65 | 1,037 |
| ***Lot 1/2 Total Net Trips (PCE)[3]*** | | | *69* | *31* | *101* | *36* | *81* | *117* | *1,713* |
| **Lot 1/2 (Warehousing)** | 350.000 | TSF | | | | | | | |
| **Passenger Cars** | | | 67 | 17 | 84 | 22 | 67 | 89 | 991 |
| **Truck Trips: *2-axle:*** | | | 4 | 1 | 5 | 1 | 4 | 6 | 65 |
| **3-axle:** | | | 8 | 2 | 10 | 3 | 8 | 10 | 116 |
| **4+-axle:** | | | 31 | 8 | 39 | 10 | 31 | 41 | 461 |
| **- Net Truck Trips (PCE)[2]** | | | 43 | 11 | 54 | 14 | 43 | 58 | 641 |
| ***Lot 1/2 Total Net Trips (PCE)[3]*** | | | *110* | *28* | *138* | *37* | *110* | *147* | *1,633* |
| **Lot 3 (High-Cube Warehouse/ Distribution Center)** | 549.250 | TSF | | | | | | | |
| **Passenger Cars** | | | 30 | 14 | 44 | 14 | 30 | 44 | 571 |
| **Truck Trips: 2-axle:** | | | 4 | 2 | 5 | 2 | 5 | 7 | 116 |
| **3-axle:** | | | 4 | 2 | 6 | 2 | 5 | 8 | 124 |
| **4+-axle:** | | | 21 | 9 | 30 | 12 | 27 | 40 | 636 |
| **- Net Truck Trips (PCE)[2]** | | | 28 | 13 | 41 | 17 | 38 | 55 | 877 |
| ***Lot 3 Total Net Trips (PCE)[3]*** | | | *59* | *26* | *85* | *31* | *68* | *99* | *1,448* |

**Alternative 2 Trip Generation Summary (PCE)**

| Land Use | Quantity | Units[1] | AM Peak Hour | | | PM Peak Hour | | | Daily |
|---|---|---|---|---|---|---|---|---|---|
| | | | *In* | *Out* | *Total* | *In* | *Out* | *Total* | |
| **Lot 3 (Warehousing)** | 295.750 | TSF | | | | | | | |
| **Passenger Cars** | | | 56 | 14 | 71 | 19 | 56 | 75 | 838 |
| **Truck Trips: *2-axle:*** | | | 4 | 1 | 5 | 1 | 4 | 5 | 55 |
| **3-axle:** | | | 7 | 2 | 8 | 2 | 7 | 9 | 98 |
| **4+-axle:** | | | 26 | 7 | 33 | 9 | 26 | 35 | 389 |
| **- Net Truck Trips (PCE)[2]** | | | 37 | 9 | 46 | 12 | 37 | 49 | 542 |
| ***Lot 3 Total Net Trips (PCE)[3]*** | | | *93* | *23* | *116* | *31* | *93* | *124* | *1,380* |
| **Mixed Use (Business Park)** | 66.000 | TSF | 79 | 14 | 92 | 22 | 61 | 83 | 821 |
| **Alternative 2 Net Trips (PCE)[3]** | | | 410 | 122 | 532 | 156 | 413 | 569 | 6,994 |
| **Project Net Trips (PCE)[3]** | | | 789 | 174 | 963 | 213 | 809 | 1,022 | 10,269 |
| Variance (Alternative 2-Project) | | | -379 | -52 | -431 | -57 | -396 | -453 | -3,275 |
| Reduction (%) | | | -48% | -30% | -45% | -27% | -49% | -44% | -32% |

**Source:** Urban Crossroads 2016
PCE = passenger car equivalent
**Note:** Buildings located on Lot 1/2 and Lot 3 are assumed to be split 65% High Cube Warehouse and 35% General Warehouse.
1 TSF = thousand square feet
2 Vehicle Mix Source: Total truck percentage source from ITE Trip Generation manual. Truck mix (by axle type) source from SCAQMD for high-cube warehouse use and from the City of Fontana Truck Trip Generation Study for warehousing use.
3 Total Net Trips (PCE) = Passenger Cars + Net Truck Trips (PCE). PCE rates are per the San Bernardino County CMP.

Under Alternative 2, an approximately 40% reduction in daily passenger car equivalent (PCE) trips, approximately 54% reduction in AM peak hour PCE trips, and approximately 52% reduction in PM peak hour PCE trips would occur. However, impacts would remain at roadways and street segments. Through payment of development impact fees into the TUMF program, this could potentially off-set impacts; however, even after implementation of mitigation impacts would remain significant and unavoidable. Improvements funded by TUMF are within the responsibility and jurisdiction of another public agency and not the lead agency (Caltrans and Riverside County) and March JPA does not have the authority to implement the mitigation. Additionally, there is no guarantee that Caltrans and/or Riverside County will construct the required roadway improvements prior to Project implementation, and there is no guarantee that other developments will pay impact fees to fully fund these improvements Thus, since improvements would be within the responsibility and jurisdiction of another public agency and not the lead agency (Caltrans and Riverside County) and March JPA does not have the authority to implement those improvements, impacts under Alternative 2 would remain significant and unavoidable. As such, the significant and unavoidable operational traffic impacts that would occur under the proposed Project would remain with implementation of Alternative 2.

*Utilities*

As discussed in Section 4.13, Utilities and Services, in the Draft EIR, the Project would result in less-than-significant impacts associated for water, wastewater, and solid waste services resulting in no need to develop new or improve existing facilities.

Under Alternative 2, the southern 23.6 acres of the Project site would not be developed and would instead remain as open space. As such, operational activities would be less intense and therefore introduce fewer employees and a reduced demand for water, wastewater and solid waste services when compared to the proposed Project. While no significant unavoidable water, wastewater or solid waste impacts would occur from the proposed Project, water, wastewater and solid waste impacts under Alternative 2 would be reduced compared to the proposed Project.

*Energy Conservation*

As concluded in Section 4.14, Energy Conservation, in the Draft EIR, there would be an increase in the amount of electricity, natural gas, and petroleum used during construction and operation of the Project; however, the Project includes features such as alternative modes of transportation that would help reduce the number of vehicle miles traveled generated by the Project operation. Additionally, bike racks would be installed so that employees can utilize biking as a mode of transportation, thus, reducing the amount of gasoline that would be consumed by Project operation. In addition, the Project is subject to statewide mandatory energy requirements as outlined in Title 24, Part 6, of the California Code of Regulations. Title 24, Part 11, contains voluntary energy measures that are applicable to Project under the California Green Building Standards Code. The Project would not contribute to inefficient or wasteful consumption of electricity, natural gas or petroleum, and impacts related to conflicts with existing energy standards would be less than significant. Further, the Project would not place significant demand on local or regional energy supplies or require a substantial amount of additional capacity. Therefore, impacts related to energy supplies and capacity would be less than significant.

Under Alternative 2, the construction schedule would be similar to that of the proposed Project. However, construction activities would be less intense and as a result less overall energy would be consumed during construction. Similarly, given that the number of buildings constructed and operational under Alternative 2 would be reduced when compared to the proposed Project, Alternative 2 would result in less energy consumption than the proposed Project, and as such, fewer energy impacts than the proposed Project. (Draft EIR, pp. 7-16 – 7-26.)

Objectives and Feasibility: The following provides a list of the Project objectives and whether Alternative 2 meets each objective.

**Summary of Alternative 2 Success at Meeting Project Objectives**

| Project Objective | Alternative Meets Objective? |
|---|---|
| 1. Implement the goals, objectives and policies of the March JPA General Plan. | **Yes.** Under Alternative 2, development of an approximately 105-acre area of the Meridian West Campus would be developed. As part of the Alternative, general plan and zoning designations would be assigned for the site, and a parcel map and master plot plan would be approved. Similar to the proposed Project, as discussed in detail in Section 4.9, Land Use, this Alternative would be consistent with the goals, objectives and policies within the existing 1999 March JPA General Plan, and specifically Goal 5 focused on conserving natural habitat and Goal 10 establishing open space. |
| 2. Provide increased job opportunities for local residents through the provision of employment-generating businesses. | **Yes.** Under Alternative 2, 1,911,000 square feet of new industrial warehouse and business park uses would be constructed thereby increasing the number of jobs available to area residents. |
| 3. Build upon the existing established attractive business park development that will continue to blend the natural and built environment and create a high quality business park development. | **Yes.** Under Alternative 2, approximately 105 acres of the Project site would be developed adjacent to, and expand upon, the existing Meridian Business Park located to the east. |
| 4. Provide for the design, development and operation of a business park consisting of industrial, research and development, office, commercial and open space uses. | **Yes.** Under Alternative 2, approximately 105 acres of the Project site would be developed with industrial warehouse and business park uses adjacent to the existing Meridian Business Park located to the east. |
| 5. Establish a land use and facility plan, which assures project viability in consideration of existing and anticipated economic conditions. | **Yes.** Under Alternative 2, development of an approximately 105-acre area of the Meridian West Campus would be developed. As part of the Alternative, general plan and zoning designations would be assigned for the site, and a parcel map and master plot plan would be approved. |
| 6. Ensure a business park development that conforms to the March JPA goals and values and the protection of adjacent land uses from incompatibility. | **Yes.** Under Alternative 2, 1,911,000 square feet of new industrial warehouse and business park uses consistent with the neighboring Meridian Business Park to the east. |
| 7. Develop the property with land uses that are compatible with the March AFB Reuse program. | **Yes.** Under Alternative 2, 1,911,000 square feet of new industrial warehouse and business park uses would be constructed adjacent to the existing Meridian Business Park. As with the existing business park uses to the east of the Project site, uses under Alternative 2 would remain compatible with the March AFB Reuse program. |
| 8. Provide appropriate land use intensities to comply with the parameters of the March Air Reserve Base/Inland Port Airport Compatibility Plan. | **Yes.** Under Alternative 2, 1,911,000 square feet of new industrial warehouse and business park/mixed use space would be constructed adjacent to the existing Meridian Business Park. As with the existing business park uses to the east of the Project site, uses under Alternative 2 would remain compatible with the March Air Reserve Base/Inland Port Airport Compatibility Plan. |
| 9. Encourage the use of alternative modes of transportation through the provision of a pedestrian and bicycle circulation system, which is both safe and comfortable. | **Yes.** Under Alternative 2, the buildout would include the provision of new roadways which could accommodate all modes of travel, including pedestrian and bicycle movement. Additionally, as with the proposed Project, Alternative 2 is located adjacent to the newly opened Metrolink Moreno Valley rail line station and RTA Route 26, and buildings constructed under Alternative 2 would provide bicycle parking and other features to promote alternative modes of transportation. |

**Summary of Alternative 2 Success at Meeting Project Objectives**

| Project Objective | Alternative Meets Objective? |
|---|---|
| 10. Provide a range of job types for the community's residents. | **Yes.** Under Alternative 2, 1,911,000 square feet of new industrial warehouse and business park uses would be constructed thereby increasing the number of jobs available to area residents. Additionally, the 5.5-acre area of mixed use would include additional types and varieties of jobs and employment opportunities. |
| 11. Provide a circulation system that facilitates movement and access needs of automobiles, pedestrians and bicyclists. | **Yes.** Under Alternative 2, the buildout would include the provision of new roadways which could accommodate all modes of travel, including pedestrian and bicycle movement. |
| 12. Minimize impacts from construction of the development to sensitive biological resources | **Yes.** Under Alternative 2, the existing open space to the east of the Project site, consistent with the terms of the September 12, 2012 Settlement Agreement, would remain as open space through the establishment of a conservation easement. Additionally, the southern approximately 23.6 acres of the Project site would be added to the open space conservation area. |
| 13. Implement the terms and conditions agreed upon in the September 12, 2012 Settlement Agreement entered into between and among the Center for Biological Diversity, the San Bernardino Valley Audubon Society, March Joint Powers Authority (JPA), and LNR Riverside LLC, as the complete settlement of the claims and actions raised in *Center for Biological Diversity v. Jim Bartel, et. al.* | **Yes.** Under Alternative 2, the majority of the site identified for development under the September 12, 2012 Settlement Agreement would be developed. The 23.6-acre portion of the Project site that would not be developed would be added to the open space conservation easement established through this Settlement Agreement. |

Findings: The Commission rejects this alternative on the following grounds, each of which provides sufficient justification for rejection of this alternative: (1) under Alternative 2, significant and unavoidable impacts associated with air quality, greenhouse gas emissions, and transportation and traffic would remain, and (2) Alternative 2 has been found to be financially infeasible. Therefore, Alternative 2 is eliminated from further consideration. (Draft EIR, p. ES-62.)

## D. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

State CEQA Guidelines Section 15126.6(e)(2) indicates that an analysis of alternatives to a project shall identify an Environmentally Superior Alternative among the alternatives evaluated in an EIR. Alternative 1, the No Project Alternative, would result in the least environmental impacts, and therefore would be considered the Environmentally Superior Alternative. However, Section 15126.6(e)(2) of the CEQA Guidelines states that if the Environmentally Superior Alternative is the No Project Alternative, the EIR shall also identify an Environmentally Superior Alternative among the other alternatives.

Of the alternatives evaluated above, Alternative 2 was found to be environmentally superior over the Project (see Table 7-1) because it had the most reductions in impacts from the Project. Alternative 2 was found to have improved, or better, impacts related to aesthetics, biological resources, cultural resources, greenhouse gas emissions, noise, public services, transportation and traffic, utility and service systems, and energy conservation. However, identified significant and unavoidable impacts associated air quality, greenhouse gas emissions, and transportation and traffic

impacts would remain under Alternative 2. Alternative 2 also has been found to be financially infeasible. Therefore, Alternative 2 is eliminated from further consideration. (Draft EIR, p. 7-28.)

**SECTION 10.** ADOPTION OF A STATEMENT OF OVERRIDING CONSIDERATIONS. The Commission hereby declares that, pursuant to State CEQA Guidelines Section 15093, the Commission has balanced the benefits of the Project against any unavoidable environmental impacts in determining whether to approve the Project. Pursuant to the State CEQA Guidelines, if the benefits of the Project outweigh the unavoidable adverse environmental impacts, those impacts may be considered "acceptable."

Having reduced the adverse significant environmental effect of the Project to the extent feasible by adopting the Mitigation Measures contained in the EIR, the MMRP, and this Resolution, having considered the entire administrative record on the Project, and having weighed the benefits of the Project against its unavoidable adverse impact after mitigation, the Commission has determined that each of the following social, economic, and environmental benefits of the Project separately and individually outweigh the potential unavoidable adverse impacts and render those potential adverse impacts acceptable based upon the following overriding considerations:

- The Project will implement the goals, objectives and policies of the March JPA General Plan.
- The Project will provide increased job opportunities for local residents through the provision of employment-generating businesses.
- The Project will build upon the existing established attractive business park development that will continue to blend the natural and built environment and create a high quality business park development.
- The Project will provide for the design, development and operation of a business park consisting of industrial, research and development, office, commercial and open space uses.
- The Project will establish a land use and facility plan, which assures project viability in consideration of existing and anticipated economic conditions.
- The Project will ensure a business park development that conforms to the March JPA goals and values and the protection of adjacent land uses from incompatibility.
- The Project will develop the property with land uses that are compatible with the March Air Force Base (AFB) Reuse program.
- The Project will provide appropriate land use intensities to comply with the parameters of the March Air Reserve Base/Inland Port Airport Compatibility Plan.
- The Project will encourage the use of alternative modes of transportation through the provision of a pedestrian and bicycle circulation system, which is both safe and comfortable.
- The Project will provide a range of job types for the community's residents.

- The Project will provide a circulation system that facilitates movement and access needs of automobiles, pedestrians and bicyclists.
- The Project will minimize impacts from construction of the development to sensitive biological resources.
- The Project will implement the terms and conditions agreed upon in the September 12, 2012 Settlement Agreement entered into between and among the Center for Biological Diversity, the San Bernardino Valley Audubon Society, March JPA, and LNR Riverside LLC, as the complete settlement of the claims and actions raised in *Center for Biological Diversity v. Jim Bartel, et. al.*

The Commission hereby declares that the foregoing benefits provided to the public through the approval and implementation of the Project outweigh the identified significant adverse environmental impacts of the Project that cannot be mitigated. The Commission finds that each of the Project benefits separately and individually outweighs all of those unavoidable adverse environmental effects identified in the EIR and therefore finds those impacts to be acceptable.

**SECTION 11.** CERTIFICATION OF THE EIR. The Commission finds that it has been presented with the EIR, which it has reviewed and considered, and further finds that the EIR is an accurate and objective statement that has been completed in full compliance with CEQA and the State CEQA Guidelines and that the EIR reflects the independent judgment and analysis of the Commission.

The Commission declares that no evidence of new significant impacts as defined by the State CEQA Guidelines section 15088.5 has been received by the Commission after circulation of the Draft EIR that would require recirculation.

Therefore, the Commission hereby certifies the EIR based on the entirely of the record of proceedings.

**SECTION 12.** ADOPTION OF A MITIGATION MONITORING AND REPORTING PROGRAM. Pursuant to Public Resources Code section 21081.6, the Commission hereby adopts the Mitigation Monitoring and Reporting Program attached to this Resolution as **Exhibit "A".** Implementation of the Mitigation Measures contained in the Mitigation Monitoring and Reporting Program is hereby made a condition of approval of the Project. In the event of any inconsistencies between the Mitigation Measures set forth herein and the Mitigation Monitoring and Reporting Program, the Mitigation Monitoring and Reporting Program shall control.

**SECTION 13.** LOCATION AND CUSTODIAN OF RECORDS. The documents and materials associated with the Project and the EIR that constitute the record of proceedings on which these findings are based are located at 14205 Meridian Parkway, Suite 140, Riverside, CA 92518. The Custodian of Record is Dan Fairbanks.

**SECTION 14.** NOTICE OF DETERMINATION. The Commission hereby directs staff to prepare and file a Notice of Determination with the Riverside County Clerk and the State Clearinghouse within five (5) working days of the approval of the proposed Project.

**SECTION 15.** EFFECTIVE DATE. This Resolution shall become effective upon its adoption.

PASSED, ADOPTED, AND APPROVED this 25th day of October, 2017.

Mike Gardner, Chairman
March Joint Powers Authority Commission

ATTEST:

I, Carey L. Allen, Clerk of the March Joint Powers Commission, do hereby certify that the foregoing Resolution #JPA 17-28 was adopted by the March Joint Powers Commission of the March Joint Powers Authority at a regular meeting thereof held on the 25th day of October, 2017, by the following vote of the Commission:

| | |
|---|---|
| Ayes: | Baca (2 votes), Vargas, Jeffries, Rogers, Gardner (2 votes) |
| Noes: | Jeffries |
| Abstain: | None |
| Absent: | Ashley (Recused), Gutierrez, Melendrez |

Dated: October 25, 2017

Carey L. Allen, CMC Clerk
March Joint Powers Authority Commission

EXHIBIT "A"

Mitigation Monitoring and Reporting Program

# MERIDIAN WEST CAMPUS-LOWER PLATEAU PROJECT MITIGATION MONITORING AND REPORTING PROGRAM

California Public Resources Code Section 21081.6 requires that, upon certification of an EIR, "the public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation."

This chapter contains the mitigation monitoring and reporting program (MMRP) that has been developed for the Meridian West Campus-Lower Plateau Project (project or proposed project). This MMRP has been developed in compliance with Public Resources Code Section 21081.6 and Section 15097 of the CEQA Guidelines. The mitigation measures in the table are coded by alphanumeric identification consistent with the EIR. The following items are identified for each mitigation measure:

- **Mitigation Monitoring.** This section of the MMRP lists the stage of the proposed project during which the mitigation measure would be implemented and indicates who is responsible for implementing the mitigation measure (i.e., the "implementing party"). It also lists the agency that is responsible for ensuring that the mitigation measure is implemented and that it is implemented properly.
- **Reporting.** This section of the MMRP provides a location for the implementing party and/or enforcing agency to make notes and to record their initials and the compliance date for each mitigation measure.

The City must adopt this MMRP, or an equally effective program, if it approves the proposed project with the mitigation measures that were adopted or made conditions of project approval.

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# Meridian West Campus-Lower Plateau Project
# Mitigation Monitoring and Reporting Program

| Mitigation Measure | Monitoring Phase | Monitoring Method | Enforcement Agency & Responsible Agency | Verification of Compliance | | |
|---|---|---|---|---|---|---|
| | | | | *Initials* | *Date* | *Remarks* |
| | *Aesthetics* | | | | | |
| **MM-AES-1. Exterior Lighting**<br>The following lighting requirements shall be incorporated into the Project design:<br>• All exterior on-site light fixtures shall be fully shielded with no light emitted above the horizon.<br>• Exterior on-site lighting shall not exceed .5 candle/foot at the property line confirmed through point-by-point photometric study.<br>• All exterior lighting shall be low-pressure sodium or high-pressure sodium. Metal Halide is prohibited.<br>• Maximum on-site lighting wattage is 750.<br>• Maximum height of on-site exterior lighting is 25 feet.<br>• Provided parking lot areas will include 40% tree coverage (approximately 1 tree for every 14 stalls) for office uses and 30% tree coverage (approximately 1 tree for every 20 stalls) for industrial or business park uses within 10 to 15 years of construction. Project will use trees that mature over a longer timeframe with lower low water demand. Shade requirements will exclude truck courts and drive isles. | (1) Prior to issuance of Building Permit<br>(2) On-going during construction activities | (1) Review of Plans and Specifications<br>(2) Field verification | March JPA | | | |
| | *Air Quality* | | | | | |
| **MM-AQ-1. Construction Equipment Emissions Standards**<br>During Project construction, the construction contractor shall certify in writing, with oversight by March JPA, that all off-road diesel-powered construction equipment greater than 50 horsepower shall meet, at a minimum, the Tier 3 emission standards for non-road diesel engines promulgated by the United States Environmental Protection Agency (USEPA). In addition, the construction contractor shall certify in writing that 50% of construction equipment is Tier 4 equipment, based on number of pieces of construction equipment, to the greatest extent feasible. | (1) Prior to issuance of Grading Permit<br>(2) On-going during construction activities | (1) Construction contractor/manager shall submit signed letter verifying compliance<br>(2) Field verification | March JPA | | | |
| **MM-AQ-2 Low-VOC Architectural Coatings**<br>The Project shall be required to utilize Super-Compliant VOC interior and exterior paints during construction and long-term operations, which are defined by SCAQMD as meeting the "super-compliant" VOC standard of 10 grams per liter (g/L), during construction and long-term operations. | (1) Prior to issuance of Building Permit | (1) Construction contractor/manager shall submit a signed letter providing a complete list of all coatings and solvents with manufacturer's codes and identification sufficient to verify compliance | March JPA | | | |
| **MM-AQ-3 Construction Relations Officer**<br>The Project will provide a construction relations officer to act as a community liaison to oversee on-site construction activity and all emissions and congestion related matters. A phone number and email contact information for the construction relations officer shall be posted on signage at construction site entrance points. | (1) Prior to issuance of Grading Permit<br>(2) On-going during grading activities | (1) Grading contractor shall submit signed letter verifying compliance<br>(2) Field verification | March JPA | | | |
| **MM-AQ-4 Improved Energy Efficiency and Water Reduction**<br>The Project applicant shall incorporate the following measures into the Project design:<br>• The Project will be constructed to commit to 2016 Title 24 standards for building efficiency and to designing buildings with converter so solar is feasible but not required for current and future tenants.<br>• Pursuant to review and approval by the Air Force prior to the issuance of building permits, the Project will install approximately 6,990 kW of solar PV electricity generation.<br>• The Project will install Energy Star certified light bulb and lighting fixtures. | (1) Prior to issuance of Building Permit | (1) Written consent/acknowledgment from March ARB (solar)<br>(2) Review of Plans and Specifications (other) | March JPA | | | |

# Meridian West Campus-Lower Plateau Project
# Mitigation Monitoring and Reporting Program

| Mitigation Measure | Monitoring Phase | Monitoring Method | Enforcement Agency & Responsible Agency | Verification of Compliance | | |
|---|---|---|---|---|---|---|
| | | | | *Initials* | *Date* | *Remarks* |
| • The Project will install duct insulation to a minimum level of R-6 and enhanced window insulation as required by 2016 Title 24 and consistent with the Riverside County Climate Action Plan criteria.<br>• Consistent with the Riverside County Climate Action Plan criteria, the Project will include the following design elements: Construction of cool roof defined as CRRC Rated 0.15 aged solar reflectance and 0.75 thermal emittance; Use of HVAC equipment with a SEER of 14 or higher; Installation of water heaters with an energy factor of .92 or higher; All rooms will have some form of daylighting (e.g., skylights or windows); At least 50% of artificial lighting unit fixtures will be high efficacy; Waterless urinals and high efficiency toilets will be used throughout the Project; and water efficient faucets will be used throughout the Project.<br>• The Project will provide electrical outlets at building exterior areas.<br>• The Project landscape non-potable water system will meet "purple" pipe standards.<br>• The Project will exceed the Riverside County Climate Action Plan requirement for water efficient landscaping by having no turf and only drought tolerant plants and introducing additional water efficient irrigation controls such as smart irrigation controllers.<br>• The Project will provide circuitry and capacity for installation of electric vehicle charging stations consistent with the Riverside County Climate Action Plan criteria. The project will add one charging station and electric vehicle (EV) parking spaces to the parking lots as follows: Lot 1: 1 charging station and 4 EV parking spaces, Lot 2: 3 charging stations and 5 EV parking spaces, Lot 3: 2 charging stations and 3 EV parking spaces, Lot 4: 1 charging ~~station and 2 EV parking spaces;~~ and Lot 5: 1 charging station and 2 EV parking spaces.<br>• The Project will install electric vehicle charging stations sufficient to service 18 off-site parking spaces. | | | | | | |
| **MM-AQ-5 Commute Trip Reduction**<br>The Project applicant shall incorporate the following measures in order to encourage alternative modes of transportation and reduce commute trips.<br>• Five percent (5%) of vehicle/employee parking spaces shall be reserved for preferential spaces for car pools and van pools.<br>• Tenants with more than 10,000 square feet of office space shall provide video conferencing facilities. Tenant spaces below 10,000 S/F of office space may pursue video conferencing as feasible.<br>• The Project will provide short- and long- term bicycle parking facilities to meet peak season maximum demand (one bike rack space per 20 vehicle/employee parking spaces).<br>• The Project will provide "end-of-trip" facilities including showers, lockers, and changing space (four clothes lockers and one shower provided for every 80 employee parking spaces, separate facilities for each gender for projects with 160 or more employee parking spaces).<br>• Each tenant will provide on-site food vending machines or refrigerator, microwave oven and mail facilities (i.e. drop box) at the Project site. Each tenant with over 5,000 square feet of office space shall provide an onsite computer, internet connection, and other services for personal employee use. Projects will consider the provision of an ATM machine as feasible. | (1) Prior to issuance of Building Permit<br>(2) Prior to issuance of Certificate of Occupancy | (1) Review of Plans and Specifications<br>(2) The Project Tenant shall provide a signed letter to the March JPA verifying compliance with this requirement | March JPA | | | |
| **MM-AQ-6 Haul Truck Requirements**<br>In order to minimize on-road mobile source criteria air pollutant emissions, March Joint Powers Authority (JPA) shall require the following measures for the Project.<br>• For any warehouse use, the loading docks shall be designed to accommodate SmartWay trucks. The March JPA will require evidence of compliance prior to issuance of a certificate of occupancy for any warehouse use.<br>• The future use of the two large industrial buildings shall be consistent with a high cube warehouse, warehouse, or warehouse with light assembly, as analyzed in the EIR. If uses with higher daily truck volumes are anticipated to visit the site, the March JPA will re-evaluate the project through supplemental CEQA review prior to allowing the higher activity level. | (1) Prior to issuance of Building Permit<br>(2) Prior to issuance of Certificate of Occupancy | (1) Review of Plans and Specifications<br>(2) The Project Tenant shall provide a signed letter to the March JPA verifying compliance with this requirement | | | | |
| **MM-AQ-7. Building-Specific Air Quality Analysis**<br>Prior to issuance of a Certificate of Occupancy for each building, the Developer shall submit sufficient air quality technical information for the use allowed by the Certificate of Occupancy to the March JPA which will review the information and confirm that the use allowed in the Certificate of Occupancy complies with the air quality analysis identified in Draft EIR Table 4.2-8. | (1) Prior to issuance of Certificate of Occupancy | (1) The Project Tenant shall provide a signed letter to the March JPA verifying compliance with this requirement. | March JPA | | | |
| **MM-AQ-8 Yard Goat Requirements** | (1) Prior to issuance of | (1) The Project Tenant | March JPA | | | |

# Meridian West Campus-Lower Plateau Project
# Mitigation Monitoring and Reporting Program

| Mitigation Measure | Monitoring Phase | Monitoring Method | Enforcement Agency & Responsible Agency | Verification of Compliance | | |
|---|---|---|---|---|---|---|
| | | | | *Initials* | *Date* | *Remarks* |
| The Project will utilize electric or natural gas-powered yard goats. | Certificate of Occupancy | shall provide a signed letter to the March JPA verifying compliance with this requirement. | | | | |
| | *Biological Resources* | | | | | |
| **MM-BIO-1 Occupied Least Bell's Vireo Habitat**<br>The applicant shall consult with the U.S. Army Corps of Engineers (ACOE), U.S. Fish and Wildlife Service (USFWS), and California Department of Fish and Wildlife (CDFW) to obtain permits and/or clearances for the impacts to jurisdictional features, which are also known to be occupied by least Bell's vireo. As part of that consultation, the USFWS and CDFW shall make a determination as to the effects of the Project on least Bell's vireo and the extent to which such effects are considered addressed and offset by previous consultations and agreements. Any effects on the species not previously addressed and offset by the previous consultations and agreements would require USFWS and CDFW approval (e.g., incidental take permits) pursuant to the federal and California Endangered Species Acts. At a minimum, compensatory mitigation shall be at a mitigation ratio no less than 1:1 for temporary impacts to occupied habitat and no less than 3:1 for permanent impacts to occupied habitat. All additional measures and conditions contained within any regulatory agency permits and/or clearances (e.g., ACOE Section 404 Permit, CDFW Lake or Streambed Alteration Agreement, and/or incidental take permit) shall also be implemented. Mitigation options include on-site mitigation, off-site mitigation, in-lieu fee program payment, mitigation bank credit purchase, or a combination of these options, to replace the lost least Bell's vireo occupied habitat at the specified minimum mitigation ratios. Suitable least Bell's vireo habitat conserved pursuant to the Settlement Agreement may be counted toward mitigation for least Bell's vireo habitat lost due to Project implementation contingent upon regulatory agency approval. Avoidance and minimization measures shall be implemented in accordance with provisions of any acquired permits for this species.<br>Avoidance and minimization measures shall be implemented in accordance with regulatory agency permits and clearances but shall include, at a minimum:<br>1. Environmental awareness training for all construction personnel to educate personnel about least Bell's vireo, protective status avoidance measures to be implemented by all personnel, including the avoidance of nesting bird season to the greatest extent feasible and minimization of vegetation impacts within suitable riparian habitat;<br>2. Removal of suitable riparian vegetation outside of the least Bell's vireo breeding season (March 1 through August 15);<br>3. Demarcation of the extent of construction limits with temporary construction fencing to be maintained until construction is complete;<br>4. Establishment of environmentally sensitive areas around avoidable least Bell's vireo nest locations (500-foot avoidance buffer or as approved by USFWS and CDFW) by a qualified biologist prior to the start of any ground- or vegetation-disturbing activities, which shall be maintained and avoided during construction activities and until the nest is determined to no longer be active by a biologist;<br>5. Presence of a qualified biological monitor during initial grading activities, adjacent to environmentally sensitive areas, and as needed to document compliance with the conditions of the incidental take permit, the biological monitor shall have the authority to stop work as needed to avoid direct impacts to least Bell's vireo;<br>a. Should an active least Bell's vireo nest be observed during construction activities, activities shall cease until the nest is determined to no longer be active or incidental take authorization has been acquired.<br>b. Monitoring reports and a post-construction monitoring report shall be prepared to document compliance with MM-BIO-1.<br>6. Construction noise levels shall not exceed a 60 dBA Leq hourly average in riparian habitats occupied by least Bell's vireo unless authorized by the appropriate regulatory authorities (i.e., CDFW and USFWS). A noise level verification report shall be submitted to March JPA every 2 weeks during the duration the site grading and of construction phases. | (1) Prior to issuance of Grading Permit<br>(2) Prior to construction<br>(3) On-going during construction | (1) Consult with ACOE, USFWS, and CDFW and obtain permits, if necessary<br>(2) General Contractor to consult with qualified biologist to verify compliance with requirements<br>(3) Qualified biologist to submit report documenting compliance with requirements<br>(4) Contractor shall submit a noise level verification report to the March JPA every 2 weeks during the duration of site grading and construction phases during LBV nesting season | Consultation ACOE, USFWS, CDFW; Approval by USFWS and CDFW if effects on the Least Bell's Vireo not previously addressed occur; Verification by March JPA | | | |
| **MM-BIO-2 Burrowing Owl Habitat**<br>Prior to the initiation of construction activities, a qualified biologist shall conduct preconstruction surveys for burrowing owl to | No more than 30 days prior to commencement of | Submittal of a Burrowing owl preconstruction | March JPA | | | |

**Meridian West Campus-Lower Plateau Project**
**Mitigation Monitoring and Reporting Program**

| Mitigation Measure | Monitoring Phase | Monitoring Method | Enforcement Agency & Responsible Agency | Verification of Compliance | | |
|---|---|---|---|---|---|---|
| | | | | *Initials* | *Date* | *Remarks* |
| determine presence/absence of the species. The survey shall be conducted in accordance with the most current California Department of Fish and Wildlife (CDFW) protocol within 30 days of site disturbance to determine whether the burrowing owl is present at the site. Preconstruction surveys shall include suitable burrowing owl habitat within the project footprint and within 500 feet of the project footprint (or within an appropriate buffer as required in the most recent guidelines and where legal access to conduct the survey exists). If burrowing owls are not detected during the clearance survey, no additional mitigation is required.<br><br>If burrowing owl is located, occupied burrowing owl burrows shall not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by CDFW verifies through non-invasive methods that either the birds have not begun egg-laying and incubation or that juveniles from the occurred burrows are foraging independently and capable of independent survival. A 500-foot non-disturbance buffer (where no work activities may be conducted) shall be maintained between Project activities and nesting burrowing owls during the nesting season, unless otherwise authorized by CDFW.<br><br>If burrowing owl is detected during the non-breeding season (September 1 through January 31) or confirmed to not be nesting, a 160-foot buffer non-disturbance buffer shall be maintained between the Project activities and occupied burrow. Alternatively, a Burrowing Owl Relocation and Mitigation Plan may be prepared and submitted for approval by CDFW. Once approved, the Plan shall be implemented to relocate non-breeding burrowing owls from the Project site. The Plan shall detail methods and guidance for passive relocation of burrowing owls from the Project site, provide monitoring and management of the replacement burrow sites, reporting requirements, and ensure that a minimum of two suitable, unoccupied burrows are available off-site for every burrowing owl or pair of burrowing owls to be passively relocated. Compensatory mitigation of habitat would be required if occupied burrows or territories occur within the permanent impact footprint. Ratios typically include a minimum of 19.5 acres per nesting burrow lost; however, habitat compensation will be approved by CDFW and detailed in the Burrowing Owl Relocation and Mitigation Plan. Suitable burrowing owl habitat conserved pursuant to the Settlement Agreement may be counted toward mitigation for impacts to burrowing owl habitat and would be based upon regulatory agency approval.<br><br>Construction work may proceed after owls have been excluded from the site following accepted protocol and approval of CDFW, and as approved by March JPA. Results of the surveys and relocation efforts shall be provided to CDFW. | grading activities | surveys and documentation by qualified biologist | | | | |
| **MM-BIO-3. Suitable Habitat for Nesting Birds**<br>The Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F. R. Section 10.13) and similar provisions under the CDFG Code (Sections 3503, 3503.5, and 3513) prohibit the "Take" of any native bird. March JPA shall ensure that vegetation clearing on the Project site would be conducted outside of the nesting season (February 1 through September 15). If avoidance of the nesting season is not feasible, then a qualified biologist shall conduct a nesting bird survey within three days prior to any disturbance of the site, including disking, demolition activities, and grading. If active nests of native species are identified, the biologist shall establish suitable buffers around the nests, and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests. Typically, established buffers are greater for raptors than songbirds and depend on the species, the nesting stage, and type of construction activity proposed. The buffer should be no less than 300 feet for raptors and no less than 150 feet for songbirds, unless specifically determined by a qualified biologist familiar with the nesting phenology of the nesting species. In some cases, the buffer may need to be larger. There are no specific protocols for nesting bird surveys or for buffers once nests are found. The key is to ensure that no direct mortality of a native bird, which when nesting includes eggs and young. Implementation of this measure would ensure the Project is not in violation of the MBTA and California Fish and Game Code. However, if USFWS and/or CDFW require a different survey approach, it would supersede that presented here. | (1) Prior to issuance of Grading Permit<br>(2) At least 3 days prior to any disturbance of the site if avoidance of nesting season is not feasible | (1) Submittal of a letter from a qualified biologists to verify compliance with requirements | March JPA | | | |
| **MM-BIO-4. Site Monitoring**<br>To prevent inadvertent disturbance to areas outside the limits of the proposed Project activities, following monitoring requirements and BMPs shall be implemented. A biologist shall be contracted to perform regular random checks (at minimum twice a month) to ensure implementation within the following monitoring requirements and BMPs. Monitoring reports and a post-construction monitoring report will be prepared to document compliance with MM-BIO-4<br>1. To prevent inadvertent disturbance to areas outside the limits of work, the construction limits shall be clearly demarcated (e.g., installation of flagging or temporary visibility construction fence) prior to ground disturbance activities and all construction activities, including equipment staging and maintenance shall be conducted within the marked disturbance limits. | (1) Prior to issuance of Grading Permit<br>(2) During construction | (1) Submittal of Monitoring reports and post-construction monitoring report prepared by qualified biologist<br>(2) Field verification | March JPA | | | |

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| 2. Biologist will flush special-status species (i.e., avian or other mobile species) from suitable habitat areas immediately prior to initial vegetation removal activities. Birds shall only be flushed outside of the nesting season (general nesting season is February 1 through September 15) or if a qualified biologist has confirmed the bird is not nesting.<br>3. Construction vehicles shall not exceed 15 miles per hour on unpaved roads adjacent to project site or the right-of-way accessing the site.<br>4. If trash and debris need to be stored overnight during the maintenance activities, fully covered trash receptacles that are animal-proof and weather-proof will be used by the maintenance contractor to contain all food, food scraps, food wrappers, beverage containers, and other miscellaneous trash. Alternatively, standard trash receptacles may be used during the day, but must be removed each night.<br>5. Cut vegetation must be hauled out of the channel and stored, if necessary, where it cannot be washed by rainfall or runoff into the channel. When maintenance activities are completed, any excess materials or debris will be removed from the project site.<br>6. Temporary structures and storage of construction materials will not be located in jurisdictional waters, including wetlands and riparian areas.<br>7. Staging/storage areas for construction equipment and materials will not be located in jurisdictional waters, including wetland and riparian areas.<br>8. Pets on or adjacent to construction sites will not be permitted by the operator.<br>9. As per the Landscaping Guidelines of the Resource Management Element of the General Plan (1999), drought tolerant vegetation and native vegetation will be used to the extent feasible, consistent with March JPA Landscape Water Efficiency Ordinance #JPA 16-03, with the purpose of preserving existing mature trees and native vegetation. Landscape plans shall be reviewed by a qualified botanist to recommend appropriate provisions to minimize the spread of invasive plant species as defined by the County of Riverside, and listed by the California Invasive Plant Council (www.cal-ipc.org) and California Native Plant Society (www.cnps.org) within the project area. Provisions may include: a) installation of container plants and/or hydro-seeding areas adjacent to existing, undisturbed native vegetation areas with native plant species common within temporary impact areas; and (b) review and screening of proposed plants to identify and avoid potential invasive species and weed removal during the initial planting of landscaped areas. | | | | | | |
| **MM-BIO-5. Stephen's Kangaroo Rat Impact Fee**<br>Prior to issuance of a grading permit, the Project Applicant shall provide the Riverside County Habitat Conservation Agency (RCHCA) with the Stephen's Kangaroo Rat impact fee for the 130-acre Project site. | Prior to issuance of Grading Permit | Project applicant to provide RCHCA with the Stephen's Kangaroo Rat impact fee | March JPA | | | |
| **MM-BIO-6. Jurisdictional Features**<br>In order to mitigate the impacts related to the jurisdictional features on the Project site being impacted by the Project which is under the jurisdiction of the USACE, CDFW, and RWQCB, the Project applicant shall implement the mitigation required by the regulatory agencies. March JPA shall require proof that the applicable 404, 401, and 1600 permits and/or clearances have been obtained or verification that they are not required shall be obtained prior to any disturbance of the jurisdictional features on-site. At a minimum, temporary impacts to jurisdictional features shall be compensated at a 1:1 mitigation ratio and permanent impacts shall be mitigated at a 3:1 mitigation ratio. All additional measures and conditions contained within the regulatory agency permits and/or clearances shall also be implemented. Mitigation options include on-site mitigation, offsite mitigation, in-lieu fee program payment, mitigation bank credit purchase, or a combination of these option, to replace the impacted jurisdictional features at the specified minimum mitigation ratios. Avoided jurisdictional waters shall be fenced or flagged for avoidance. Best Management Practices (BMPs) shall be implemented to avoid indirect impacts to jurisdictional waters, including the following:<br>1. A biologist will conduct daily site visits during the removal of riparian vegetation.<br>2. Vehicles and equipment will not be operated in ponded or flowing water except as described in permits.<br>3. Water containing mud, silt, or other pollutants from grading or other activities will not be allowed to enter jurisdictional waters or be placed in locations that may be subjected to high storm flows.<br>4. Spoil sites will not be located within 30 feet from the boundaries of jurisdictional waters or in locations that may be subject to high storm flows, where spoils might be washed back into drainages.<br>5. Raw cement/concrete or washings thereof, asphalt, paint or other coating material, oil, or other petroleum products, or any other substances that could be hazardous to vegetation or wildlife resources, resulting from Project-related activities, will be prevented from contaminating the soil and/or entering avoided jurisdictional waters. | (1) Prior to issuance of Grading Permit<br>(2) During Construction | (1) Project applicant shall submit applicable 404, 401, and 1600 permits and/or clearances to the March JPA to ensure compliance<br>(2) Field Verification | March JPA, USACE, CDFW, and RWQCB | | | |

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| 6. No equipment maintenance will be performed within 100-feet of jurisdictional waters, including wetlands and riparian areas, where petroleum products or other pollutants from the equipment may enter these areas. Fueling of equipment will not occur on the Project site | | | | | | |
| | *Cultural Resources* | | | | | |
| **MM-CUL-1. Contractor Specifications**<br>Prior to issuance of any grading permit, March JPA shall confirm that the following note is included on Contractor Specifications: "Should any cultural/scientific resources be discovered during earth-moving activities, no further grading shall occur in the area of the discovery until the Planning Director is satisfied that adequate provisions are in place to evaluate and protect these resources." This condition and the approved provisions/recommendations as determined in the agreement and/or outlined in an Evaluation Plan, shall be incorporated on the cover sheet of the grading plan. | (1) Prior to issuance of grading permit<br>(2) On-going during construction | (1) The grading contractor shall submit a signed letter acknowledging this requirement | March JPA | | | |
| **MM-CUL-2. Native American and Archaeological Monitoring**<br>A Native American Monitor and Secretary of Interior Qualified Archaeologist shall be present during all earth-moving construction activities. At least 30 days prior to issuance of grading permits, separate agreements shall be developed with each monitoring Native American Tribes, addressing the roles of the Developer/Applicant, the Qualified Archaeologist, and the Tribes (Pechanga Band of Luiseño Indians, Soboba Band of Luiseño Indians and the Morongo Band of Mission Indians). The agreements will pertain to cultural resources and shall provide monitoring parameters inclusive of a schedule of monitoring activity whereby each Tribe will solely monitor ground disturbance for a two-week period, with a maximum of two monitors, with each Tribe then successively monitoring the site for the next two-week period based on the approved schedule. The disposition of Tribal Cultural Resources shall meet the requirements of CEQA, and shall be handled with the following disposition priorities:<br><br>• To the degree possible, Tribal Cultural Resources shall remain in place;<br>• Should it not be possible to leave Tribal Cultural Resources in place, relocation to the adjacent West March Conservation Easement shall be pursued;<br>• Should the Tribes, Secretary of Interior Qualified Archaeologist and developer not agree upon the disposition of Tribal Cultural Resources, to the degree possible, curation of resources shall occur in an appropriately accredited CFR Part 79 curation facility. The collections and associated records shall be transferred, including title, to the curation facility within Riverside County, to be accompanied by payment of the fees (as necessary) for permanent curation;<br>• March JPA shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts; and<br>• Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed.<br><br>To the degree possible, the developer shall attempt to relocate resource 33-005433, Feature 4, by moving it to the adjacent West March Conservation Easement.<br><br>In compliance with MM-CUL-6, discovery and treatment of human remains shall comply with State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98. The executed agreements shall be provided to the March JPA Planning Director prior to issuance of a grading permit. | (1) At least 30 days prior to issuance of grading permit<br>(2) On-going during construction | The Project Applicant and March JPA shall prepare and execute written agreements with each monitoring Native American Tribes, addressing the roles of the Developer/Applicant, the Qualified Archaeologist, and the Tribes (Pechanga Band of Luiseño Indians, Soboba Band of Luiseño Indians and the Morongo Band of Mission Indians). | March JPA | | | |
| **MM-CUL-3. Inadvertent Discovery of Archaeological Resources**<br>In the event that archaeological resources are inadvertently unearthed during excavation and grading activities for the Project, the contractor shall cease all earth-disturbing activities within a 100-foot radius of the area of discovery. The Project cultural resources professionals, including all three monitoring tribes, shall evaluate the significance of the find and determine the appropriate course of action. If avoidance of the resources is not feasible, salvage operation requirements pursuant to Section 15064.5 of the CEQA Guidelines shall be followed and shall take in to account tribal preferences and sensitivity concerns. After the find has been appropriately avoided or mitigated and cleared by March JPA, the Project cultural resources professional and, if applicable, the Native American monitor, work in the area may resume. Pursuant to California Public Resources Code Section 21083.2(b), avoidance is the preferred method of preservation for archaeological resources. If the Developer, the project archaeologist and the Native American | On-going during construction | The Project Applicant, March JPA, Native American monitors, and the archaeological monitor shall meet to discuss the significance of resources encountered. The March JPA's determination shall be binding on all parties in | March JPA | | | |

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| Monitor cannot agree on the significance or the mitigation for such resources, these issues will be presented to the Planning Director for decision. The Planning Director shall make a determination based on the provisions of the California Environmental Quality Act with respect to archaeological and tribal cultural resources and shall take into account the religious beliefs, customs, and practices of the appropriate Native American tribes. Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the decision making body at March JPA.<br><br>If potentially significant features or sites are discovered, an Evaluation Plan shall be developed by the Project archaeologist and the Luiseño Native American representative and shall contain, at a minimum, a research design and field methodology designed to address the criterion outlined in the CRHR. If a site is determined to be significant, data recovery excavations may be necessary unless the resource is avoided and preserved/protected in place. Evaluation and treatment shall be supervised by an individual or individuals that meet the Secretary of the Interior's Professional Qualification Standards. | | the event that consensus is not reached. | | | | |
| **MM-CUL-4. Archaeological Monitoring Report**<br>A report, prepared by the Qualified Archaeologist, documenting monitoring activities conducted by the Archaeologist and Native American Monitor shall be submitted to March JPA within 60 days of completion of grading or other Project-related activities with the potential to impact archaeological or tribal cultural resources. This report shall document the type of cultural resources recovered and the disposition of such resources. If no cultural resources are identified during the monitoring activities, a letter report will be completed within 30 days of the completion of grading. It will document the type of monitoring activities conducted, report any problems or issues that occurred and state clearly that no resources were identified. All reports produced will be submitted to March JPA, the Eastern Information Center, and the appropriate tribe(s). | Within 60 days of completion of grading or other Project-related activities with the potential to impact archaeological or tribal cultural resources. | A report documenting the type of cultural resources recovered and the disposition of such resources to be completed within 60 days of the completion of grading and submitted to the March JPA. | March JPA | | | |
| **MM-CUL-5. Paleontological Monitoring**<br>Prior to commencement of any grading activity on-site, the applicant shall retain a qualified paleontologist, subject to the review and approval of the City's Building Official, or designee. The qualified paleontologist shall attend the preconstruction meeting and be on-site during all rough grading and other significant ground-disturbing activities in previously undisturbed older Quaternary alluvial deposits, if encountered. These deposits may be encountered at depths as shallow as four feet below ground surface. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot radius buffer. Once documentation and collection of the find is completed, the monitor will remove the rope and allow grading to recommence in the area of the find. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the proposed project. The PRIMP shall be consistent with the guidelines of the Society of Vertebrate Paleontology (SVP) (2010). | (1) Prior to commencement of any grading activity on-site<br>(2) During grading | Paleontological monitor shall prepare a PRIMP for the Project and submit to the March JPA. | March JPA | | | |
| **MM-CUL-6. Inadvertent Discovery of Human Remains**<br>In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the Riverside County Coroner shall be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined, within 2 working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she shall notify the NAHC within 24 hours. In accordance with California Public Resources Code, Section 5097.98, the NAHC must immediately notify those persons it believes to be the most likely descendant from the deceased Native American. The most likely descendant shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains. | During construction | The grading contractor and Mach JPA shall coordinate as necessary with Riverside County Coroner, Native American Heritage Commission, and the most likely descendent with respect to disposition and treatment of remains as provided in PRC 5097.98. | March JPA | | | |
| | | *Geology and Soils* | | | | |
| **MM-GEO-1. Site Preparation**<br>Prior to construction, the site shall be cleared of vegetation, trash and debris, which shall be disposed of off site. Any underground obstructions shall be removed as they are encountered. Resulting cavities shall be backfilled and compacted in accordance with CBC requirements. Efforts shall be made to locate existing utility lines and all utility lines shall be removed or rerouted if they interfere with the proposed construction, and the resulting cavities shall also be backfilled and compacted in accordance with CBC | (1) Prior to issuance of Building Permit<br>(2) Ongoing during grading activities | (1) Letter from grading contractor verifying compliance with this requirement<br>(2) Field verification | March JPA | | | |

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| requirements. | | | | | | |
| **MM-GEO-2. Over-excavation and Recompaction**<br>During site preparation and excavation, on-site alluvial soils and artificial fill shall be over-excavated to bedrock and replaced as compacted fill in planned building areas. In addition, the soil and bedrock shall be over-excavated such that there is a minimum of 3 feet of compacted fill below the bottom of the proposed building foundations. The over-excavation and recompaction shall extend a minimum horizontal distance of 5 feet from perimeter edges of the proposed footings, or the depth of over-excavation, whichever is farther, where feasible.<br>Artificial fill shall also be completely removed in areas planned for asphalt or concrete pavement, flatwork, and site walls, and areas to receive fill. These areas shall be underlain by a minimum of 18 inches of compacted fill (below proposed subgrade). Site walls taller than 7 feet and retaining walls taller than 4 feet shall be over-excavated per the recommendations for buildings.<br><br>Local conditions may require that deeper over-excavation be performed. Such areas shall be evaluated by a California licensed geotechnical engineer during grading in accordance with CBC requirements.<br><br>After completion of the over-excavation, and prior to fill placement, the exposed surfaces shall be scarified to a minimum depth of 6 inches, moisture conditioned to or slightly above optimum moisture content, and recompacted to a minimum 90 percent relative compaction, relative to the ASTM D 1557 laboratory maximum density. | (1) Prior to issuance of Building Permit<br>(2) Ongoing during grading activities | (1) Letter from grading contractor verifying compliance with this requirement<br>(2) Developer shall provide geotechnical report with compaction requirements to the March JPA for review and approval<br>(3) Field verification | March JPA | | | |
| **MM-GEO-3. Fill Placement and Compaction**<br>On-site native soil, bedrock and artificial fill may be used for compacted structural fill, provided they are free of debris, organic material and over-sized material (rock greater than 12 inches in largest dimension). Larger particles shall not be allowed to nest together; gravel-size particles and larger shall be mixed with sufficient soil so that the larger particles are generally completely surrounded by a soil matrix. Any soils to be placed as fill, whether on site or imported material, shall be reviewed and possibly tested, if deemed necessary, by a licensed geotechnical engineer.<br><br>All fill soil shall be placed in thin, loose lifts, moisture conditioned, as necessary, to at least optimum moisture content, and compacted to a minimum 90 percent relative compaction in accordance with CBC requirements. Relative compaction shall be determined in accordance with ASTM Test Method D1557. Aggregate base for pavement shall be compacted to a minimum of 95 percent relative compaction.<br><br>The upper 9 inches of industrial slab subgrade soil shall be compacted to a minimum of 95 percent relative compaction at approximately 2 percentage points above optimum (as measured by ASTM D 1557). | (1) Prior to issuance of Building Permit<br>(2) Ongoing during grading activities | (1) Letter from grading contractor verifying compliance with this requirement for grading<br>(2) Developer shall provide geotechnical report with compaction requirements to the March JPA for review and approval<br>(3) Field verification | March JPA | | | |
| **MM-GEO-4. Import and Export of Fill Soil**<br>Import soil to be placed as fill shall be geotechnically accepted by a licensed geotechnical engineer in accordance with CBC requirements. At least three working days prior to proposed import to the site, the contractor shall provide the project's geotechnical engineer pertinent information of the proposed import soil, such as location of the soil, whether stockpiled or native in place, and pertinent geotechnical reports, if available. It is recommended that a California licensed geotechnical engineer visit the proposed import site to observe the soil conditions and obtain representative soil samples. Potential issues may include soil that is more expansive than on-site soil, soil that is too wet, soil that is too rocky or too dissimilar to on-site soils, oversize material, organics, debris, etc. | (1) Prior to issuance of Building Permit<br>(2) Ongoing during grading activities | (1) Letter from grading contractor verifying compliance with this requirement for grading<br>(2) Developer shall provide geotechnical report with compaction requirements to the March JPA for review and approval<br>(3) Field verification | March JPA | | | |
| **MM-GEO-5. Alluvium Soil Removal**<br>During site excavation, complete removal of alluvium soils shall be conducted to mitigate for adverse total and differential settlement in accordance with CBC requirements. | (1) Prior to issuance of Building Permit<br>(2) Ongoing during grading activities | (1) Letter from grading contractor verifying compliance with this requirement for | March JPA | | | |

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| | | rough grading<br>(2) Field verification | | | | |
| **MM-GEO-6. Shallow Foundation Construction**<br>Shallow foundation construction shall adhere to the following measures to mitigate impacts associated with soils with high expansion potential:<br>1. *Minimum Embedment and Width*: Footings shall have a minimum embedment of 18 inches with a minimum width of 24 and 12 inches for isolated and continuous footings, respectively.<br>2. *Allowable Bearing*: An allowable bearing pressure of 2,000 pounds-per-square-foot (psf) may be used, based on the minimum embedment depth and width above. This allowable bearing value may be increased by 250 psf per foot increase in depth or width to a maximum allowable bearing pressure of 4,000 psf. If higher bearing pressures are required, this shall be reviewed on a case-by-case basis. These allowable bearing pressures are for total dead load and sustained live loads. Footing reinforcement shall be designed by the structural engineer.<br>3. *Lateral Load Resistance*: Soil resistance available to withstand lateral loads on a shallow foundation is a function of the frictional resistance along the base of the footing and the passive resistance that may develop as the face of the structure tends to move into the soil. The frictional resistance between the base of the foundation and the subgrade soil may be computed using a coefficient of friction of 0.30. The passive resistance may be computed using an allowable equivalent fluid pressure of 220 pounds per cubic foot (pcf), assuming there is constant contact between the footing and undisturbed soil. The coefficient of friction and passive resistance may be combined without further reduction.<br>4. *Increase in Bearing and Friction*: The allowable bearing pressure and coefficient of friction values may be increased by one-third when considering loads of short duration, such as those imposed by wind and seismic forces.<br>5. *Settlement Estimates*: The recommended allowable bearing capacity is generally based on a total allowable, post-construction settlement of 1 inch. Differential settlement due to static loading is estimated at ½ inch over a horizontal distance of 30 feet. Since settlement is a function of footing sustained load, size and contact bearing pressure, differential settlement can be expected between adjacent columns or walls where a large differential loading condition exists. | (1) Prior to issuance of Building Permit<br>(2) Ongoing during construction activities | (1) Letter from grading contractor verifying compliance with this requirement for grading<br>(2) Developer shall provide geotechnical report with requirements to the March JPA for review and approval<br>(3) Field verification | March JPA | | | |
| **MM-GEO-7. Slabs-On-Grade**<br>Concrete slabs-on-grade shall be designed by the structural engineer in accordance with the current CBC for a soil with a high expansion potential. Where conventional light floor loading conditions exist, the following minimum standards shall be used. More stringent requirements may be required by local agencies, the structural engineer, the architect, or the CBC. Laboratory testing shall be conducted at finish grade to evaluate the expansion index of near-surface subgrade soils. In addition, slabs-on-grade shall have the following minimum components:<br>1. *Subgrade Moisture Conditioning*: The subgrade soil shall be moisture conditioned to at least two percentage points above optimum moisture content to a minimum depth of 24 inches prior to placing the moisture vapor retarder, steel or concrete.<br>2. *Moisture Retarder*: Because moisture vapor from the underlying soils will be transmitted through slabs-on-grade without preventive measures, slab underlayment for moisture vapor retarding shall be designed by qualified professionals (such as the structural engineer and/or architect) where control of moisture vapor transmission through slabs would occur (such as where moisture-sensitive floor coverings or equipment are planned). Slab underlayment shall include a moisture vapor retarder membrane (such as 15-mil), underlain by a capillary break consisting of 4 inches of clean ½-inch-minimum gravel, and provisions for protection of the vapor retarder during construction. The moisture barrier may be placed directly on subgrade provided gravel and other protruding objects that could puncture the moisture retarder are removed from the subgrade prior to placement. If a capillary break is not used under the vapor retarder, a more robust vapor retarder shall be used, 15 mil Stego Wrap or approved equivalent. The structural engineer and/or architect shall specify pertinent slab and concrete design parameters, such as whether a sand blotter layer shall be placed over the vapor retarder. Moisture retarders can reduce, but not eliminate moisture vapor rise from the underlying soils up through the slab. Moisture retarders shall be designed and constructed in accordance with applicable American Concrete Institute, Portland Cement Association, Post-Tensioning Institute, ASTM International, and California Building Code requirements and guidelines.<br>3. *Concrete Thickness – Warehouse/Industrial Areas*: Warehouse/industrial slabs-on-grade shall be designed by the structural engineer based on anticipated wheel, equipment, and storage loads. Slab design shall include concrete thickness and strength, joint spacing, joint dowels, and whether reinforcing will be used. | (1) Prior to issuance of Building Permit<br>(2) Ongoing during construction activities | (1) Letter from grading contractor verifying compliance with this requirement for grading<br>(2) Developer shall provide geotechnical report with requirements to the March JPA for review and approval<br>(3) Field verification | March JPA | | | |

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| According to the Project's geotechnical investigation, it was estimated that a preliminary slab design will be approximately 7 inches of concrete over compacted subgrade, unreinforced, with dowel baskets at construction and control joints. This concept is acceptable, provided the structural engineer considers the following parameters.<br>Provided that the upper nine inches of slab subgrade soils are compacted to a minimum of 95 percent relative compaction at two percentage points above optimum (as measured by ASTM D 1557), an average subgrade spring constant (modulus of subgrade reaction, k) of 100 pounds-per-square-inch per-inch deflection (or pci) (with linear deflections up to ¾-inch and a nonlinear response for larger deflections) may be assumed for analysis of loading on slabs-on-grade. This value should not be used for estimation of actual settlements, but is intended to estimate shears, moments, and local distortions. An alternate check may be used by assuming an allowable bearing pressure of 1100 psf (though the modulus of subgrade reaction method is the preferred method). If soils are allowed to dry out prior to placing concrete, the upper nine inches shall be scarified, moisture conditioned to two percentage points above optimum moisture content, and recompacted to a minimum of 95 percent relative compaction (based on ASTM D 1557) prior to placing steel or concrete.<br>4. *Concrete Thickness – Office Areas:* Slabs-on-grade for office space shall be at least 4 inches thick (this is referring to the actual minimum thickness, not the nominal thickness). Reinforcing steel shall be designed by the structural engineer, but as a minimum (for conventionally reinforced, 4-inchthick slabs) shall be No. 3 rebar placed at 18 inches on center, each direction, mid-depth in the slab. Crack control joints shall be provided at a maximum spacing of 15 feet on center for office areas.<br>As an alternative, the slab for office areas may be designed similarly to the warehouse/industrial areas noted previously.<br><br>Final design shall be reviewed by a California licensed structural engineer to consider components in slab design and specifications.<br><br>Floor covering manufacturers shall be consulted for specific recommendations.<br><br>A qualified professional, such as the flooring subcontractor and/or structural engineer, shall be retained to evaluate the general and specific moisture vapor transmission paths and any impact on the proposed construction. | | | | | | |
| **MM-GEO-8. Seismic Design Parameters**<br>Prior to issuance of a grading permit seismic design shall be performed in accordance with the most recent edition of the CBC to reduce the effects of ground shaking produced by regional seismic events. The seismic design of the Project shall consider the following data for the seismic analysis of the site to address seismic ground shaking impacts on the Project site:<br><br>2013 CBC Categorization/Coefficient / Design Value<br>Site Longitude (decimal degrees) / -117.2887<br>Site Latitude (decimal degrees) / 33.9048<br>Site Class Definition (ASCE 7 Table 20.3-1) / C<br>Mapped Spectral Response Acceleration at 0.2s Period, $S_s$ (Figure 1613.3.1(1)) / 1.500g<br>Mapped Spectral Response Acceleration at 1s Period, $S_1$ (Figure 1613.3.1(2)) / 0.600g<br>Short Period Site Coefficient at 0.2s Period, $F_a$ (Table 1613.3.3(1)) / 1.0<br>Long Period Site Coefficient at 1s Period, $F_v$ (Table 1613.3.3(2) / 1.3<br>Adjusted Spectral Response Acceleration at 0.2s Period, $S_{MS}$ (Eq. 16-37) / 1.5g<br>Adjusted Spectral Response Acceleration at 1s Period, $S_{M1}$ (Eq. 16-38) / 0.780g<br>Design Spectral Response Acceleration at 0.2s Period, $S_{DS}$ (Eq. 16-39) / 1.000g<br>Design Spectral Response Acceleration at 1s Period, $S_{D1}$ (Eq. 16-40) / 0.520g | (1) Prior to issuance of Building Permit<br>(2) Ongoing during construction activities | (1) Letter from grading contractor verifying compliance with this requirement for grading<br>(2) Developer shall provide geotechnical report with requirements to the March JPA for review and approval<br>(3) Field verification | March JPA | | | |

# Meridian West Campus-Lower Plateau Project
# Mitigation Monitoring and Reporting Program

<table>
<tr><th rowspan="2">Mitigation Measure</th><th rowspan="2">Monitoring Phase</th><th rowspan="2">Monitoring Method</th><th rowspan="2">Enforcement Agency & Responsible Agency</th><th colspan="3">Verification of Compliance</th></tr>
<tr><th>Initials</th><th>Date</th><th>Remarks</th></tr>
<tr><td>MM-GEO-9. Retaining Walls<br>During construction retaining walls shall be backfilled with very low expansive soil and constructed with a backdrain in accordance with CBC. Based on the recommendations of the January 15, 2016 Geotechnical Investigation for the Project site, the following parameters may be used for the design of conventional retaining walls:<br><br>
<table>
<tr><th colspan="2">Static Equivalent Fluid Weight (pcf)</th></tr>
<tr><th>Condition</th><th>Level Backfill</th></tr>
<tr><td>Active</td><td>40 pcf</td></tr>
<tr><td>At-Rest</td><td>60 pcf</td></tr>
<tr><td>Passive</td><td>220 pcf (allowable) (Maximum of 3,500 psf)</td></tr>
</table>
A California licensed structural engineering shall apply the applicable factors of safety and/or load factors during design, as specified by the CBC.<br><br>Cantilever walls that are designed to yield at least 0.001H, where H is equal to the wall height, may be designed using the active condition. Rigid walls and walls braced at the top shall be designed using the at-rest condition.<br><br>For sliding resistance, a frictional resistance coefficient of 0.3 may be used at the concrete and soil interface. The lateral passive resistance shall be taken into account only if it is ensured that the soil providing passive resistance, embedded against the foundation elements, will remain intact with time.<br><br>In addition to the above, lateral forces due to retained earth, surcharge due to improvements, such as an adjacent structure or traffic loading, shall be considered in the design of the retaining wall. Loads applied within a 1:1 projection from the surcharging structure on the stem of the wall shall be considered in the design.<br><br>A soil unit weight of 120 pcf may be assumed for calculating the actual weight of the soil over the wall footing.</td><td>(1) Prior to issuance of Building Permit<br>(2) Ongoing during construction activities</td><td>(1) Letter from grading contractor verifying compliance with this requirement for grading<br>(2) Developer shall provide geotechnical report with requirements to the March JPA for review and approval<br>(3) Field verification</td><td>March JPA</td><td></td><td></td><td></td></tr>
<tr><td>MM-GEO-10. Pavement Design<br>The following measures shall be implemented for pavement design elements of the project prior to construction:<br>1. Flexible Pavements: Based on the design procedures outlined in the current Caltrans Highway Design Manual, and using an assumed design R-value of 30, flexible pavement sections may consist of the following for the street types indicated. Final pavement design shall be based on the Traffic Index determined by the project civil engineer and R-value testing provided near the end of grading.<br><br>
<table>
<tr><th colspan="4">Asphalt Pavement Section Thickness</th></tr>
<tr><th>Traffic Index</th><th>Asphalt Concrete (AC) Thickness (inches)</th><th>Class 2 Aggregate Base Thickness (inches)</th><th>Total Pavement Section Thickness (inches)</th></tr>
<tr><td>5 (auto access)</td><td>3</td><td>6</td><td>9</td></tr>
<tr><td>6</td><td>3</td><td>9</td><td>12</td></tr>
<tr><td>7</td><td>4</td><td>10</td><td>14</td></tr>
<tr><td>8</td><td>4.5</td><td>12</td><td>16.5</td></tr>
<tr><td>9</td><td>5.5</td><td>13</td><td>18.5</td></tr>
<tr><td>10</td><td>6</td><td>15</td><td>21</td></tr>
</table>
If the pavement is to be constructed prior to construction of the structures, the full depth of the pavement section shall be placed in order to support heavy construction traffic.</td><td>(1) Prior to issuance of Building Permit<br>(2) Ongoing during construction activities</td><td>(1) Letter from contractor verifying compliance with this<br>(2) MM-GEO-10 establishes minimal standards. Final sections shall be determined by the March JPA Civil Engineer.<br>(3) Field verification</td><td>March JPA</td><td></td><td></td><td></td></tr>
</table>

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| 2. *Rigid Pavements:* For on-site Portland Cement Concrete (PCC) pavement, a minimum of 7-inch-thick concrete with dowels at joints, over a minimum of four inches of aggregate base shall be installed. If a full-depth pavement section is used, a minimum of 8-inch-thick concrete placed on native subgrade compacted to 95 percent relative compaction to a depth of eight inches shall be installed. The PCC pavement sections shall be provided with crack-control joints spaced no more than 15 feet on center each way. If sawcuts are used, they shall have a minimum depth of ¼ of the slab thickness and made within 24 hours of concrete placement.<br>3. *Other Pavement Design Measures:* Irrigation adjacent of pavements without deep curb or other cutoff to separate landscaping from the paving may result in premature pavement failure.<br>All pavement construction shall be performed in accordance with the Standard Specifications for Public Works Construction or Caltrans Specifications. Field observations and periodic testing, as needed during placement of the base course materials, shall be undertaken to ensure that the requirements of the standard specifications are fulfilled.<br><br>Prior to placement of aggregate base, the subgrade soil shall be processed to a minimum depth of six inches, moisture-conditioned, as necessary, and recompacted to a minimum of 95 percent relative compaction. Aggregate base shall be moisture conditioned, as necessary, and compacted to a minimum of 95 percent relative compaction. | | | | | | |
| **MM-GEO-11. Temporary Excavations**<br>All temporary excavations, including utility trenches, retaining wall excavations and other excavations shall be performed in accordance with project plans, specifications, and all OSHA requirements.<br><br>No surcharge loads shall be permitted within a horizontal distance equal to the height of cut or five feet, whichever is greater from the top of the slope, unless the cut is shored appropriately. Excavations that extend below an imaginary plane inclined at 45 degrees below the edge of any adjacent existing site foundation shall be properly shored to maintain support of the adjacent structures.<br><br>Cantilever shoring shall be designed based on an active equivalent fluid pressure of 40 pcf. If excavations are braced at the top and at specific design intervals, the active pressure may then be approximated by a rectangular soil pressure distribution with the pressure per foot of width equal to 25H, where H is equal to the depth of the excavation being shored.<br><br>During construction, the soil conditions shall be regularly evaluated to verify that conditions are as anticipated. The contractor shall be responsible for providing the "competent person" required by OSHA, standards to evaluate soil conditions. Close coordination between the competent person and the geotechnical engineer shall be maintained to facilitate construction while providing safe excavations. | (1) Ongoing during building activities | (1) Letter from contractor verifying compliance with this<br>(2) Field verification | March JPA | | | |
| **MM-GEO-12. Trench Backfill**<br>Utility-type trenches on site can be backfilled with on-site material, provided it is free of debris, significant organic material and oversized material (greater than 3 inches for trench backfill within 3 feet of a pipe, and 6 inches for trench backfill above). Prior to backfilling the trench, pipes shall be bedded and shaded in a granular material that has a sand equivalent of 30 or greater. Open-graded crushed rock or similar material shall not be used as bedding material, unless special provisions are implemented to limit the migration of surrounding soil into the open-graded material, including the use of filter fabric around the open-graded material. The bedding material shall extend 12 inches above the top of the pipe. The bedding/shading sand shall be densified in place by mechanical means. Bedding sand shall be placed in accordance with the most current edition of the Standard Specifications for Public Works Construction – Greenbook (Public Works Standard, Inc., 2015). The native soil fill shall be placed in loose layers, moisture conditioned, as necessary, and mechanically compacted using a minimum standard of 90 percent relative compaction based on ASTM D 1557. The thickness of layers shall be based on the compaction equipment used in accordance with the current Greenbook. | (1) Prior to issuance of Building Permit<br>(2) Ongoing during grading activities | (1) Letter from contractor verifying compliance with this<br>(2) Field verification | March JPA | | | |
| **MM-GEO-13. Surface Drainage**<br>Prior to construction positive surface drainage shall be designed by a California licensed geotechnical engineer such that drainage is to be directed away from foundations and toward approved drainage devices, such as gutters, paved drainage swales, or watertight area drains and collector pipes. | (1) Prior to issuance of Building Permit | (1) Review of Plans and Specifications<br>(2) Field verification | March JPA | | | |

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| Surface drainage shall be provided to prevent ponding of water adjacent to the structures. In general, the area around the buildings shall slope away from the building. Unpaved landscaped areas adjacent to the buildings shall be avoided. Roof runoff shall be carried to suitable drainage outlets by watertight drain pipes or over paved areas. | | | | | | |
| **MM-GEO-14. Sulfate Attack and Corrosion Protection**<br>Based on the results of laboratory testing, concrete structures in contact with the on-site soil will have negligible exposure to water-soluble sulfates in the soil. Typical II cement may be used for concrete construction. Prior to paving the Project applicant will ensure that the concrete shall be designed in accordance with Table 4.3.1 of the American Concrete Institute ACI 318-08 provisions (ACI, 2008). The on-site soil is considered moderately corrosive to ferrous metals. Corrosion protection of underground metallic utilities shall be provided. Corrosion information presented in this report shall be provided to your underground utility contractors. | (1) Prior to issuance of Building Permit<br>(2) Ongoing during grading activities | (1) Individual lot developer shall provide laboratory testing and soils report to affected utilities<br>(2) Field verification | March JPA | | | |
| **MM-GEO-15. Additional Geotechnical Services**<br>Prior to construction a California licensed geotechnical engineer shall review the site and grading plans when available and comment further on the geotechnical aspects of the project. Geotechnical observation and testing shall be conducted during excavation and all phases of grading operations in accordance with CBC requirements. Mitigation measures MM-GEO-1 through MM-GEO-15 shall be reviewed by a licensed geotechnical engineer during construction and revised accordingly if geotechnical conditions encountered vary from the preliminary findings and interpretations.<br><br>Geotechnical observation and testing shall be provided:<br>1. After completion of site clearing;<br>2. During over-excavation of compressible soil;<br>3. During compaction of all fill materials;<br>4. After excavation of all footings and prior to placement of concrete;<br>5. During utility trench backfilling and compaction;<br>6. During pavement subgrade and base preparation;<br>7. When any unusual conditions are encountered. | (1) Prior to issuance of Building Permit<br>(2) Ongoing during construction | (1) Individual lot developer shall provide the site and grading plans to a licensed geotechnical engineer for review and further comments<br>(2) Field verification | March JPA | | | |
| | *Greenhouse Gas Emissions* | | | | | |
| **MM-GHG-1. Air Quality Mitigation**<br>The applicant shall incorporate MM-AQ-1 (Construction Equipment Emissions Standards), MM-AQ-3 (Construction Relations Officer), MM-AQ-4 (Improved Energy Efficiency and Water Reduction), MM-AQ-5 (Commute Trip Reduction), MM-AQ-6 (Haul Truck Requirements), and MM-AQ-7 (Yard Goat Requirements). | See Air Quality, above, for monitoring phase of each MM | See Air Quality, above, for monitoring method of each MM | March JPA | | | |
| **MM-GHG-2. On-Road GHG Emission Mitigation Measure**<br>The Applicant shall require future users of the project site, through enforceable means such as covenants, leases, contracts, and such, to implement the following:<br>(a) Upon project opening, require 25% of on-road trucks which access the site to be model year 2014 compliant or newer (for diesel powered trucks), or alternatively fueled;<br>(b) In and after 2030, require 50% of on-road trucks which access the site to be model year 2014 compliant or newer (for diesel powered trucks), or alternatively fueled; and<br>(c) Promote clean truck incentive programs. | (1) Prior to issuance of Certificate of Occupancy | (1) The Project Tenant shall provide a signed letter to the March JPA verifying compliance with the initial requirement for on-road trucks and clean truck incentives and a recorded covenant requiring compliance with the 2030 requirement | March JPA | | | |

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| *Hazards and Hazardous Materials* | | | | | | |
| **MM-HAZ-1. Hazardous Materials Transport**<br>Aboveground bulk storage of more than 6,000 gallons of hazardous or flammable mater is prohibited in Airport Compatibility Zone B1. Aboveground bulk storage of more than 6,000 gallons of hazardous or flammable materials per tank is discouraged in Zone B2 and C1, and would generally not be permitted unless no feasible alternatives are available. Any aggregate aboveground oil/fuel storage containers in Zone B2 or C1 greater than 1,320 gallons (or completely buried 42,000 gallons) shall include preparation and implementation of a Spill Prevention, Control and Containment (SPCC) plan pursuant to 40 C.F.R. 112 (or, for small quantities, a spill prevention and response plan) during construction, and if applicable, during site operations. The SPCC plan (or spill prevention and response plan) shall identify BMPs for spill and release prevention and provide procedures for cleaning up and disposing of any spills or releases. | (1) Prior to Construction Plan Approval<br>(2) Prior to issuance of Certificate of Occupancy | (1) Review of Plans and Specification<br>(2) Field verification<br>(3) Preparation of a SPCC to identify BMPs for spill and release prevention | March JPA | | | |
| **MM-HAZ-2. Phase II Environmental Site Assessment**<br>Prior to grading permit issuance, the Project applicant shall submit to the March JPA for approval, a Phase II ESA (preceded by a work plan) detailing subsurface soil and soil vapor testing conducted consistent with California Department of Toxic Substances Control (DTSC) guidance documents. The Phase II testing shall confirm the presence or absence of on-site contamination associated with past uses on the Project site, including in the former railroad spur area and former motor repair facility area in accordance with the findings of the 2015 Phase 1 report for the site (see 2015 Phase I ESA in Appendix G for the contaminants of concern).<br><br>The Phase II soil and soil vapor investigation results shall be compared to two types of regulatory levels:<br>1. Federal and State of California Hazardous Waste Levels – Detected soil concentrations shall be evaluated to determine if any hazardous wastes exist at the site. Federal hazardous waste levels are specified in 40 Code Federal Regulations Parts 260 through 273 and administered by the U.S. Environmental Protection Agency. California hazardous waste levels are specified in the California Code of Regulations, Title 22 in the California Hazardous Waste Control Law.<br>2. Human Health Protective Screening Levels – Detected soil concentrations shall be compared to the U.S. Environmental Protection Agency's Region 9 industrial use Regional Screening Levels for industrial use for soils, and soil vapor results shall be compared to the California Office of Environmental Health Hazard Assessment's Industrial use California Human Health Screening Levels.<br><br>Any soils qualifying as hazardous waste shall be delineated, removed, and properly disposed of offsite in accordance with applicable regulatory requirements. Prior to any removal, a Remedial Action Workplan (RAW) shall be prepared and approved by the DTSC. The RAW shall include a Community Health and Safety Plan (CHASP) describing the methods used to ensure that excavation and transportation activities at the site are carried out in a safe manner, protective of human health. The RAW and CHASP shall include the establishment of secured contaminant reduction and decontamination zones, stockpile covering, dust control measures, and on-site and fence line monitoring during excavation and hauling activities which shall be implemented during remediation activities.<br><br>Any soil or soil vapor that exceeds the human health protective screening levels shall either be remediated on-site to levels protective of human health or removed from the site for proper off-site disposal. If on-site remediation is the selected remedy, RAW shall approved by DTSC that describes and establishes secured areas that are undergoing remediation and proper permitting of any treatment technologies through the DTSC or the South Coast Air Quality Management District. If excavation and off-site disposal is conducted, a CHASP shall be prepared and approved by DTSC, establishing secured contaminant reduction and decontamination zones, stockpile covering, dust control measures, and on-site and fence line monitoring during excavation and hauling activities which shall be implemented during remediation. | Prior to issuance of Grading Permit | The Project Applicant shall submit a Phase II ESA to the March JPA to ensure compliance. | March JPA | | | |
| **MM-HAZ-3. Hazardous Materials Contingency Plan**<br>A Hazardous Materials Contingency Plan shall be prepared by a qualified environmental consultant and implemented during demolition, excavation, and construction activities for the Project. The Hazardous Materials Contingency Plan shall include, at a minimum, the following:<br>• Identification of known areas with hazardous waste and hazardous materials of concern | No less than 30 days prior to initiation of grading activities | The Project Applicant, through a qualified environmental consultant, shall submit a Hazardous Materials | March JPA | | | |

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| • Procedures for temporary cessation of construction activity and evaluation of the level of environmental concern<br>• Procedures for limiting access for properly trained personnel to the contaminated area<br>• Procedures for notification and reporting, including internal management and local agencies (e.g., local fire department, county Certified Unified Program Agency), as needed<br>• Health and safety measures for removal and excavation of contaminated soil<br>• Procedures for characterizing and managing excavated soils<br>• Procedures for certification of completion of remediation<br><br>The Hazardous Materials Contingency Plan shall be submitted to March JPA for approval no less than 30 days prior to the initiation of construction activities at the site. | | Contingency Plan, to the March JPA to ensure compliance. | | | | |
| **MM-HAZ-4. UXO Identification, Training, and Reporting Plan**<br>Prior to the commencement of construction activities, a UXO Identification, Training, and Reporting Plan to properly train all site workers in the recognition, avoidance, and reporting of military waste debris and ordnance shall be prepared by a qualified environmental consultant. The plan shall contain, at a minimum, the following:<br>• A description of the training program outline and materials, and the qualifications of the trainers;<br>• Identification of available trained experts that will respond to notification of discovery of any suspected ordnance (unexploded or not);<br>• Procedures to stop work immediately in the vicinity of suspected UXO and to notify the Riverside County Sherriff's Department, Certified Unified Program Agency (CUPA) and the USACE;<br>• A work plan to recover and remove discovered ordnance, and complete additional field screening, possibly including geophysical surveys to investigate adjacent areas for surface, near-surface or buried ordnance in all proposed land disturbance areas;<br>• Documentation of all surveys and investigations performed to evaluate and remove discovered ordnance.<br><br>The UXO Identification, Training, and Reporting Plan shall be submitted to March JPA for approval no less than 30 days prior to the initiation of construction activities at the site. The results of geophysical surveys shall be submitted to March JPA within 30 days of completion of the surveys. Further, March ARB Airfield Management and Base Civil Engineering personnel must be included in these communications and notified immediately of any suspected UXO and requirements placed in any UXO Plan. | (1) No less than 30 days prior to initiation of grading activities<br>(2) Prior to issuance of Grading Permit | (1) Project applicant shall submit a UXO Identification, Training, and Reporting Plan, to the March JPA for consultation with March ARB.<br>(2) Approval shall be granted prior to Grading Permit issuance. | March JPA | | | |
| **MM-HAZ-5. Hazardous Materials Business Plan**<br>Businesses that use 55 gallons (liquid) or 500 pounds (solid) of hazardous materials are required to submit a Hazardous Materials Business Plan (pursuant to California Health and Safety Code Section 25500) within 30 days of beginning operations. The Hazardous Materials Business Plan shall contain information on hazardous materials inventory, inspections, training, record-keeping, and reporting. The Hazardous Materials Business Plan shall be submitted online through the California Environmental Reporting System website. Further information can be found on the County of Riverside Department of Environmental Health website (http://www.rivcoeh.org/HazMat/hmbp). | Within 30 days of receipt of Certificate of Occupancy | Project tenant shall submit a Hazardous Materials Business Plan (pursuant to California Health and Safety Code Section 25500) online through the California Environmental Reporting System website. | March JPA | | | |
| **MM-HAZ-6. Solar Voltaic System Approval**<br>In the event the Project Applicant chooses to include solar photovoltaic system(s) as part of the Project, the system shall be reviewed and approved by the Airport Land Use Commission and the March ARB personnel prior to the issuance of building permits. The Project Applicant shall demonstrate that the solar panels and hardware are designed to minimize glare and spectral highlighting. Emerging technologies shall be used, such as diffusion coatings and nanotechnological innovations to effectively reduce the refractive index of the solar cells and protective glass. A glare/glint study was performed for all proposed solar panels in compliance with March ARB requirements. The study used nationally-acceptable standards (i.e. Solar Glare Hazards Analysis Tool (SGHAT) by Sandia National Laboratories). The study shall be submitted to the March JPA, and the March JPA shall not approve solar panel designs or issue a building permit for a building that includes solar panels until any glint/glare impacts discovered during the study are addressed in consultation with Riverside County Airport Land Use Commission and March ARB. | Prior to issuance of Building Permit for a solar voltaic system | Project applicant shall submit the glare/glint study to March JPA for consultation with Riverside County Airport Land Use Commission and March ARB. | March JPA, Airport Land Use Commission, March Air Reserve Base | | | |

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| **MM-HAZ-7. Emittance of Steam/Smoke**<br>In the event the Project Applicant decides to include system(s) that would result in the emittance of steam and/or smoke as part of the Project, written approval shall be granted by March Air Reserve Base and March Inland Port airport officials prior to the issuance of building permits. | (1) Prior to issuance of Building Permit<br>(2) Prior to the issuance of a Certificate of Occupancy | Project applicant shall provide written consent by March ARB and March Inland Port officials. | Review by March ARB and March Inland Port officials; Verification by March JPA | | | |
| **MM-HAZ-8. Compliance with FAA Advisory Circular 150/5200-33B**<br>In order to ensure proper functioning of the Project drain system to avoid potential hazards to March Air Reserve Base flights, an additional best management practice (BMP) shall be added to the Project Water Quality Management Plan, which shall require that the applicant enter into a covenant and agreement with the March Joint Powers Authority (JPA) similar to the Water Quality Management Plan and Urban Runoff Best Management Practice Transfer, Access and Maintenance Agreement between March JPA and Sun Life Assurance Company of Canada (Document No. 2014-0030862), which shall be recorded prior to issuance of a certificate of occupancy. A copy of the recorded agreement and BMP shall be provided to the Riverside County Airport Land Use Commission. The BMP shall include the following:<br>a. The property owner or its designated representative shall monitor the conditions of the detention basins and promptly inspect such basins following completion of each "significant" rain event and the 48-hour period thereafter.<br>b. If any standing water remains in a basin that is not beneath a rock, gravel, or other layer following the completion of the "significant" rain event and the 48-hour period thereafter, the property owner or its designated representative shall arrange to have such standing water either removed or covered within the next two (2) business days following the conclusion of the 48-hour period.<br>c. In the event that the standing water situation recurs on a regular basis following the 48-hour detention period, the detention basin may no longer be draining as originally designed to prevent standing water from rising above a rock, gravel, or other layer (for example, due to a rise in groundwater levels or other circumstance beyond the property owner's ability to control). In that situation, the property owner or its designated representative shall promptly engage a licensed civil engineer to prepare a design plan to ensure that such condition does not persist for more than 48 hours following the conclusion of a "significant" rain event. The required engineering design solution shall be implemented promptly, but no later than 180 days following its approval by all applicable authorities, providing that, until such time as the engineered design solution is implemented, the property owner or its designated representative will maintain the detention basins such that after 48 hours following a significant rain event, the water levels are below a rock, gravel, or other layer. | Prior to issuance of Building Permits | 1) Submittal of a covenant agreement between the property owner and March JPA<br>2) Recordation of the covenant agreement (prior to building permit). | Review by FAA; Verification by March JPA | | | |
| **MM-HAZ-9. Tree Planting Restrictions**<br>Trees species with masts and tree species that are suitable for roosting shall not be planted on the Project site. When planting vegetation, species that do not produce fruit, especially during the winter, should be selected. Trees and shrubs should not be allowed to grow in the infield areas. The final landscape design must be submitted to and approved by March ARB prior to the issuance of building permits to address Bird/Wildlife Aircraft Strike Hazards (BASH) concerns. | Prior to issuance of Building Permits | Project applicant shall submit the final landscape design to March ARB for approval. | Review by March ARB; verification by March JPA | | | |
| | *Hydrology & Water Quality* | | | | | |
| **MM-HYD-1. Site Specific Water Quality Management Plans**<br>A site-specific Water Quality Management Plan shall be prepared for each proposed facility in accordance with NPDES requirements and the New Development & Redevelopment Guidelines for Projects Under the March JPA. For industrial facilities as defined in Attachment A of the NPDES General Permit for Stormwater Discharges Associated with Industrial Activities (SWRCB Order No. 2014-0057-DWQ, as amended), the applicant shall also prepare an Industrial Stormwater Pollution Prevention Plan in accordance with NPDES requirements of the Statewide Industrial General Permit. The project-specific Final WQMPs and Industrial SWPPPs shall each be submitted to the March JPA for review and approval during construction plan review and prior to issuance of grading permits, and shall contain facility-specific site design, source control and, if necessary, treatment control Best Management Practices, including the location, size and type of all permanent water quality BMPs to be installed on-site. The project-specific WQMPs and SWPPPs shall take proposed uses and industrial activities into account when determining source control BMPs, and shall not allow non-stormwater discharges into the storm drain system. | During construction plan review and prior to issuance of Grading Permits | Project applicant shall prepare and submit project-specific Final WQMPs and Industrial SWPPPs to the March JPA for review. | March JPA | | | |

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| **MM-HYD-2. Site Specific Discharges**<br>Each lot, once developed, shall mitigate peak storm discharges in accordance with the Allowable Flow Rate (or Allowable Q), as detailed in the New Development & Redevelopment Guidelines for Projects Under the March JPA, in order to achieve attenuated peak flows to the downstream detention basins which do not materially alter their current hydraulic characteristics. Any detention or retention basin deemed necessary to reduce peak storm discharges shall be designed, engineered, constructed, and maintained for a maximum 48-hour detention period after the design storm and remain completely dry between storms, in compliance with FAA AC 150/5200-33B. Each developed lot shall reduce the peak discharge to a rate and volume that does not exceed the allowable peak discharge rates set forth in the March JPA NPDES Guidelines. March ARB staff shall be consulted in the review of the proposed storm water detention and drainage facilities. | During operations | Field verification | March JPA | | | |
| *Noise* | | | | | | |
| **MM-NOI-1. Off-site Traffic Noise Impacts**<br>If the Project opens prior to 2020, March JPA shall require the Project applicant to construct a soundwall along the eastern right-of-way of Meridian Parkway from Cactus Avenue to Innovation Drive. The soundwall shall be a minimum of six feet in height, constructed with a solid surface having no gaps. | Prior to Certificate of Occupancy | Field verification | March JPA | | | |
| **MM-NOI-2. Noise Compliance Measures**<br>March JPA shall require the Project applicant to adhere to the following measures as a condition of approving the grading plans and/or issuance of building permits:<br>• In compliance with March Joint Powers Authority Development Code Chapter 9.10, Performance Standards, Section 9.10.030, construction plans shall include a note indicating that noise-generated Project construction activities shall only occur between the hours of 7:00 AM to 7:00 PM daily. The Project construction supervisor shall ensure compliance with the permitted construction hours.<br>• During all Project site construction, pursuant to March Joint Powers Authority General Plan Noise Element Policy 2(e), the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractors shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project site.<br>• The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the Project site (e.g., to the center) during all Project construction.<br>• The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment (between the hours of 7:00 AM and 7:00 PM). The construction shall prepare a haul route exhibit and shall design delivery routes to minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise. | (1) Prior to issuance of grading plans<br>(2) Prior to issuance of Building Permits | (1) Project grading contractor and construction contractor shall submit a letter verifying full compliance with all requirements | March JPA | | | |
| **MM-NOI-3. Noise Reduction Measures in Construction Plans**<br>Prior to issuance of the Certificate of Occupancy for the Operator/Tenant, the Project Operator/Tenant shall certify in writing that the operational noise mitigation measures shall be adhered to in full compliance, with oversight by March JPA. March JPA shall ensure that the following are noted on construction plans as enforceable conditions of approval and shall enforce compliance during Project operations:<br>• All on-site operating equipment under the control of the building user that is used in outdoor areas (including but not limited to trucks, tractors, forklifts, and hostlers), shall be operated with properly functioning and well-maintained mufflers.<br>• Maintain quality pavement conditions on the property that are free of vertical deflection (e.g., speed bumps) to minimize truck noise.<br>• The truck access gates and loading docks within the truck court on the Project site shall be posted with signs which state:<br>o Truck drivers shall turn off engines when not in use;<br>o Diesel trucks servicing the Project shall not idle for more than three (3) minutes; and<br>o Post telephone numbers of the building facilities manager to report idling violations. | Prior to issuance of the Certificate of Occupancy | (1) Operator/Tenant shall submit a letter verifying compliance with this requirement<br>(2) Field Verification | March JPA | | | |

# Meridian West Campus-Lower Plateau Project
# Mitigation Monitoring and Reporting Program

| Mitigation Measure | Monitoring Phase | Monitoring Method | Enforcement Agency & Responsible Agency | Verification of Compliance | | |
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| **MM-NOI-4. Blasting Compliance Measures**<br>Prior to any blasting, the construction contractor shall certify in writing that all blasting mitigation measures shall be adhered to in full compliance, with oversight by March JPA. March JPA shall ensure that the following are noted on construction plans as enforceable conditions of approval and shall enforce compliance during Project construction:<br>• To reduce adverse effects, rock blasting activities shall be limited during the permitted hours for construction activity between 7:00 AM to 7:00 PM, as required by the Development Code.<br>• The blasting contractor shall design the blasts to reduce vibration velocity levels from each blast below the damage threshold of 3.0 in/sec.<br>• A blast signal (e.g. air horn) shall be used to notify nearby residents that blasting is about to occur per the California Code of Regulations, Title 8, Section 5291 Firing of Explosives regulations.<br>• Neighboring residential communities shall be notified via postings on the construction site at least 24 hours before the occurrence of major construction-related noise and vibration impacts (such as rock blasting) which may affect them.<br>• The March JPA may impose conditions and procedures on the blasting operations as necessary. The construction contractor shall comply with these measures for the duration of the blasting permit. The March JPA may inspect the blast site and materials at any reasonable time.<br>• The construction contractor shall identify potential problem areas surrounding the Project site.<br>• The construction contractor shall determine the conditions that exist prior to commencement of construction.<br>• The construction contractor shall monitor and record the vibration and air overpressure effects of the blast.<br>• The construction contractor shall respond to and investigate complaints. | (1) Prior to blasting<br>(2) On-going during grading activities | (1) Contractor shall submit a letter verifying compliance with this requirement<br>(2) Field Verification | March JPA | | | |
| **MM-NOI-5. Buildings Located Within 65-70 dBA CNEL Contour**<br>March JPA shall require interior office areas and public areas that are located within the 65 – 70 dBA CNEL contours to provide sound attenuation below 45 dB CNEL, as determined by a registered acoustical engineer. | Prior to issuance of Building Permits. | A signed letter verifying compliance with this requirement shall be submitted from a registered acoustical engineer | March JPA | | | |
| *Traffic* | | | | | | |
| **MM-TRAF-1. Building-Specific Traffic Generation Information**<br>Prior to issuance of a Certificate of Occupancy for each Operator/Tenant, the Project Operator/Tenant shall submit for each building within the Project sufficient traffic generation technical information to the March JPA, who will review and analyze the data to confirm that the use allowed in the Certificate of Occupancy complies with the total net daily vehicle trips identified in the Draft EIR, Table 4.12-18, or total passenger car equivalents as identified in the technical appendices. | Prior to issuance of a Certificate of Occupancy for each building | The tenant shall submit traffic generation technical information to the March JPA for verification in compliance with the approved traffic study | March JPA | | | |
| **MM-TRAF-2. Three Years Post Occupancy Analysis**<br>Three years after the issuance of the first Certificate of Occupancy for the development, the master developer shall fund a traffic trip count/analysis to determine if the existing development complies with the total net daily vehicle trips identified in the Draft EIR, Table 4.12-18, or total passenger car equivalents as identified in the technical appendices. The traffic consultant preparing and analyzing traffic counts shall be mutually agreed upon by March JPA and the master developer. | Three years after the issuance of the first Certificate of Occupancy | Master developer shall fund a traffic trip count/analysis to ensure compliance | March JPA | | | |
| **MM-TRAF-3. Meridian Parkway/Harmon Street/Van Buren Boulevard (#17)**<br>The Project will implement the following improvements:<br>• Construct a second eastbound left turn lane<br>• Construct two new eastbound through lanes.<br>These improvements were implemented during the time this analysis was conducted. | Mitigation Complete | Complete | March JPA | | | |

# Meridian West Campus-Lower Plateau Project
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| **MM-TRAF-4. Cactus Avenue**<br>Cactus Avenue is an east-west oriented roadway located between Building "Lot 1/2" and Building "Lot 3" of the Project. The Project applicant shall construct Cactus Avenue from the Project's western boundary to Meridian Parkway at its ultimate full-section width as a major arterial (110-foot right-of-way), in compliance with applicable March JPA's standards. Improvements along the Project's frontage shall be those required by final conditions of approval for the proposed Project and applicable March JPA standards.<br><br>The Project shall cul-de-sac Cactus Avenue at the western terminus; however, the future extension of Cactus Avenue provide a through connection to Alessandro Boulevard via an extension Cactus Avenue to San Gorgonio Drive.<br><br>The Project shall construct intersection improvements at Cactus Avenue/Meridian Parkway as identified in Figure 4.12-31, including and additional southbound right turn lane, eastbound lanes consisting of double left, double through and right turn lane with adequate turn pocket storage length. All other restriping and signal modification requirements shall be completed by the Project. | (1) Prior to issuance of Building Permit<br>(2) Prior to issuance of Certificate of Occupancy | (1) Approval of an all-weather road shall be in place prior to issuance of Building Permit<br>(2) Completion of the road, inclusive curb, gutter, sidewalk and street paving to occur prior to issuance of the first Certificate of Occupancy. | March JPA/Riverside County Fire Dept | | | |
| **MM-TRAF-5. Street A**<br>Street A is an east-west oriented roadway providing access to Building "Lot 1/2" and the mixed-use area of the Project. The Project applicant shall construct Street A from the western terminus (cul-de-sac) to Meridian Parkway at its ultimate full-section width as a local roadway (60-foot right-of-way), in compliance with applicable March JPA's standards. Improvements along the Project's frontage shall be those required by final conditions of approval for the proposed Project and applicable March JPA standards. A pork chop or similar design feature shall be required to restrict access to right-in right-out only at Street A. | (1) Prior to Building Permit<br>(2) Prior to issuance of Certificate of Occupancy | (1) Approval of an all-weather road shall be in place prior to issuance of Building Permit<br>(2) Completion of the road, inclusive curb, gutter, sidewalk and street paving to occur prior to issuance of the first Certificate of Occupancy | | | | |
| **MM-TRAF-6. Street B**<br>Street B is an east-west oriented roadway providing access to Building "Lot 3" and Buildings "A" through "C" of the Project. The Project applicant shall construct Street B from the western terminus (cul-de-sac) to Meridian Parkway at its ultimate full-section width as a local roadway (60-foot right-of-way), in compliance with applicable March JPA's standards. Improvements along the Project's frontage shall be those required by final conditions of approval for the proposed Project and applicable March JPA standards. A pork chop or similar design feature shall be required to restrict access to right-in right-out only at Street B. | (1) Prior to Building Permit<br>(2) Prior to issuance of Certificate of Occupancy | (1) Approval of an all-weather road shall be in place prior to issuance of Building Permit<br>(2) Completion of the road, inclusive curb, gutter, sidewalk and street paving to occur prior to issuance of the first Certificate of Occupancy | March JPA | | | |
| **MM-TRAF-7. Cactus Bridge Over RCTC/BNSF Rail Line**<br>Applicant shall pay a fair-share proportional fee for the widening of Cactus Avenue Bridge over the RCTC/BNSF rail bridge. | Prior to issuance of first Certificate of Occupancy | Master developer shall fund improvements | March JPA | | | |
| **MM-TRAF-8. Village West Drive/Van Buren Boulevard (#11)**<br>The Project shall pay its fair share towards the following improvements:<br>• Add a new third eastbound through lane<br>• Add a third westbound through lane<br>These improvements are included in the TUMF program. | Prior to Certificate of Occupancy | Site Developer shall pay applicable TUMF fee | March JPA | | | |

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| **MM-TRAF-9. Sycamore Canyon Boulevard/Alessandro Boulevard (#12)**<br>The Project shall pay its fair share towards the following improvements:<br>• Add a second eastbound left turn lane<br>• Modify the traffic signal to implement overlap phasing on the eastbound and westbound right turn lanes<br>This mitigation measure also applies to General Plan Conditions. | Prior to issuance of first Certificate of Occupancy | Master Developer shall install required EB left turn lane and implement traffic signal overlap phase | March JPA | | | |
| **MM-TRAF-10. Meridian Parkway/Cactus Avenue (#14)**<br>The Project will construct the following improvements:<br>• Add a northbound left turn lane<br>• Add an eastbound left turn lane and shared through-right turn lane<br>• Add a westbound through lane<br>• Add a second southbound left turn lane<br>• Add a second eastbound through lane<br>• Add a second westbound left turn lane<br>• Modify the traffic signal to implement overlap phasing on the northbound and westbound right turn lanes | Prior to issuance of first Certificate of Occupancy | Master Developer shall install all required improvements | March JPA | | | |
| **MM-TRAF-11. Meridian Parkway/Harmon Street/Van Buren Boulevard**<br>The Project will pay its fair share towards the following improvements:<br>• Add an eastbound left turn lane<br>• Add third and fourth eastbound through lanes<br>• Restripe the northbound approach with a left turn lane and shared through-right turn land<br>• Add third and fourth westbound through lanes<br>• Modify the traffic signal to implement protected left turn phasing for the northbound and southbound approaches<br>With the exception of the signal modification, these improvements were implemented during the time this analysis was conducted. As such, there are no fair share payment requirements towards the improvements already constructed. | Mitigation Complete | Complete (Improvements currently being installed as a March JPA Capital Improvement Project) | March JPA | | | |
| **MM-TRAF-12. Old 215 Frontage Road/I-215 NB Ramps/Cactus Avenue (#24)**<br>The Project will pay its fair share towards the following improvements:<br>• Add a second northbound left turn lane<br>• Add a third eastbound through lane<br>• Add a third westbound through lane<br>• Modify the traffic signal to implement protected left turn phasing on the northbound and southbound approaches<br>These improvements are included in the TUMF program. | Prior to issuance of first Certificate of Occupancy | Site Developer shall pay applicable TUMF fee | March JPA | | | |
| **MM-TRAF-13. Meridian Parkway/Cactus Avenue (#14)**<br>The Project shall construct the following improvements prior to issuance of a building permit:<br>• Add a northbound left turn lane<br>• Add an eastbound left turn lane and shared through-right turn lane<br>• Add a westbound through lane<br>• Add a second southbound left turn lane<br>• Add a second eastbound through lane<br>• Add a second westbound left turn lane<br>• Modify the traffic signal to implement overlap phasing on the northbound and westbound right turn lanes<br>• Add a second northbound left turn lane<br>• Add a southbound right turn lane<br>• Add a second eastbound left run lane and eastbound right turn lane<br>• Add a second westbound through lane<br>• Modify the traffic signal to implement overlap phasing on the southbound and eastbound right turn lanes | Prior to issuance of first Certificate of Occupancy | Master Developer shall install all required improvements | March JPA | | | |

# Meridian West Campus-Lower Plateau Project
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| | | | | *Initials* | *Date* | *Remarks* |
| **MM-TRAF-14. Meridian Parkway/Harmon Street/Van Buren Boulevard (#17)**<br>The Project shall pay its fair share towards the following improvements:<br>• Add second eastbound left turn lane<br>• Add third and fourth eastbound through lane<br>• Restripe the northbound approach with a left turn lane and shared through-right turn<br>• Add third and fourth westbound through lanes<br>• Modify the traffic signal to implement protected left turn phasing for the northbound and southbound approaches | Mitigation Complete | Complete (Improvements currently being installed as a March JPA Capital Improvement Project) | March JPA | | | |
| **MM-TRAF-15. Innovation Drive/Cactus Avenue (#18)**<br>The Project will construct the following improvements:<br>• Add a third eastbound through lane<br>• Add a third westbound through lane | Prior to issuance of first Certificate of Occupancy | Master Developer shall install all required improvements | March JPA | | | |
| **MM-TRAF-16. I-215 SB Ramps/Cactus Avenue (#21)**<br>The Project will pay its fair share towards the following improvements included in the TUMF program:<br>• Add a third eastbound through lane<br>• Add second westbound left turn lane and third westbound through lane | Prior to Certificate of Occupancy | Site Developer shall pay applicable TUMF fee | March JPA | | | |
| **MM-TRAF-17. Old 215 Frontage Road/I-215 NB Ramps/Cactus Avenue (#24)**<br>The Project will pay its fair share towards the following improvements included in the TUMF program prior to issuance of building permits:<br>• Add a second northbound left turn lane<br>• Add a third eastbound through lane<br>• Add a third westbound through lane<br>• Modify the traffic signal to implement protected left turn phasing on the northbound and southbound approaches | Prior to Prior to Certificate of Occupancy | Site Developer shall pay applicable TUMF fee | March JPA | | | |
| **MM-TRAF-18. I/215 NB Ramps/Alessandro Boulevard (#23)**<br>The Project shall pay its fair share towards the following improvements:<br>• Add a second northbound left turn lane. | Prior to Certificate of Occupancy | Site Developer shall pay fair share proportional fee for proposed building area/total approved building area | March JPA | | | |
| **MM-TRAF-19. WRCOG TUMF Contribution**<br>Prior to the issuance of building permits, the Project applicant shall participate in the WRCOG TUMF fee programs by paying the requisite fees at the time of building permit, in addition the Project's fair share amount of $15,528 for the improvements identified in Table 4.12-34 or as agreed to by the March JPA and Project applicant. This fair share payment should only be collected if the March JPA programs the improvements that the fair share contributions are intended to construct. The applicant shall construct intersection improvements at Cactus Avenue/Meridian Parkway and the widening of Cactus Avenue from Meridian Parkway to Innovation Drive. | Prior to Certificate of Occupancy | Site Developer shall pay fair share proportional fee for proposed building area/total approved building area | March JPA, WRCOG | | | |
| **MM-TRAF-20. City of Riverside Fee Contribution**<br>There are 7 intersections that either share a mutual border with the City of Riverside or are wholly located within the City of Riverside's jurisdiction. Improvements have been recommended to these intersections that are not covered by payment of fees. The March JPA shall participate in a multi-jurisdictional effort with the City of Riverside to develop a study to identify fair share contribution funding sources attributable to and paid from private and public development to supplement other regional and State funding sources necessary to implement the improvements identified in the City of Riverside's jurisdiction. The applicant's fair-share amount for these intersections equals $10,314. The Project applicant shall be required to pay this amount to the March JPA prior to the issuance of the Project's final certificate of occupancy. | Prior to Certificate of Occupancy | Site Developer shall pay fair share proportional fee for proposed building area/total approved building area (excepting intersection # 12 which will be installed by the Master Developer) | March JPA, City of Riverside | | | |
| **MM-TRAF-21. County of Riverside Fee Contribution**<br>There are 5 intersections that either share a mutual border with the County of Riverside or are wholly located within the County of Riverside's jurisdiction. Improvements have been recommended to these intersections that are not covered by payment of fees. The March JPA shall participate in a multi-jurisdictional effort with the County of Riverside to develop a study to identify fair share contribution funding sources attributable to and paid from private and public development to supplement other regional and State | Prior to first Certificate of Occupancy | Master Developer shall pay amount in full for transfer to the County. | March JPA, County of Riverside | | | |

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| funding sources necessary to implement the improvements that are located in the County of Riverside's jurisdiction. The applicant's fair-share amount for these intersections equals $2,653. The Project applicant shall be required to pay this amount to the March JPA prior to the issuance of the Project's final certificate of occupancy. | | | | | | |
| **MM-TRAF-22. City of Moreno Valley Fee Contribution**<br>There are 5 intersections that either shares a mutual border with the City of Moreno Valley or are wholly located within the City of Moreno Valley's jurisdiction. Improvements have been recommended to these intersections that are not covered by payment of fees. The March JPA shall participate in a multi-jurisdictional effort with the City of Moreno Valley to develop a study to identify fair share contribution funding sources attributable to and paid from private and public development to supplement other regional and State funding sources necessary to implement the improvements identified in the City of Moreno Valley's jurisdiction. The applicant's fair-share amount for these intersections equals $29,603. The Project applicant shall be required to pay this amount to the March JPA prior to the issuance of the Project's final certificate of occupancy. | Prior to Certificate of Occupancy | Site Developer shall pay fair share proportional fee for proposed building area/total approved building area | March JPA, City of Moreno Valley | | | |
| **MM-TRAF-23. Caltrans Fee Contribution**<br>There are 4 intersections that either shares a mutual border with Caltrans or are wholly located within Caltrans' jurisdiction. Improvements have been recommended to these intersections that are not covered by payment of fees. The March JPA shall participate in a multi-jurisdictional effort with Caltrans to develop a study to identify fair share contribution funding sources attributable to and paid from private and public development to supplement other regional and State funding sources necessary to implement the improvements located in Caltrans' jurisdiction. The applicant's fair-share amount for these intersections equals $5,123. The Project applicant shall be required to pay this amount to the March JPA prior to the issuance of the Project's final certificate of occupancy. | Prior to Certificate of Occupancy | Site Developer shall pay fair share proportional fee for proposed building area/total approved building area | March JPA, Caltrans | | | |
| **MM-TRAF-24. Construction Traffic Management Plan**<br>A construction traffic management plan shall be prepared by the Project applicant prior to the issuance of grading permits. The traffic management plan shall outline feasible measures to be implemented for the duration of construction activities that would minimize, to the extent possible, construction traffic impacts on the surrounding roadway network. At a minimum, the plan shall address construction traffic and possible lane closures within the public rights-of-way and include provisions for construction times and control plans to allow motorist, bicyclist, pedestrian, and bus access throughout construction activities. The plan shall include provisions to ensure emergency vehicle passage at all times, and include signage and flagmen when necessary. The plan shall include provisions for coordinating with local school hours and emergency service providers regarding construction times. Specifically, the Plan shall also outline and instruct haul trucks to use the most direct route between the Project site and the I-215 Freeway via Alessandro Boulevard, Cactus Avenue, or Van Buren Boulevard. The Plan shall also make recommendations that, to the extent feasible, the export and import of construction materials and the delivery and removal of heavy equipment occur during off-peak hours in order to have a minimal traffic impact to the surrounding roadway network. The construction traffic management plan shall be reviewed and approved by March JPA prior to the start of Project grading. | Prior to issuance of Grading Permits | Project applicant shall prepare a construction traffic management plan for review and approval by March JPA | March JPA | | | |
| **MM-TRAF-25. Truck Turning Radii**<br>According to the truck turning radius evaluation completed for the Project and included within the Traffic Impact Analysis report, the following recommended improvements shall be required:<br>• A minimum curb radius of 50-feet shall be provided at the northwest corner of Meridian Parkway and Street "A" in order to accommodate southbound turning trucks.<br>• A minimum curb radius of 50-feet shall be provided at the southeast corner of Meridian Parkway at Cactus Avenue to accommodate northbound turning trucks.<br>• A minimum curb radius of 50-feet shall be provided at the northwest corner of Meridian Parkway and Street "B" to accommodate southbound right turning trucks | Prior to issuance of Building Permit | Review of Plans and Specifications | March JPA | | | |
| ***Utilities & Service Systems*** | | | | | | |
| **MM-UTL-1. WMWD Conditions of Approval**<br>Prior to issuance of building permits, the applicant shall follow the conditions of approval specified in the Water Supply Assessment expected to be shortly adopted by the WMWD. The conditions of approval include:<br>1. The Applicant shall meet with WMWD to determine if the proposed Project should include the construction of on-site and off-site water facilities as needed near the Project area.<br>2. The Applicant shall promptly pay all applicable fees and charges as specified in WMWD's Rules and Regulations | Prior to issuance of Building Permits | Project developer shall submit a signed letter verifying compliance with the conditions of approval specified in the Water Supply | Approval by WMWD; Verification by March JPA | | | |

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| Governing Water Service and Water Users, Water Rate Schedules and Water Rate Schedules by Service Area, Cost Recovery charges and connection and Added Facilities Charges and Fees.<br>3. The Applicant shall ensure that all landscape plans are compliant with applicable requirements. In WMWD's area, those requirements may include, but are not limited to, landscape ordinances of the County of Riverside (Water Efficient Landscape Requirements Ordinance No. 859), City of Riverside (Municipal Code 19.570), City of Murrieta (Ordinance 443-10), and March JPA Ordinance No. JP 09-05 (Water Efficient Landscape Ordinance).<br>4. The Applicant shall be required to plan and install water efficient devices and landscaping in accordance with applicable ordinances and requirements.<br>5. The Applicant shall use recycled water for landscaped areas. The proposed Project is located near existing recycled water distribution infrastructure on Cactus Avenue and the Applicant shall be required to use recycled water for landscaped areas.<br>6. If WMWD deems it necessary, the Applicant shall develop a specific plan of service for the proposed Project and coordination of land use decisions and water supply planning with WMWD to ensure sufficient and reliable water supply for WMWD's existing and future uses. Thereby, if WMWD adopts and implement rules, regulations, policies and procedures within its authority that may apply to the proposed Project, they will be implemented.<br>7. The proposed Project shall be subject to any special or additional requirements imposed by MWD or WMWD on water deliveries, including increased pricing or a different pricing structure.<br>8. Prior to certificate of occupancy, the Applicant shall demonstrate the proposed Project complies with all provisions within the March Joint Powers Authority Ordinance No. JP 09-05 (Water Efficient Landscape Ordinance) including but not limited to:<br>• Irrigation systems shall be designed, maintained, and managed to meet or exceed an average irrigation efficiency of 0.71.<br>• All irrigation systems shall be designed to prevent runoff, over-spray, low head drainage, and other similar conditions where water flows off-site on to adjacent property, non-irrigated areas, walk, roadways, or structures. Irrigation systems shall be designed, constructed, installed, managed, and maintained to achieve as high an overall efficiency as possible.<br>• Landscaped areas shall be provided with a smart irrigation controller which automatically adjusts the frequency and/or duration of irrigation events in response to changing weather conditions unless the use of the property would otherwise prohibit use of a timer. | | Assessment | | | | |
| **MM-UTL-2. Construction Waste Recycling Plan and Waste Recycling Report**<br>Prior to issuance of building permits, the applicant shall complete a Construction Waste Recycling Plan and submit the plan to the Riverside County Waste Management Department (RCWMD) for approval. The plan shall identify and estimate the materials to be recycled during construction activities and shall specify where and how the recyclable materials will be stored on the site. Compliance with the plan will be a requirement in all construction contracts. The RCWMD-approved plan shall be attached to all construction plans and distributed to all construction contractors. Once construction is complete, the applicant shall prepare a Waste Recycling Report that demonstrates that the Project recycled a minimum of 50% of its construction and demolition waste. The waste recycling report shall be submitted to and approved by the RCWMD prior to issuance of occupancy permits. | Prior to issuance of Building Permit | (1) Review of Plans and Specifications<br>(2) Field verification | Approval by Riverside County Waste Management Department (RCWMD); verification by March JPA | | | |
| **MM-UTL-3. Use of Mulch and/or Compost**<br>The use of mulch and/or compost shall be utilized in the development and maintenance of all landscaped areas within the project. Green waste shall be recycled through either on-site composting of grass (i.e., leaving the grass clippings on the lawn) or sending separated green waste to a composting facility. | (1) Prior to issuance of Building Permit<br>(2) Prior to issuance of a Certificate of Occupancy | (1) Review of Plans and Specifications<br>(2) Tenant/Facility Manager shall submit a signed letter verifying compliance with on-site or off-site composting | March JPA | | | |
| **MM-UTL-4. Drought-Tolerant Vegetation**<br>The project shall utilize xeriscaping and drought tolerant low maintenance vegetation in all landscaped areas of the Project site. | Prior to issuance of Grading Permit | Review of Plans and Specifications | March JPA | | | |

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| **MM-UTL-5. RCWMD Approval of Building Plans**<br>Prior to issuance of building permits, the Applicant shall submit building plans to the RCWMD and obtain approval from the RCWMD for compliance with the Riverside County Design Guidelines for Refuse and Recyclables Collection and Loading Areas, which include specifications for recyclable storage space, location and access, signage, protection and security, compatibility, and overall compliance with federal, state, and local laws. | Prior to issuance of Building Permits | Project applicant shall submit evidence of RCWMD approval to March JPA | Approval by RCWMD; Verification by March JPA | | | |
| *Cumulative Impacts* | | | | | | |
| **MM-CUM-1. Cumulative Fire Service Mitigation**<br>Prior to issuance of any building permits, the Fire Services Automatic Aid Agreement between the County of Riverside, City of Riverside and March JPA shall be executed and shall be in full effect. | Prior to issuance of first Building Permit | County of Riverside, City of Riverside and March JPA shall execute the agreement | March JPA | | | |

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Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2017-AWP-1158-OE

Issued Date: 02/27/2017

Timothy Reeves
Meridian Park West, LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

| | |
|---|---|
| Structure: | Building Bldg2 Lot3 T37107 Meridian Park West |
| Location: | Riverside, CA |
| Latitude: | 33-54-13.60N NAD 83 |
| Longitude: | 117-17-16.26W |
| Heights: | 1593 feet site elevation (SE) |
| | 50 feet above ground level (AGL) |
| | 1643 feet above mean sea level (AMSL) |

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 08/27/2018 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

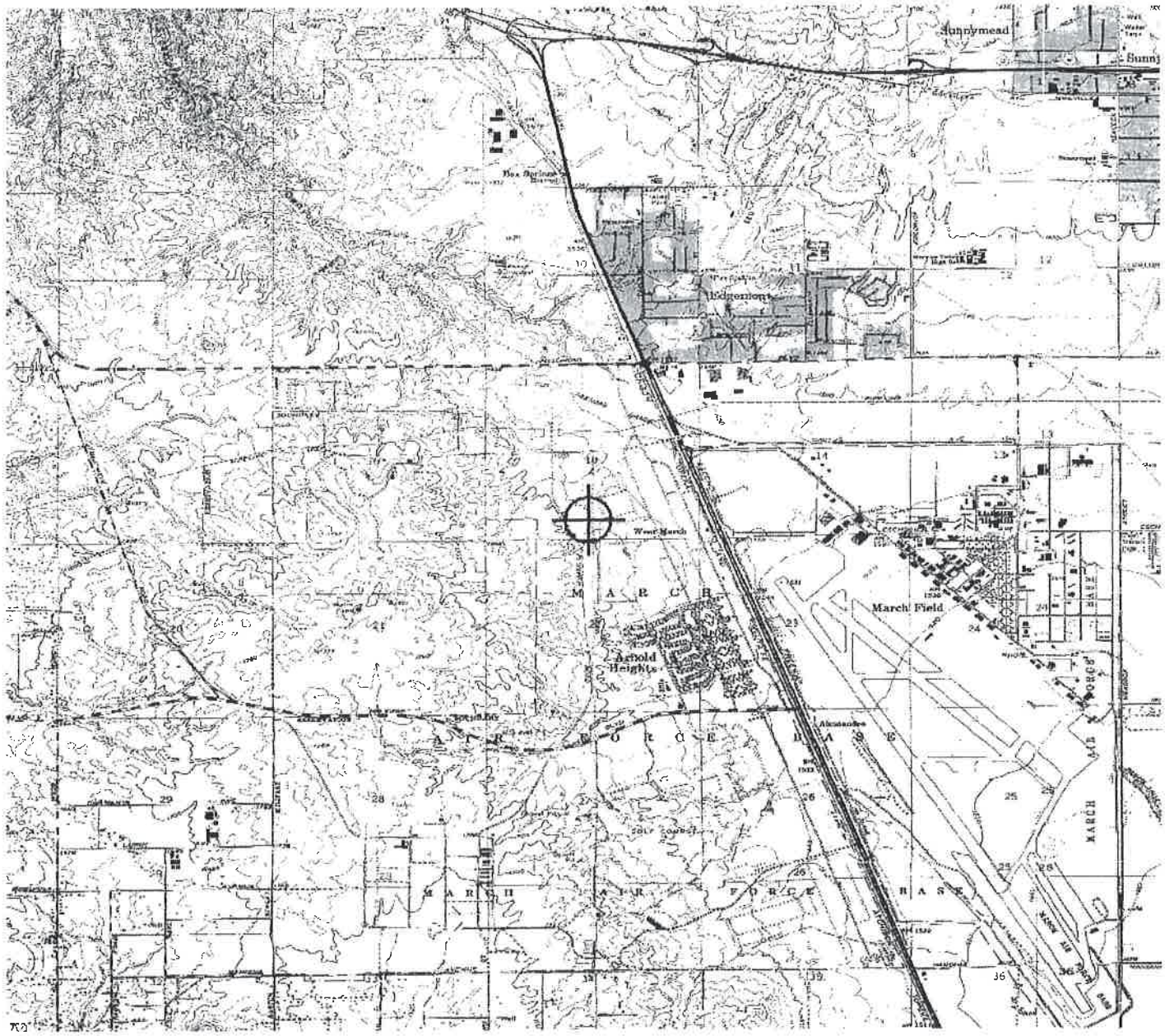
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-1158-OE.

**Signature Control No: 322056014-323299812** ( DNE )
Karen McDonald
Specialist

Attachment(s)
Map(s)

## TOPO Map for ASN 2017-AWP-1158-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2017-AWP-1159-OE

Issued Date: 02/27/2017

Timothy Reeves
Meridian Park West, LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

| | |
|---|---|
| Structure: | Building Bldg1 Lot2 T37107 Meridian Park West |
| Location: | Riverside, CA |
| Latitude: | 33-54-32.90N NAD 83 |
| Longitude: | 117-17-24.31W |
| Heights: | 1570 feet site elevation (SE) |
| | 50 feet above ground level (AGL) |
| | 1620 feet above mean sea level (AMSL) |

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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_____ At least 10 days prior to start of construction (7460-2, Part 1)
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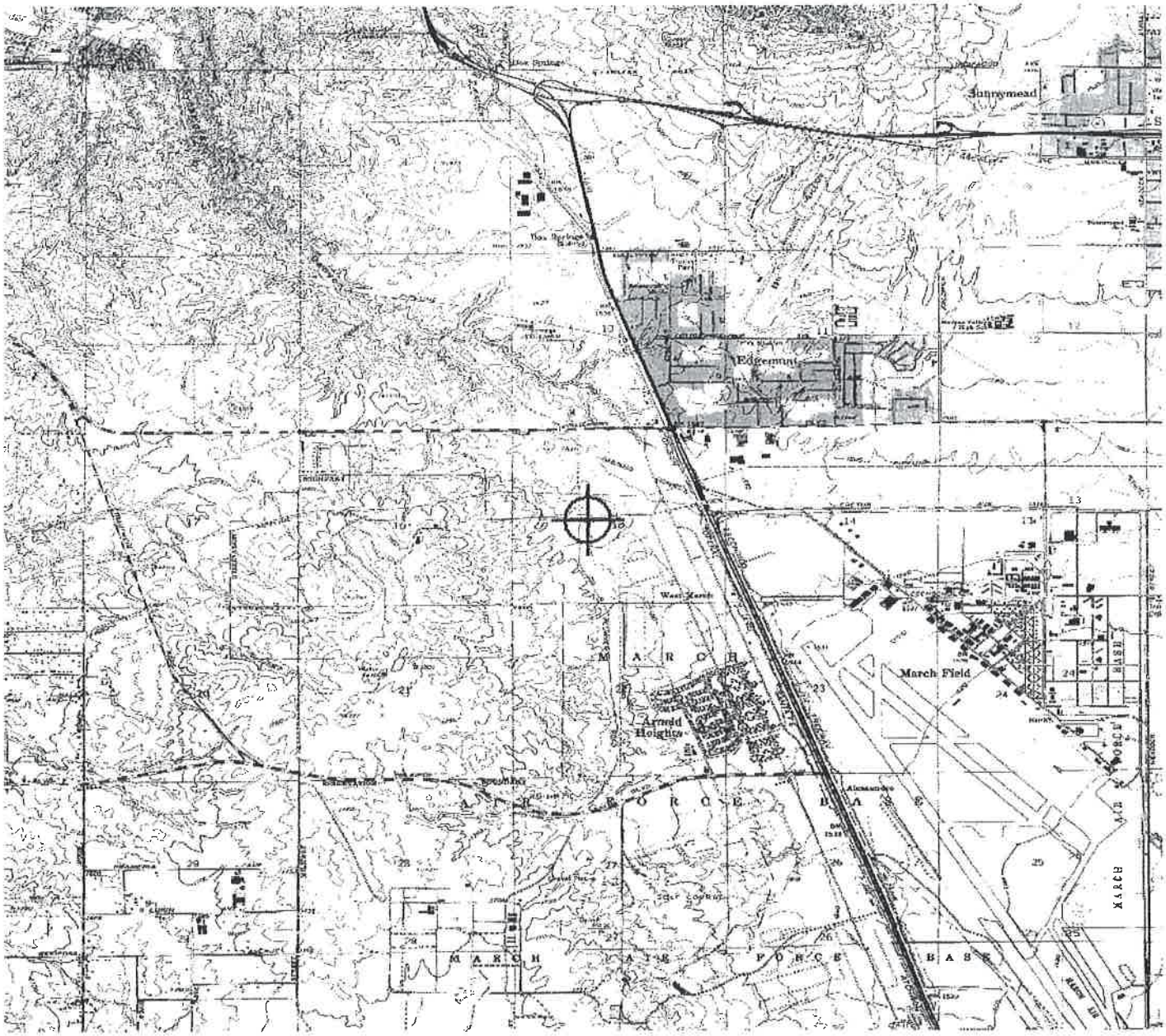
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If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-1159-OE.

**Signature Control No: 322056023-323299811** ( DNE )
Karen McDonald
Specialist

Attachment(s)
Map(s)

## TOPO Map for ASN 2017-AWP-1159-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2017-AWP-1160-OE

Issued Date: 02/27/2017

Timothy Reeves
Meridian Park West, LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

| | |
|---|---|
| Structure: | Building Bldg3 Lot4 T37107 Meridian Park West |
| Location: | Riverside, CA |
| Latitude: | 33-54-05.12N NAD 83 |
| Longitude: | 117-17-15.70W |
| Heights: | 1597 feet site elevation (SE) |
| | 50 feet above ground level (AGL) |
| | 1647 feet above mean sea level (AMSL) |

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

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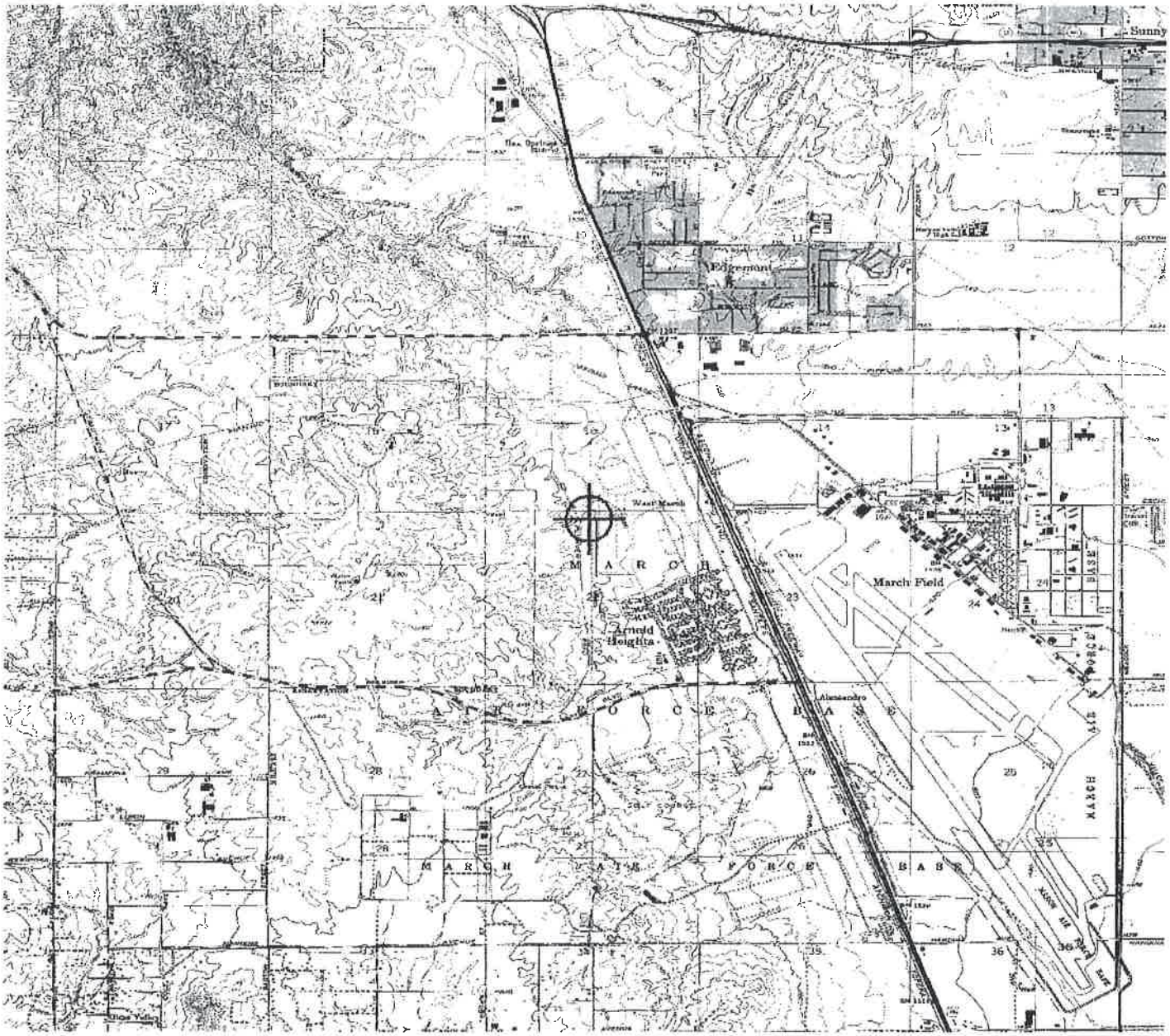
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-1160-OE.

**Signature Control No: 322056024-323299815** ( DNE )
Karen McDonald
Specialist

Attachment(s)
Map(s)

## TOPO Map for ASN 2017-AWP-1160-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2017-AWP-1161-OE

Issued Date: 02/27/2017

Timothy Reeves
Meridian Park West, LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

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| | |
|---|---|
| Structure: | Building Bldg4 Lot5 T37107 Meridian Park West |
| Location: | Riverside, CA |
| Latitude: | 33-53-59.40N NAD 83 |
| Longitude: | 117-17-15.71W |
| Heights: | 1604 feet site elevation (SE) |
| | 50 feet above ground level (AGL) |
| | 1654 feet above mean sea level (AMSL) |

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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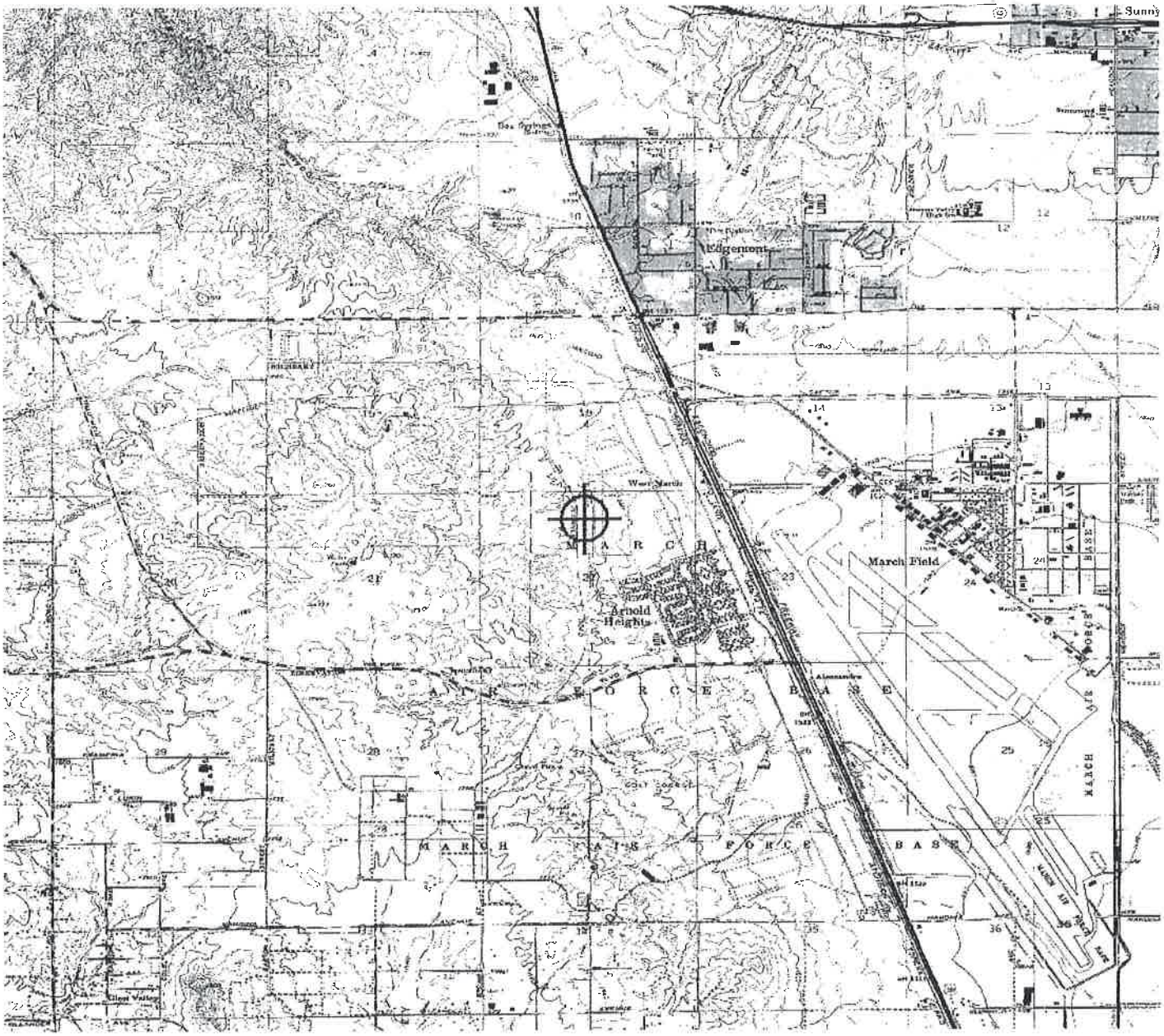
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If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-1161-OE.

**Signature Control No: 322056025-323299813** ( DNE )
Karen McDonald
Specialist

Attachment(s)
Map(s)

## TOPO Map for ASN 2017-AWP-1161-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2017-AWP-1162-OE

Issued Date: 02/27/2017

Timothy Reeves
Meridian Park West, LLC
1156 N. MOUNTAIN AVENUE
Upland, CA 91786

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

| | |
|---|---|
| Structure: | Building Bldg5 Lot5 T37107 Meridian Park West |
| Location: | Riverside, CA |
| Latitude: | 33-53-53.71N NAD 83 |
| Longitude: | 117-17-15.75W |
| Heights: | 1607 feet site elevation (SE) |
| | 50 feet above ground level (AGL) |
| | 1657 feet above mean sea level (AMSL) |

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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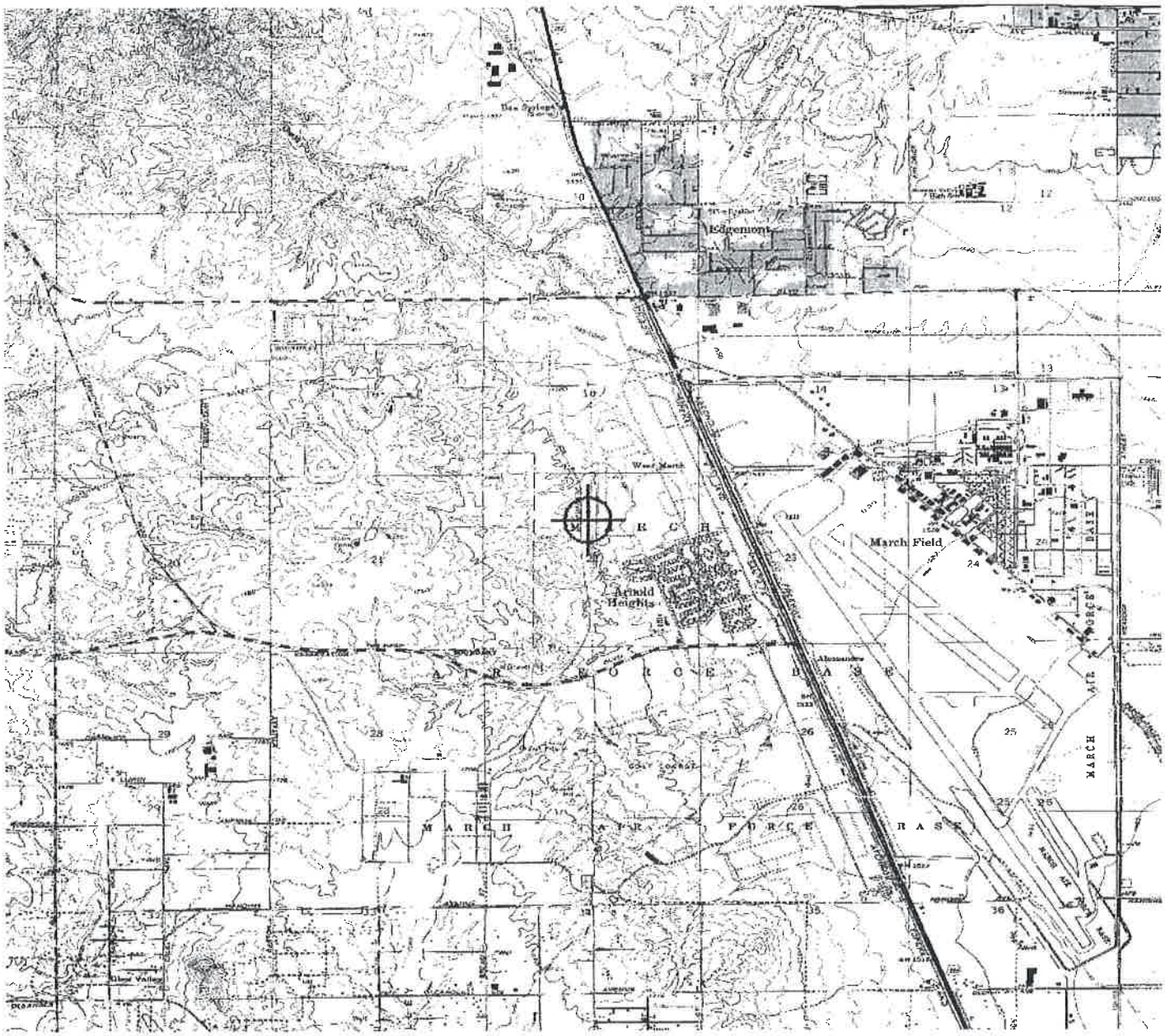
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-1162-OE.

**Signature Control No: 322056027-323299814** ( DNE )
Karen McDonald
Specialist

Attachment(s)
Map(s)

## TOPO Map for ASN 2017-AWP-1162-OE



DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

28 February 2017

MEMORANDUM FOR RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION
ATTN: PAUL RULL, URBAN REGIONAL PLANNER IV
COUNTY ADMINISTRATIVE CENTER
4080 LEMON STREET, 14TH FLOOR
RIVERSIDE CA 92501

FROM: 452d Mission Support Group/Civil Engineers
Base Operating Support
610 Meyer Drive, Bldg. 2403
March ARB CA 92518-2166

SUBJECT: Meridian Park West, ZAP1241MA17

1. March Air Reserve Base (MARB) staff has reviewed the proposed plans to develop five industrial buildings (predominantly warehouse) ranging from 110,000 square feet to 1,000,000 square feet in gross floor area, with a cumulative total of 2,207,000 square feet on approximately 120 acres, along with the a subdivision of land, and associated land use applications. Comments are provided in this memorandum and indicated below.

2. Staff recognizes that the project does lie within the Riverside County Airport Land Use Compatibility Plan (RCALUC) zoning and land use designations of B2 and C1, and subject to Appendix C, Table C-1 of the Plan, and March Air Reserve Base/Inland Port Airport Compatibility Plan, and subject to those requirements. Additionally, this project is located outside of any MARB Accident Potential Zone (APZs) or Clear Zones (CZ). However, there are restrictions on land uses and heights of man-made and natural objects in the vicinity of air installations; because such objects may obstruct the airspace, attract birds, cause electromagnetic or thermal interference, or produce dust, steam, smoke, light emissions.

3. Due to the fact that the property and proposed structures are in the vicinity of the flight path of aircraft approaching and departing MARB airspace, to help eliminate any potential adverse effects on aircraft operations at MARB, construction materials should be non-reflective to provide for safety of flight and the public welfare. This includes elements such as outside ductwork, windows and roofs, elements which can be made non-reflective by means such as painting or covering. If the developer has plans to include the use of any photovoltaic or solar panel system, the effects of glare should also be analyzed, and should be reviewed by MARB staff prior to issuance of any permits.

4. MARB staff has concerns with the rising groundwater level and the challenge groundwater level poses to the ability to properly drain stormwater detention basins within 48 hours. Potential for basins to have reduced ability to drain due to groundwater levels or other factors, therefore MARB staff requests that basins be designed to address potential concerns by either being oversized, placed underground or covered. MARB staff requests the opportunity to review specific designs for any uncovered stormwater detention basins, including calculations that show sufficient additional capacity if rock is added later. Proper design of stormwater management systems and landscaping

must address Bird/Wildlife Aircraft Strike Hazard (BASH) concerns, including proper infiltration of detained stormwater runoff. MARB is requesting that any exposed storm water detention basins be completely drained within 48 hours of a rain event. Alternatively, stormwater detention basins may be underground and covered.

5. Given the location and proximity to the airfield, trees which will bear mast or grow to an adequate size for roosting should not be planted. Additional information about reduction of BASH hazards can be found in AFPAM 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Management Techniques*, dated February 1, 2004. MARB staff requests that the design for storm water conveyance and detention as well as landscaping to mitigate or eliminate any hazards, and jointly approve designs with the ultimate approval authority along with MARB personnel.

6. The site is located within an area that is exposed to elevated levels of noise from the base's flying operations; reference the AICUZ for MARB for the noise contours for this area. A more recent model can be found within the Airport Land Use Compatibility Plan (ALUCP) adopted by the Riverside County Airport Land Use Commission (RCALUC) dated November 13, 2014. The document titled, "Background Data: March Air Reserve Base/Inland Port Airport Environs," is an insert to the ALUCP. Referencing Exhibit MA-4 from the aforementioned insert, it would appear the portions of this project resides within an area that is subject to 60 dB Community Noise Equivalent Level (CNEL) or greater, and with portions within an area subject to 70 dB CNEL or greater. In addition, the site is situated in an area where aircraft flying arrivals and departures from Runway 14 will overfly the vicinity of the proposed facility at relatively low altitudes. These aircraft will be at a high power setting and will generate significant noise. As such, the employees of this proposed development would be subject to noise occurrences that may impact their work environment and generate complaints to the base and the community leadership. Additionally, hearing protection for employees may be required by Occupational Safety and Health Administration (OSHA) or other agencies as it relates to safety and health in a high noise level work environment.

7. Building height is always a concern around an active airfield. MARB staff requests all proposed structures, and the corresponding ground elevation at each corner fall within established height restrictions. Consultation with the Federal Aviation Administration (FAA) will be required, and MARB will also require a Terminal Instrument Procedures (TERPS) review.

8. The MARB position is the development is compatible with guidance found in AFI 32-7063, dated 18 December 2015, titled Air Installations Compatible Use Zones Program. The following are some mitigation steps that could and should be implemented, and it would be our desire that all such steps are researched and implemented.

- Stormwater BMPs should not introduce hazards related to birdstrikes.
- Properly drain stormwater detention basins within 48 hours.
- Noise level hazards should be mitigated.

9. Thank you for the opportunity to review and comment on this proposed development. If you have questions, please contact Mr. Daniel "Rock" Rockholt, AICP at (951) 655-2236.

SEAN P. FEELEY
Base Civil Engineer

# MARCH JOINT POWERS COMMISSION
## OF THE
## MARCH JOINT POWERS AUTHORITY

## *MJPA – Public Hearing*
## *Agenda Item No. 9a*

**Meeting Date:** October 25, 2017

**Actions:** **TAKE THE FOLLOWING ACTIONS ON A REQUEST BY MERIDIAN PARK, LLC, INVOLVING THE APPROXIMATE 130-ACRE MERIDIAN WEST LOWER PLATEAU PROJECT, LOCATED WEST OF MERIDIAN PARKWAY, SOUTH OF ALESSANDRO BOULEVARD, EAST OF THE ORANGECREST NEIGHBORHOOD AND NORTH OF THE OPPORTUNITY WAY ALIGNMENT: 1) ADOPT RESOLUTION #JPA 17-28 CERTIFYING THE CEQA FINAL EIR FOR THE MERIDIAN WEST LOWER PLATEAU PROJECT (SCH#2016061020), ADOPTING FINDINGS, APPROVING A MITIGATION MONITORING AND REPORTING PLAN AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS; 2) ADOPT RESOLUTION #JPA 17-29 APPROVING GENERAL PLAN AMENDMENT 16-01, APPROVING VESTING TENTATIVE TRACT MAP 37107, AND ADOPTING MASTER PLOT PLAN PP16-04 SUBJECT TO CONDITIONS OF APPROVAL; 3) WAIVE THE FIRST READING OF ORDINANCE #JPA 17-04 APPROVING INDUSTRIAL (94.8-ACRES), BUSINESS PARK (23.63-ACRES) AND MIXED USE (5.57-ACRES) ZONING ON THE PROJECT SITE AND DIRECT STAFF TO PLACE THIS ITEM ON A FUTURE COMMISSION AGENDA FOR THE SECOND READING AND FORMAL ADOPTION; AND 4) DIRECTING STAFF TO FILE A NOTICE OF DETERMINATION**

**Motions:** Move To: 1) Adopt Resolution #JPA 17-28 Certifying the CEQA Final EIR for the Meridian West Lower Plateau Project (Sch#2016061020), Adopting Findings, Approving a Mitigation Monitoring and Reporting Plan and Adopting a Statement of Overriding Considerations; 2) Adopt Resolution #JPA 17-29 Approving General Plan Amendment 16-01,

Approving Vesting Tentative Tract Map 37107, and Adopting Master Plot Plan PP16-04, Subject to Conditions of Approval; 3) Waive the First Reading of Ordinance #JPA 17-04, Approving Industrial (94.8-Acres), Business Park (23.63-Acres) and Mixed Use (5.57-Acres) Zoning on the Project Site and Directing Staff to Place this Item on a Future Commission Agenda for the Second Reading and Formal Adoption; and 4) Direct Staff to File a Notice of Determination.

**Applicant:** Meridian Park, LLC

**Proposed Project:**

General Plan Amendment: The Project site is currently designated Industrial (IND) and Business Park (BP) on the March JPA General Plan (GP) Land Use Map. The requested General Plan amendment would modify the General Plan to: 1) create approximately 5.7-acres of Mixed Use designated land along Meridian Parkway, in proximity to the Metrolink rail station; 2) reduce approximately 108-acres of Industrial designated land use to approximately 97.2-acres of Industrial designated land; and 3) increase approximately 19-acres of Business Park land use to approximately 24.1-acres of Business Park land use.

Zoning Request Z 16-01: As the Project site is not yet zoned, to be consistent with the requested General Plan land use designations, the proposed Project is pursing zoning designations of Industrial (IND) on 94.8-acres, Business Park (BP) on 23.63-acres, and Mixed Use (MU) on 5.57-acres. Project zoning acreages are based on net lot size which is smaller than General Plan acreages based on gross acres.

Vesting Tentative Tract Map 37107: This would create 5 fee title parcels totaling approximately 124.97 acres and public right-of-way for roadways, landscaping, and other features.

Master Plot Plan P16-04: The proposed Master Plot Plan would grant approval for future development of a minimum of five parcels, including: 1) the approximate 5.57-acre parcel adjacent to Meridian Parkway at the north end of the Project is analyzed in the Project EIR but is not submitted as part of the Master Plot Plan. At a future date, a 66,000-square-foot mixed-use development would be submitted as a separate Plot Plan; 2) the approximately 51.3-acre parcel north of the extended Cactus Avenue would be developed with an approximate 1,000,000 s/f industrial warehouse building; 3) the approximate 43.5-acre site south of the extended Cactus Avenue would be developed with an approximate 845,000-square-foot industrial warehouse building; 4) the approximate 23.6-acre area farthest to the south would be developed with three smaller Business Park buildings totaling 362,000 s/f. Other Project features include: a) extend Cactus Avenue approximately 1,700 feet to the west; b) construction of two new cul-de-sac roadways adjacent to Meridian Parkway; c) install approximately 400,000 square feet of rooftop solar atop the two industrial buildings; and d) several utility line relocations and abandonments.

Other project components include: 1) an approximately one-acre parcel north of the extended Cactus Avenue could be developed as a "Low Water Use Landscape Demonstration Garden" as an educational center that offers examples of California native and climate-appropriate plants, irrigation system information, and soils that benefit landscape water-saving abilities; 2) Cactus Avenue would be extended to the west by 1,700 feet, terminating in a cul-de-sac as a

112 foot right-of-way with 2 lanes in each direction; bicycle lanes, sidewalks and 21 feet of landscape on both sides of the road; 3) construction of new cul-de-sac roadways, Street A and B to provide access to the development north and south of Cactus Avenue; and 4) utility line relocations and abandonments involving Southern California Gas Company and City of Riverside, and relocation or abandonment of existing dry utilities including overhead electrical, cable, private sewer and private water. Although the two larger industrial buildings are intended to be used as warehouse distribution facilities, an end user has not yet been identified. Specific details regarding future operation of the facility are not currently available.

## March JPA General Plan Consistency

In 1993, the federal government mandated the realignment of March Air Force Base (AFB) and a substantial reduction in its military use. In April 1996, March AFB was re-designated an Air Reserve Base (ARB). Approximately 4,400-acres of land that had historically supported March AFB was no longer needed to support the ARB. The cities of Moreno Valley, Perris, Riverside, and County of Riverside formed the March JPA to oversee the dispensation and management of the surplus land. A General Plan (GP) and Master Environmental Impact Report (EIR) were prepared and adopted/certified in 1999 for the JPA planning area.

### *March JPA General Plan Land Use Element*

The March JPA General Plan Land Use Element is based upon the March AFB Master Reuse Plan (Exhibit A, p. II-38) preferred land use pattern. This General Plan element delineates the general location and distribution, extent of existing and proposed land uses for March JPA, and development criteria for development intensity. The goals and policies contained within the Land Use Element address the capitalization of the opportunities within the Planning Area, and the reuse and revitalization of existing facilities. The goals and policies contained in the Land Use Element focus on creating 38,000 jobs within the excessed former March Air Force Base, maintaining a balance between commerce and industry, providing compatible land uses with the airport and the surrounding residential area, while promoting high quality development with minimizing land use conflicts. The current General Plan designation (shown below) identifies a predominance of Industrial use for the Project 130-acre site area.

### *March JPA General Plan Transportation Element*

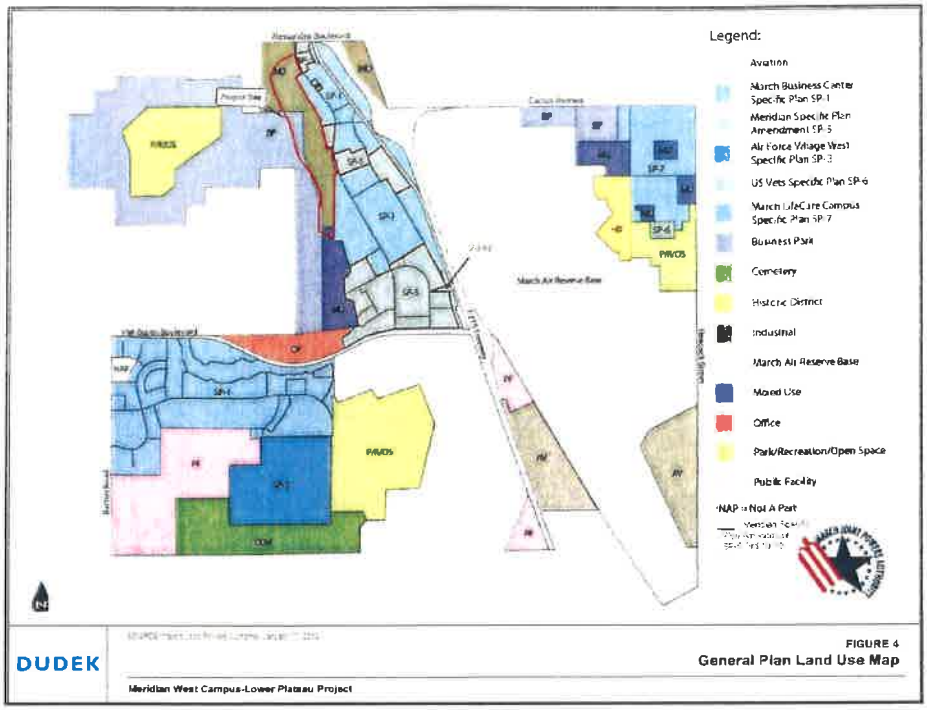
The Transportation Element identifies the multiple transportation and circulation components of the GP, inclusive of roads, trails, rail, multi-modal, transit, aviation, and goods movement services. The extent of necessary facilities, adequacy of service levels, and transportation demand management measures, along with general location and infrastructure facilities, are described. Prior amendments to the March JPA General Plan have entailed modifications to the Transportation Plan (General Plan Exhibit 2-1), however no modifications to the planned extension of Cactus Avenue has occurred. Thus the planned road network is consistent with the March JPA General Plan Transportation Element.

### *General Plan Amendment GP 16-01*

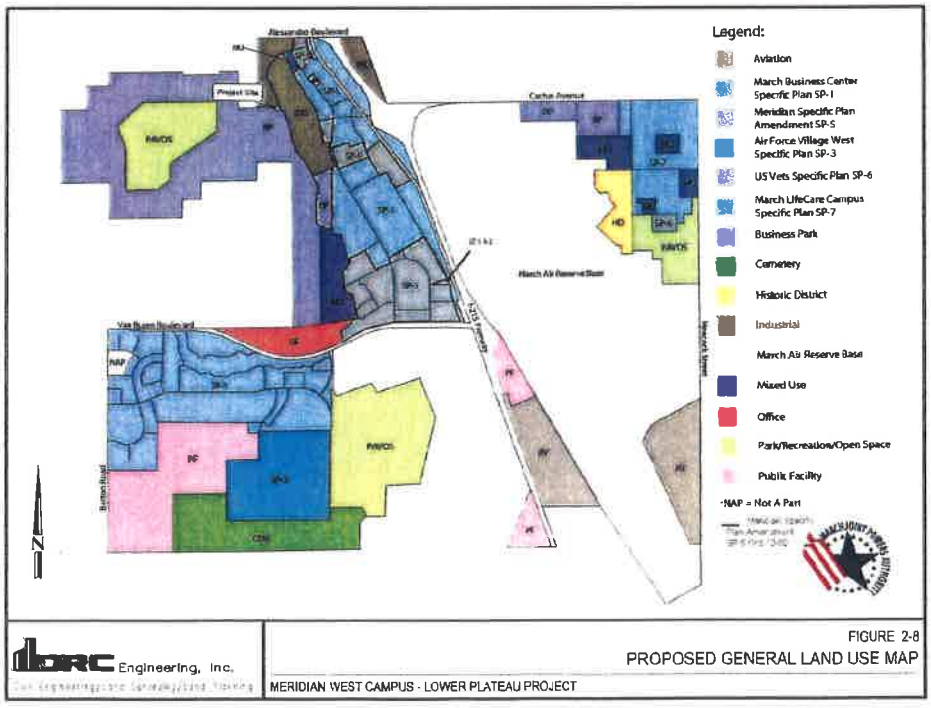
The proposed Meridian West Campus-Lower Plateau Project site is currently designated Industrial (IND) and Business Park (BP) on the March JPA General Plan (GP) Land Use Map. The application would: create 5.7-acres of Mixed Use designated land adjacent to Meridian Parkway in proximity of the Metrolink commuter rail station; reduce approximately 108 acres of Industrial designated land to 97.2-acres of Industrial designated land, and increase

approximately 19-acres of Business Park land use to approximately 24.1-acres of Business Park land use.

### *Existing General Plan Land Use Map*




### *Proposed General Plan Land Use Map*




The proposed amendment is consistent with the objectives of the General Plan through developing predominately Industrial land uses in the Project area. Specifically, the amendment

entails a minor reconfiguration and reduction to Industrial land use to address a narrow triangular shaped Business Park land area that is unsuitably shaped for development of employment uses. Additionally, the Project recognizes the suitability of Mixed Uses near the existing Metrolink commuter rail station, to capitalize on development opportunities inherently provided by the adjacent transit site. The development, including the minor modification to the General Plan land use map, is expected to generate an estimated 1,411 permanent jobs, helping to implement the goals of bringing 38,000 jobs to the reuse area. The request also complies with the objectives of the 2005 Air Installation Compatibility Use Zone (AICUZ) study and the March ARB March Inland Port Comprehensive Land Use Plan (CLUP). The following General Plan policies table is provided to demonstrate the Projects compliance with the existing General Plan policies.

| Project's Consistency with March JPA General Plan | | | |
|---|---|---|---|
| **Policy Number** | **General Plan Policy** | **Project** | **Project Consistency/ Inconsistency** |
| Policy 1.1 | Provide for a mix of land uses which implement the Base Master Reuse Plan for March AFB; offer a variety of employment opportunities; and capitalizes, enhances and expands upon existing physical and economic assets of the Planning Area. | The March ARB Master Reuse Plan (Page II-38) mirrors the March JPA General Plan Land Use Map in this area. The project complies with the objective of developing predominately Industrial land uses, though a minor reconfiguration and reduction in Industrial use is incorporated to address a narrow triangular shaped Business Park land area that is inappropriately shaped for development of employment generating uses, as well as recognizing the appropriateness of Mixed Uses near the existing Metrolink commuter rail station, while generating an estimated 1,411 permanent jobs. | The Project would be consistent with this policy. |
| Policy 1.2 | Develop and maintain a system of land use designations and zoning districts which will provide locations for commercial, business park, manufacturing, aviation, public, and open space uses, and which actuates compatible and synergistic land uses. | The Project Applicant proposes industrial warehouse buildings and office, retail, and/or a small business park mixed use development in a location that would be compatible for industrial and mixed use development, with the approval of the proposed GP Amendment and Zoning Designation to APNs 297-100-026, 297-100-011, and 294-040-002. | The Project would be consistent with this policy. |
| Policy 1.3 | Provide for patterns of land use which can be supported by existing and planned circulation, public facilities, and infrastructure system improvements in a manner that will preserve the March JPA's fiscal capacity. | The Project would be constructed adjacent to an existing roadway (Meridian Parkway) and would include minor street extensions and connections to establish through connections to existing roadways. Public services such as fire and police protection would be able to serve the Project site. Additionally, existing utilities to the neighboring Meridian Business Park, would be extended to the Project. | The Project is consistent with this policy. |
| Policy 1.5 | Provide for a variety of industrial uses, including heavy manufacturing, light manufacturing, warehousing, and distribution, transportation-related, and | The Project includes a GP Amendment approximately 2,217,000 square feet of industrial warehouse buildings and 66,000 square feet of office, retail, and/or | The Project is consistent with this policy. |

| | | | |
|---|---|---|---|
| | research and development. | a small business park mixed use development. While end users have not yet been identified, the infrastructure will be in place to accommodate a variety of industrial uses, including heavy manufacturing, light manufacturing, warehousing, and distribution, transportation-related, and research and development. | |
| Policy 1.6 | Locate and group commercial and industrial uses which are oriented toward regional service/market areas to promote utilization of regional transportation facilities and development-supporting infrastructure. | The Project Applicant proposes an approximately 2,217,000 square feet of industrial warehouse buildings and 66,000 square feet of office, retail, and/or a small business park mixed use development with close proximity to the I-215 Freeway, a regional transportation facility as well as the adjacent Metrolink commuter rails facility. Utilities are available to support the Project development. | The Project would be consistent with this policy. |
| Policy 1.9 | Plan for compatible land uses within the aircraft noise impact contours depicted in the Air Installation Compatible Use Zones (AICUZ) Report for the airfield use. | The Project is located in Airport Compatibility Zones B1, B2, and C1, which allow for the uses proposed by the Project. The business park land use within the northern portion of the Project site would be partially located within the 65 to 70 dBA CNEL noise level contour boundaries and would be considered marginally acceptable, while the industrial land use within the Project site would be located within the 60 to 65 dBA CNEL noise level contour boundaries and would be considered normally acceptable. Outdoor activities at the business park land use within the Project site are expected to be minimal and include employees traveling from their vehicles to the office buildings within the site. Construction of the Project would be required to meet California Building Code (CBC) standards. Additionally, the March JPA would review and approve the plans and specifications of the proposed Project to ensure compliance with the provisions of the CBC and Title 24, which regulates building standards. With standard building construction, the Project would satisfy these Riverside County ALUCP compatibility criteria based on the noise level contour boundaries. | The Project would be consistent with this policy. |
| Goal 2 | Locate land uses to minimize land use conflict or creating competing land uses, and achieve maximum land use compatibility while improving or maintaining the desired integrity of the Planning Area and sub-region. | The Project Applicant proposes industrial warehouse buildings and office, retail, and/or a small business park mixed use development in a location that is surrounded by existing industrial, business park, mixed use, and commercial development to the north and east, and is within proximity to the I-215 | The Project would be consistent with this policy. |

| | | | |
|---|---|---|---|
| | | Freeway. | |
| Policy 2.1 | Avoid conflicts and incompatibilities between land uses through the use of landscaped setbacks and buffers, site design, site orientation, architectural features, walls or fences, density/intensity reductions, reduced hours of operation for commercial and industrial uses, shielding of lighting, and the like. | The Project would be developed in accordance with the March JPA Development Code that would ensure the Project meets the setback requirements, height restrictions, site and building design, site orientation, etc. would be compatible with adjacent and surrounding land uses. Furthermore, the proposed Project would be subject to compliance with Section 9.08.100, Lighting; light and glare performance standards established in Section 9.10.110, Light and Glare; and Chapter, 9.13, Landscape Requirements, of the March JPA development code. In addition, and pursuant to the September 12, 2012 Settlement Agreement, lighting associated with the Project would be subject to Mitigation Measures from Exhibit B of the September 2012 Settlement Agreement with the Center for Biological Diversity and the San Fernando Valley Audubon Society. The Settlement Agreement mitigation measures include the following considerations that must be implemented by the Project:<br>• All exterior on-site light fixtures shall be shall be fully shielded with no light emitted above the horizon.<br>• Exterior on-site lighting shall not exceed .5 candle/foot at the property line confirmed through point-by-point photometric study.<br>• All exterior lighting shall be low-pressure sodium or high-pressure sodium. Metal Halide is prohibited.<br>• Maximum on-site lighting wattage is 750.<br>• Maximum height of on-site exterior lighting is 25 feet.<br>• Provided parking lot areas will include 40% tree coverage (approximately 1 tree for every 14 stalls) for office uses and 30% tree coverage (approximately 1 tree for every 20 stalls) for industrial or business park uses within 10 to 15 years of construction. Project will use trees that mature over a longer timeframe with lower low water demand. Shade requirements will exclude truck courts and drive isles. | The Project would be consistent with this policy with implementation of the September 12, 2010 Settlement Agreement. |
| Policy 3.1 | Manage growth so that its rate does not exceed the ability of March JPA or service districts to provide for an acceptable level of public facilities and services. | Public facilities and services are available to the Project site, and the Project would neither burden nor exceed the capacity of the service providers, as discussed in detail in Section 4.11, Public Services, and Section 4.13, Utilities, of this EIR. | The Project would be consistent with this policy. |

| | | | |
|---|---|---|---|
| Policy 4.7 | Develop and enhance the economic climate and create a balanced business community to serve the work force, commerce, and industry of the region. | The Project would provide industrial warehouse buildings and office, retail, and/or a small business park mixed use development whose ultimate use would create employment and help serve the goods movement needs of the region. | The Project would be consistent with this policy. |
| Policy 5.1 | Support the development and establishment of new employment centers and economic development activities that contribute to an improved tax base. | Development of the Project would increase the property value of the site and would provide temporary jobs during short-term construction and an estimated 1,411 permanent jobs during Project operations. | The Project would be consistent with this policy. |
| Policy 5.5 | Encourage the development of commercial, business park and industrial centers to expand the employment and fiscal base of the March JPA Planning Area and the Western Riverside County Sub-region. | Development of the Project would introduce new industrial space and office, retail, and/or a small business park mixed use as well as increase the property value of the site and provide temporary jobs during short-term construction and an estimated 1,411 permanent jobs during Project operations. | The Project would be consistent with this policy. |
| Goal 6 | Support the continued Military Mission of March Air Reserve Base, and preservation of the airfield from incompatible land use encroachment. | The Project is located in Zones B1, B2, and C1, which allows for the uses proposed by the Project. The Project site is not located within a designated APZ I or APZ II, and instead lies outside of all APZs. The Project would comply with the Citizen's Brochure for the 452d Air Mobility Wing Air Installation Compatible Use Zone Study and the March ARB/Inland Port ALUCP. | The Project would be consistent with this goal. |
| Policy 6.3 | Ensure that plans and development do not interfere, conflict, or degrade the military mission of March ARB. | The Project would comply with the Air Installation Compatible Use Zone Study and the March ARB/Inland Port ALUCP, which takes into account the military mission of March ARB. | The Project would be consistent with this policy. |
| Policy 6.8 | Ensure that land uses adhere to both military and civilian Part 77 conical surface criteria, relative to height restrictions. | The Project has received notice from the FAA, through the 7460-1 process, identifying a Determination of No hazard to Air Navigation. | The Project would be consistent with this policy. |

**Zoning Request Z16-01:**

As the Project site is not yet zoned, consistent with the requested General Plan land use designations of Industrial, Business Park and Mixed Use, the proposed Project is pursing three zoning designations of Industrial (94.8-acres), Business Park (23.63-acres) and Mixed Use (5.57-acres). Zoning acreages are net site areas exclusive of right-of-ways and are therefore smaller than the General Plan areas.

The zoning designation requests are consistent with the Proposed General Plan designations, and would allow the orderly development of Industrial, Business Park and Mixed Use developments consistent with the March JPA General Plan objectives. As identified in the General Plan discussion, the chief motivating factors for the requested zoning (which matches the General Plan designations) is to retain the predominately Industrial land use designation for airport land use compatibility reasons, to reconfigure the Business Park land area to allow development on more functional rectangular lots, and to capitalize on the adjacent Metrolink

commuter rail facility to take advantage of synergistic land uses that develop near transportation hubs. These objectives are consistent with the General Plan policies previously identified and analyzed.

**Vesting Tentative Tract Map 37107:**

Vesting Tentative Tract Map 37107 would create 5 fee-title parcels that are buildable lots. A sixth lot (lot 3) is a .99-acre lot that provides for the potential low water use demonstration garden. This lot could be transferred to a third party interested in operating a low water use garden, or used as additional site landscaping area. The Vesting Tentative Tract Map includes 5.5 acres of dedication for streets and landscape tracts within and adjacent to Cactus Avenue, and Street A and Street B. All streets and landscape areas, upon construction and acceptance by March JPA, would be maintained by March JPA or the March JPA LLMD #1 (streets, landscape, street lights, graffiti control, street sweeping, traffic signals, and storm drain drains 36-inch or smaller). Additionally, a 20-foot landscape and drainage easement west of the developable lots would be dedicated to the March JPA, and will be maintained by LLMD #1. This area is identified to accommodate the drainage swales as well as two rows of 36-inch box trees, triangulated, and spaced 30-feet on center.

Subdivision access relies on a 1,700-foot extension of Cactus Avenue to the west, as well as the development of two additional streets, Street A and Street B. Due to the location of Streets A and B, and the location of existing driveways on Meridian Parkway, Street A and B are designed as right-in and right-out only, through use traffic pork-chops.

**Master Plot Plan PP16-04**:

The proposed Master Plot Plan grants approval for future development of five parcels. The project would develop as follows: 1) the approximately 5.5-acre parcel on the west side of Meridian Parkway (northeastern portion of the Project site) is analyzed within this environmental document but is not submitted as a component of the Master Plot Plan. At a future date, a 66,000 square foot mixed use development, including office, retail, and/or a small business park, would be submitted as a component of a separate Plot Plan submittal; 2) the approximately 52.6-acre parcel north of the extended Cactus Avenue would be developed with an approximately 1,000,000-square-foot Industrial warehouse building; 3) the approximately 40.5-acre parcel south of the extended Cactus Avenue would be developed with an approximately 845,000-square-foot industrial warehouse building; 4) the approximately 23.9-acre area furthest to the south would be developed with three smaller Business Park buildings, containing 142,000 s/f, 110,000 s/f; and 110,000 s/f. Other project components include extending Cactus Avenue approximately 1,700 feet to the west, construction of two short street segments (Streets A and B) to provide Project access from Meridian Parkway, and utility line relocations and abandonments.

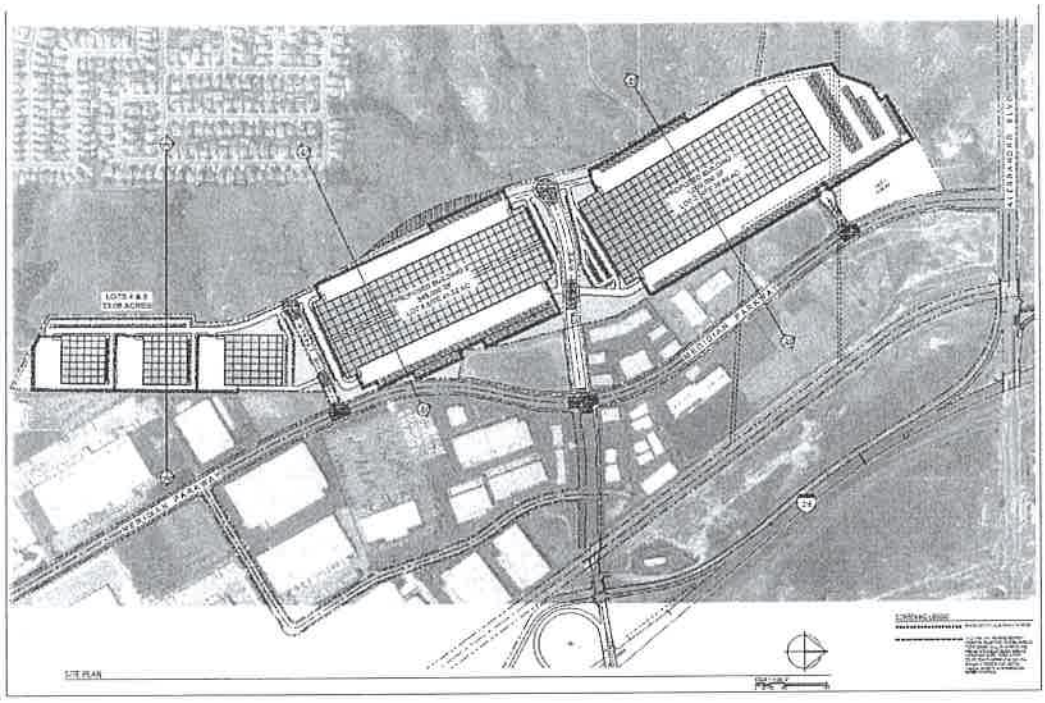
*Compliance with Development Standards:*

| Master Plot Plan PP 16-04 Development Standards | | | | | | |
|---|---|---|---|---|---|---|
| **Development Standard** | | **Industrial** | | **Business Park** | | |
| **Development Standard** | **Minimum/Maximum Required** | **Building 1** | **Building 2** | **Building 3** | **Building 4** | **Building 5** |
| **Site Area** | 1 acre (Business Park)<br>5 acre (Industrial) | 52.6 Acre | 40.5 acre | 8.2-Acre | 15.7-Acre | |
| **Building Size** | N/A | 1,000,000 | 845,000 | 142,000 | 110,000 | 110, 000 |
| **Parking** | N/A | 322 | 291 | 87 | 326 | |
| **Setbacks** | Front: 20 feet<br>Side: 0 feet or min 3'<br>Rear: 20 feet | 100'<br>100'/150'<br>345' | 50'<br>100'/145'<br>105' | 105'<br>30'/90'<br>185' | 127'<br>80'/185'<br>30 | 127'<br>80'/185'<br>30 |
| **Building Height (Maximum)** | 35' (Business Park)<br>45'-80' (Industrial) | 44' - 50' | 42'– 50' | 35'* | 35'* | 35'* |
| **Landscape Area** | 10% | 11.97 | 15.2 | 22.2% | | 22.2% |
| *Maximum height (35') in the Business Park Zone | | | | | | |

***Project Design:***

Views from the Orangecrest Neighborhood are illustrated on Plot Plan sheet A1-3-P. As the Orangecrest neighborhood is located uphill of the development, with the nearest residential lot 560' west of the Project perimeter wall, a line of sight study was done to determine the necessary height of the perimeter wall to screen views and noise from the Industrial development. Based on the study, an 18' Meridian theme perimeter wall is proposed along the western property line to screen views of the Industrial truck courts. To soften the aesthetics of the wall, 36" box Aleppo pines are triangulated within the 20' landscape easement area west of the development, to provide a dense screen of the wall. A 16' Meridian Theme wall is proposed for the southern Business Park lots, to screen views from the west. A separate Plot Plan Exhibit, A1-2-P, identifies that the truck courts for Industrial Building 1 and 2, are enclosed with a minimum 12' high masonry screen on all other sides, except where the higher wall is needed to the west.

**Project Site Plan**



The proposed building height, setbacks, parking and landscape requirements are compliant with the Development Code requirements. Employee parking, carpool, and bicycle parking spaces provided on the proposed site plan (Sheet A1-1-P) meet the parking standards required for Industrial uses. In addition, the facility provides 31 electric auto charging parking spaces. A Preliminary Water Quality Management Plan has been submitted and approved. A Final Water Quality Management Plan will be signed and notarized upon the completion of building construction and prior to Certificate of Occupancy, recorded to assure long term water quality. A conceptual drainage study has been completed for the site and has been reviewed by March JPA's Engineering Department, NPDES consultant CGRME and also Riverside County Flood Control and Water Conservation District.

***Architecture/Color Palette:***

The Industrial and Business Park buildings will be constructed with tilt-up concrete construction. Variation in parapet height and use of contrasting field, base and accent colors emphasize the variation in the building design. Prominent low reflectance Solarcool Pacifica #2 (>25% reflectance) glazing is proposed at each entrance to the building and used to emphasize the building grid module.

Two color palettes are proposed. For buildings 1 and 2, ICI building colors are proposed as Treasured Moment A1849, Fossil Gray A1836, Las Caux A1859 and Courtyard Stone A1874. Buildings 3-5 incorporate Sherwin Williams colors 7004 Snowbound, 7043 Worldly Gray, 7052 Gray Area, and 6165 Connected Gray. These palettes are light-colored earth tones, with muted light green accents. The Project architecture, color palette and glazing all comply with the standards of the March Business Center Design Guidelines.

*Site Landscaping:*
A drought tolerant, water conserving landscape palette is provided for this site and right-of-way landscape. The existing California fan palms and California pepper trees along Cactus Avenue transition to palo verde and Aleppo pine along the extended Cactus Avenue. Aleppo pine are used predominately as a screening tree throughout the development, with occasional sycamore trees used as a contrasting deciduous tree. Other trees include Australian willow used as street trees on A and B Streets, jacaranda and crepe myrtle used as seasonal color, and African sumac and magnolia used as other trees. No turf is proposed, but rather more drought tolerant ground covers and shrubs.

*Exterior Lighting:*
Given the proximity to the airport, residential area and the conservation area, all on-site lighting provides fully shielded fixtures (no light emitted above horizon), high pressure or low pressure sodium lighting, maximum 750 watts, maximum fixture height of 25' above finished grade, and maximum lighting of 0.5 candle/foot$^2$ at the property line. Accordingly, all exterior lighting complies with the exterior lighting requirements of the March Business Center Design Guidelines and the MSHCP Urban/Wildlife Interface requirements.

**March ARB/IP Airport Land Use Plan:**

The March ARB/Inland Port Airport Land Use Compatibility Plan (ALUCP) was prepared for and adopted by the Riverside County Airport Land Use Commission (RCALUC) on November 13, 2014. The purpose of the March ARB/Inland Port ALUCP is to promote compatibility between March ARB/Inland Port and the land uses that surround the joint-use airport. The March ARB/Inland Port ALUCP regulates future development of new residential dwellings, commercial structures, and other noise or risk-sensitive uses within the Airport Influence Area based on factors enumerated in the ALUCP, including but not limited to noise, overflight, safety, and airspace protection.

Regarding the Project site, it is located in Zones B1, B2 and C1 (Figure 4.7-1, Mead & Hunt 2010, 2014). Zone B1 encompasses areas of high noise and high accident potential risk within the inner portion of the runway approach and departure corridors. Zone B2 encompasses areas of high noise and moderate accident potential risk beneath or adjacent to final approach and initial departure flight corridors or adjacent to the runway. Zone C1 encompasses areas of moderate to high noise impact and moderate accident potential beneath or adjacent to low altitude overflight corridors. In zones B1 and B2, flood control facilities are to hold water for no more than 48 hours following a storm and be completely dry between storms (FAA Advisory Circular 150/5200-33B)

Prohibited uses within Zone B1 include new dwellings, structures with more than 2-stories, children's schools, day care centers, libraries, hospitals, congregate care facilities, hotels/motels, restaurants, places of assembly, hazardous materials manufacture/storage, noise-sensitive outdoor nonresidential uses (spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters), critical community infrastructure facilities (including power plants, electrical substations, and public communications facilities), and hazards to flights (e.g., tall objects). Aboveground storage of more than 6,000 gallons of non-aviation flammable materials per tank is prohibited. The maximum average occupancy is 50 people per acre.

Prohibited uses within Zone B2 include new residential dwellings, structures with more than three aboveground habitable floors, children's schools, day care centers, libraries, hospitals, congregate care facilities, hotels/motels, and places of assembly, noise-sensitive outdoor nonresidential uses (spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters), critical community infrastructure facilities including power plants, electrical substations, public communications facilities and hazards to flights (e.g., tall objects). In Zone B2 aboveground storage of more than 6,000 gallons of hazardous or flammable materials per tank is discouraged. The maximum average occupancy is 100 people per acre.

Prohibited uses within Zone C1 include children's schools, day care centers, libraries, hospitals, congregate care facilities, and places of assembly. Noise sensitive outdoor nonresidential uses are prohibited, including major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves. Hazards to flight, which include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations, and land use development that may cause the attraction of birds are prohibited. In Zones C1, aboveground storage of more than 6,000 gallons of hazardous or flammable materials per tank is discouraged. The maximum average occupancy is 100 people per acre.

On March 9, 2017, the Riverside County Airport Land Use Commission (RCALUC) determined that the Meridian Park Lower Plateau General Plan Amendment, rezoning request, Vesting Tentative Tract Map and Master Plot Plan were conditionally consistent with the March ARB/IP Airport Compatibility Plan. The RCALUC Commission approved conditions which are incorporated into the March Joint Powers Commission's conditions of approval for Plot Plan PP16-04 and VTTM 37107, which are included in Resolution #JPA 17-29.

**March ARB Air Installation Compatibility Use Zone Study (AICUZ)**

The *452d Air Mobility Wing Air Installation Compatible Use Zone Study* is an update to the 1998 March ARB AICUZ Study and presents the noise contours produced by aircraft operations at March ARB. The purpose of the study is to promote compatible land development in areas exposed to aircraft noise and accident potential. Recommendations (e.g., height control of structures near flight paths) from the study should be considered in development projects' planning processes to prevent incompatibilities that might compromise March ARB's ability to fulfill its mission requirements and assist the residents of the surrounding cities to avoid safety hazards.

Land use guidelines set forth by the United States Air Force AICUZ program reflect land use recommendations for clear zones, accident potential zones, and applicable noise zones. The guidelines recommend land uses that are compatible with airfields while allowing maximum beneficial use of adjacent properties. This study contains recommendations developed to assist local governments in determining land uses that are compatible with airport environs.

March ARB submitted a letter July 31, 2017 regarding this project. The letter did not identify concerns with the land uses, but rather with specific development issues including: potential glare from solar voltaic systems, potential unexploded ordinance, tree vegetation, which is requested not to bear masts for roosting or fruit for consumption, and review and approval of

the site drainage system. These items were incorporated into revised project mitigation measures.

**Final EIR for Meridian West Lower Plateau:**

The Meridian West Lower Plateau Final EIR was prepared to inform decision makers and the public of the potential significant environmental effects associated with the Project. The purpose of this Draft EIR is to focus the discussion on those potential effects on the environment which the lead agency has determined may be significant. In addition, feasible mitigation measures are recommended, when applicable, that would reduce significant environmental impacts or avoid significant environmental impacts.

March JPA circulated a Notice of Preparation (NOP) and Initial Study seeking environmental input on the proposed Project from June 9, 2016 and July 11, 2016. The agency determined that an EIR should be prepared because the Project could have a significant effect on the environment in the following areas: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Public Services, Transportation and Traffic, Utilities and Service Systems, and Energy Conservation. Based on the Initial Study, March JPA further determined that impacts to Agricultural and Forest Resources, Mineral Resources, Population and Housing, and Recreation would be less than significant and thus need not be analyzed further in the EIR. Thirteen (13) comment letters were received in response to the NOP. In accordance with State CEQA Guidelines sections 15082(c) and 15083, March JPA held a duly noticed Scoping Meeting on June 30, 2016 at the Orangecrest Community Center, to solicit comments on the scope of the environmental review of the proposed Project and eleven (11) additional comments were received.

A Notice of Availability and Draft Environmental Impact Report (Draft EIR) was circulated, incorporating comments received in response to the NOP from June 19 to August 3, 2017. During the 45-day public comment period, March JPA consulted with and requested comments from all responsible and trustee agencies, and other regulatory agencies. The Agency received fourteen (14) written comment letters on the Draft EIR, including an acknowledgement from the State Clearinghouse that March JPA has complied with the CEQA environmental review requirements. An overview regarding the findings, mitigation measures, and significance of environmental impacts is listed below. The Final EIR found that the Project would result in significant and unavoidable impacts to air quality, greenhouse gas, and transportation and traffic. All other resource areas were found to be less than significant impacts or less than significant with mitigation. Full information regarding the Meridian West Lower Plateau Final EIR is available on the March JPA website at www.marchjpa.com.

## Table ES-2
## Summary of Environmental Resources and Level of Impact

| Environmental Resource | Level of Impact before Mitigation | Proposed Mitigation | Significance After Mitigation |
|---|---|---|---|
| Aesthetics | Less Than Significant | 1. AES Exterior Lighting | N/A |
| Air Quality | Potentially Significant | 1. Tier 3 & 4 Construction equipment<br>2. Low VOC Coatings<br>3. Construction Relations Officer<br>4. Energy Efficiency<br>5. Commute Trip Reduction<br>6. Haul Truck Requirements | **Significant and Unavoidable** |
| Biological Resources | Potentially Significant | 1. Least Bell's vireo habitat<br>2. Burrowing Owl Survey<br>3. Suitable Habitat for Nesting Birds<br>4. Site Monitoring<br>5. Jurisdictional Features | Less Than Significant |
| Cultural Resources | Less Than Significant | 1. Contractor Specifications<br>2. Archaeological Monitoring<br>3. Inadvertent Discoveries<br>4. Archaeological Report<br>5. Paleontological Monitoring | Less Than Significant |
| Geology and Soils | Less Than Significant | 1. Site Preparation<br>2. Over-excavation and Re-compaction<br>3. Fill Placement and Compaction<br>4. Import and Export of Fill Soil<br>5. Rippability and Over-Sized Material<br>6. Alluvium Soil Removal<br>7. Shallow Foundation Construction<br>8. Slabs-on-Grade<br>9. Seismic Design Parameters<br>11. Pavement Design<br>12. Temporary Excavations<br>13. Trench Backfill<br>14. Surface Drainage<br>15. Sulfate Attack and Corrosion Protection<br>16. Additional Geotechnical Services | Less Than Significant |
| Greenhouse Gas Emissions | Potentially Significant | 1. Air Quality Mitigation<br>2. On-Road GHG Emission Mitigation Measure | **Significant and Unavoidable** |
| Hazards and Haz.Materials | Less Than Significant | 1. Hazardous Materials Transport<br>2. Phase II Environmental Site Assessment<br>3. Hazardous Materials Contingency Plan<br>4. UXO Identification, Training, and Reporting Plan<br>5. Hazardous Materials Business Plan<br>6. Solar Voltaic System Approval<br>7. Emittance of Steam/Smoke<br>8. Compliance with FAA Advisory Circular 150/5200-33B<br>9. Tree Planting Restrictions | Less Than Significant |
| Hydrology and Water Quality | Less Than Significant | 1. Site Specific Water Quality Management Plans<br>2. Site Specific Discharges | Less Than Significant |
| Land Use and Planning | Less Than Significant | N/A | Less Than Significant |
| Noise | Less Than Significant | 1. Off-site Traffic Noise Impacts<br>2. Noise Compliance Measures<br>3. Noise Reduction Measures in Construction Plans<br>4. Blasting Compliance Measures | Less Than Significant |

**Preparation Date: October 20, 2017**

## Table ES-2
## Summary of Environmental Resources and Level of Impact

| Environmental Resource | Level of Impact before Mitigation | Proposed Mitigation | Significance After Mitigation |
|---|---|---|---|
| | | 5. Buildings Located Within 65-70 dBA CNEL Contour | |
| Public Services | Less Than Significant | N/A | Less Than Significant |
| Transportation and Traffic | Potentially Significant | 1. Building-Specific Traffic Generation Information<br>2. Three Years Post Occupancy Analysis<br>3. Meridian Parkway/Harmon Street/ Van Buren Boulevard (#17)<br>4. Cactus Avenue<br>5. Street A<br>6. Street B<br>7. Cactus Bridge Over RCTC/BNSF Rail Line<br>8. Village West Drive/Van Buren Boulevard (#11)<br>9. Sycamore Canyon Boulevard/ Alessandro Boulevard (#12)<br>10. Meridian Parkway/Cactus Avenue (#14)<br>11. Meridian Parkway/Harmon Street/ Van Buren Boulevard<br>12. Old 215 Frontage Road/I-215 NB Ramps/Cactus Avenue (#24)<br>13. Meridian Parkway/Cactus Avenue (#14)<br>14. Meridian Parkway/Harmon Street/ Van Buren Boulevard (#17)<br>15. Innovation Drive/Cactus Avenue (#18)<br>16. I-215 SB Ramps/Cactus Avenue (#21)<br>17. Old 215 Frontage Road/I-215 NB Ramps/Cactus Avenue (#24)<br>18. I/215 NB Ramps/Alessandro Boulevard (#23)<br>19. WRCOG TUMF Contribution<br>20. City of Riverside Fee Contribution<br>21. County of Riverside Fee Contribution<br>22. City of Moreno Valley Fee Contribution<br>23. Caltrans Fee Contribution<br>24. Construction Traffic Management Plan<br>25. Truck Turning Radii | **Significant and Unavoidable** |
| Utilities and Service Systems | Potentially Significant | 1. WMWD Conditions of Approval<br>2. Construction Waste Recycling Plan and Waste Recycling Report<br>3. Use of Mulch and/or Compost<br>4. Drought-Tolerant Vegetation<br>5. RCWMD Approval of Building Plans | Less Than Significant |
| Energy Conservation | Less Than Significant | N/A | |
| Cumulative Impacts | Potentially Significant | MM-CUM-1. Cumulative Fire Service Mitigation | Less Than Significant |

**Preparation Date: October 20, 2017**

**Staff Recommendations:**

Staff recommends that the March Joint Powers Commission take the following actions:

1) Adopt Resolution #JPA17-28 Certifying the CEQA Final EIR for the Meridian West Lower Plateau Project (sch#2016061020), Adopting Findings, Approving a Mitigation Monitoring and Reporting Plan and Adopting a Statement of Overriding Considerations; and

2) Adopt Resolution #JPA 17-29 Approving General Plan Amendment 16-01, Approving Vesting Tentative Tract Map 37107, and Adopting Master Plot Plan PP16-04, Subject to Conditions of Approval; and

3) Waive the First Reading of Ordinance #JPA 17-04, Approving Industrial (94.8-Acres), Business Park (23.63-Acres) and Mixed Use (5.57-Acres) Zoning on the Project Site and Directing Staff to Place this Item on a Future Commission Agenda for the Second Reading and Formal Adoption; and

4) Direct Staff to File a Notice of Determination.

**Attachments:**

1. Resolution #JPA 17-28 Certifying the CEQA Final EIR for the Meridian West Lower Plateau Project (Sch#2016061020), Adopting Findings, Approving a Mitigation Monitoring and Reporting Plan and Adopting a Statement of Overriding Considerations
   *Exhibit A: Mitigation Monitoring and Reporting Program*

2. Resolution #JPA 17-29 Approving General Plan Amendment 16-01, Approving Vesting Tentative Tract Map 37107, and Adopting Master Plot Plan PP16-04, Subject to Conditions of Approval
   *Exhibit A: General Plan Map*
   *Exhibit B: Vesting Tentative Tract Map 37107*
   *Exhibit C: Site Plan, Building Elevations, Photo Simulations, Utility Plans, Grading Plans, Landscape Plans*
   *Exhibit D: Project Conditions of Approval*

3. Ordinance #JPA 17-04
   *Exhibit A: March JPA Zoning Map*

4. FAA Determinations of No Hazard to Air Navigation.
5. Meridian West Lower Plateau Final EIR & Appendices available at WWW.MarchJPA.com

**RESOLUTION #JPA 19-26**

**A RESOLUTION OF THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY ADOPTING GENERAL PLAN AMENDMENT NO. 19-01 (GPA 19-01), PLOT PLAN AMENDMENT NO. 17-04, A1 (PP 17-04, A1), CONDITIONAL USE PERMITS (CUP 19-01), (CUP 19-02), (CUP 19-03), (CUP 19-04) AND (CUP 19-05), AND TENTATIVE PARCEL MAP 19-01 (TPM 19-01) FOR THE DEVELOPMENT OF FIVE (5) BUILDINGS ON 7.12 ACRES WITHIN PLANNING AREA 6 OF THE MERIDIAN SPECIFIC PLAN AMENDMENT AREA (SP-5)**

**WHEREAS**, the March Joint Powers Authority ("Authority" or "March JPA") is a joint powers agency created by a joint powers agreement dated September 7, 1993 to act as the federally recognized reuse authority, local land use authority, redevelopment agency, and airport authority for the former March Air Force Base; and

**WHEREAS**, the Authority is comprised of the County of Riverside, the City of Riverside, the City of Moreno Valley, and the City of Perris; and

**WHEREAS**, in February 2003, the Authority approved the March Business Center Specific Plan (SP-1) to guide land use decisions within a 1,290-acre portion of the former March Air Force Base generally located generally located westerly of the I-215 freeway, easterly of Barton Street, southerly of Alessandro Boulevard and northerly of the Riverside County Ben Clark Training Facility; and

**WHEREAS**, in August 2010, the Authority approved the Meridian Specific Plan Amendment (SP-5), which implemented revisions to a 257.7 acre portion of the larger March Business Center Specific Plan's North Campus area, including revisions to land use and development regulations and land use designations; and

**WHEREAS**, MS Prime Six LLC c/o Silagi Development ("Applicant") proposes the development of 7.12 acres within Planning Area 6 of the Meridian Specific Plan Amendment (SP-5), including the development of five (5) buildings totaling approximately 91,987 square feet for business park and industrial uses ("Project"); and

**WHEREAS**, on April 22, 2019, the Applicant submitted certain land use applications (collectively, the "Project Entitlements") requesting the following:

1. A General Plan Amendment application (GPA 19-01) to update gross acreages and buildout capacity as it relates to the Office and Mixed Use land use designations section found in Table 1-1 "Buildout March JPA Planning Area Proposed with SP-5, A5" of the General Plan. Specifically, under the Commerce land use designation, the gross acreage for office has been revised from 126.15 acres to 116.05 acres and the gross acreage for mixed use has been revised from 98.85 acres to 108.95 acres to account for the change in zoning to Unit 4, Lot 9 and Lot 12 from Office to Mixed Use. Additionally, the Buildout Capacity for Office has been reduced from 1,116,587 sf to 991,730 sf and Mixed Use has been increased from 1,177,413 sf to 1,302,270 sf with a Commerce subtotal of 6,516,000 sf and a grand total of 32,298,715 sf. As a result to the changes in zone, the General Plan Land Use map (Figure II-3A) will also be updated.

2. A Plot Plan 17-04, Amendment No. 1 application (PP 17-04, A1) an amended application for the development of five (5) speculative buildings totaling 91,987 sf on 7.12 acres in the southernmost portion of the Meridian Specific Plan. The buildings are designed as a warehouse with a portion office and each building would provide three (3) dock-high doors and one (1) grade level door. The project would also provide 128 standard parking stalls and 97,467 sf of landscaping.

3. Five (5) Conditional Use Permit applications (CUP 19-01), (CUP 19-02), (CUP 19-03), (CUP 19-04) and (CUP 19-05) to allow the five (5) speculative buildings to potentially operate as a Business Enterprise use in the Mixed Use zone. Business Enterprise uses are considered a conditionally permitted use in the Mixed Use zone and requires a Conditional Use permit.

4. A Tentative Parcel Map application (TPM 19-01) to further subdivide Unit 4, Lot 12 into five (5) separate parcels pursuant to the Subdivision Map Act.

**WHEREAS**, in addition to the foregoing, on April 22, 2019, the Applicant submitted a land use application for a Specific Plan Amendment (SP-5, A5), which is subject to separate approval. Any approval of General Plan Amendment 19-01 (GPA 19-01), Plot Plan Amendment (PP 17-04, A1), Conditional Use Permits (CUP 19-01), (CUP 19-02), (CUP 19-03), (CUP 19-04) and (CUP 19-05) and Tentative Parcel Map (TPM 19-01) shall be conditioned on the subsequent approval of Specific Plan No. 5, Amendment No. 5 (SP-5, A5); and

**WHEREAS**, this General Plan Amendment 19-01 (GPA 19-01), Plot Plan Amendment (PP 17-04, A1), Conditional Use Permit (CUP 19-01), (CUP 19-02), (CUP 19-03), (CUP 19-04) and (CUP 19-05) and Tentative Parcel Map (TPM 19-01) along with Specific Plan No. 5, Amendment No. 5 (SP-5, A5 – considered separately) collectively constitute the "Project" for purposes of the California Environmental Quality Act (Pub. Resources Code, § 2100 et seq.) ("CEQA"); and

**WHEREAS**, in accordance with CEQA and the State CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 et seq.), March JPA staff prepared and the March Joint Powers Commission ("Commission") certified a Final Environmental Impact Report for the March Business Center Specific Plan (SP-1) (SCH # 2002071089) ("FEIR"); and

**WHEREAS**, in accordance with CEQA and the State CEQA Guidelines, March JPA staff prepared and the Commission certified a Subsequent Environmental Impact Report for the Meridian Specific Plan Amendment (SP-5) (SCH #2009071069) ("SEIR"); and

**WHEREAS**, the Addendum to the certified SEIR was prepared pursuant to CEQA, the State CEQA Guidelines, and the March JPA's Local CEQA Guidelines; and

**WHEREAS**, in accordance with CEQA and the State CEQA Guidelines, March JPA staff has prepared and pursuant to Resolution # JPA 19-25 the Commission has adopted an Addendum to the certified SEIR for the Meridian Specific Plan Amendment (SP-5) for the Project Entitlements; and

**WHEREAS**, on November 13, 2019, the Commission conducted a duly-noticed public hearing pursuant to the March JPA Development Code on the Project Entitlements, at which time all persons wishing to testify in connection with the Project Entitlements were heard and the Project Entitlements were comprehensively reviewed; and

**WHEREAS**, all other legal prerequisites to the adoption of this Resolution have occurred.

**NOW, THEREFORE, THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY DOES RESOLVE AS FOLLOWS:**

**SECTION 1**. Recitals. The above recitals are true and correct and incorporated herein as findings or fact.

**SECTION 2**. Compliance with the California Environmental Quality Act. Pursuant to Resolution # JPA 19-25 the Commission has considered and adopted an Addendum to the 2010 SEIR for the Meridian Specific Plan Amendment (SP-5) (SCH # 2009071069) for the Project, including General Plan Amendment 19-01 (GPA 19-01), Plot Plan Amendment (PP 17-04, A1), Conditional Use Permits (CUP 19-01), (CUP 19-02), (CUP 19-03), (CUP 19-04) and (CUP 19-05) and Tentative Parcel Map (TPM 19-01) in accordance with the requirements of CEQA, the State CEQA Guidelines, and the March JPA Local CEQA Guidelines. As the decision-making body for the Project, the Commission has reviewed and considered the FEIR, the SEIR, the Addendum to the SEIR, the Initial Study, any oral or written comments received, and the administrative record prior to taking action on the Project, including action on General Plan Amendment 19-01 (GPA 19-01), Plot Plan Amendment (PP 17-04, A1), Conditional Use Permits (CUP 19-01), (CUP 19-02), (CUP 19-03), (CUP 19-04) and (CUP 19-05) and Tentative Parcel Map (TPM 19-01).

**SECTION 3**. Findings for General Plan Amendment (GPA 19-01). Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of General Plan Amendment (GPA 19-01) in accordance with Section 9.02.040 of the March JPA Development Code and Section 65358 of the California Government Code:

1. The proposed General Plan Amendment (GPA 19-01) is consistent with existing goals, objective, policies, and programs of the General Plan for the following reasons:

1. GPA 19-01 is integrated and compatible with the Land Use Element in that an amendment to establish a "Specific Plan" land use designation will accommodate implementation of the Meridian Specific Plan which will provide an appropriate orientation and relationship between land uses within and adjacent to the Specific Plan Area and promotes orderly development beyond the Specific Plan Area's boundaries due to the development of the Specific Plan Area as a cohesive and coordinated development that includes the following elements:

(a) Defines the uses, amenities, and pattern of development that will be provided to create an integrated campus for business park, industrial, office, commercial, park/open space and mixed uses.

(b) Provides for the convenient and safe movement of private and transit vehicles, pedestrians, and bicycles within the campus.

(c) Establishes design guidelines to ensure high quality design of buildings, landscaping, lighting, site grading, and other campus features, including site design guidelines to guide the development of individual uses in a manner that yields an integrated campus setting.

(d) Provides plans for the provision of water, sewer, drainage, and utility infrastructure, as well as the public services and facilities needed to support development of the campus.

(e) Provides detailed development regulations for the Project.

(f) Defines implementation programs for the development of the Specific Plan area.

2. Moreover, GPA 19-01 coupled with the adoption of the Specific Plan's development, performance, and design standards will govern future development of the area and will ensure consistent and context-sensitive land use, landscape design, and architectural treatments, and will provide for logical development phasing and adequate and efficient provision of needed public services and facilities. Furthermore the General Plan Amendment, coupled with the adoption of the Plot Plan will serve as a tool for the March JPA to implement the provisions of its General Plan as it applies to the Specific Plan Area.

3. GPA 19-01 is integrated and compatible with the Transportation Element in that the intensity and distribution of uses within the Specific Plan Area will generate traffic that is anticipated and accommodated in the Transportation Element; however, the Specific Plan will better define minor arterials and bike lanes within the Specific Plan Area that will reflect the design of road, intersection and bike lane improvements that will improve the level of service of the circulation system in and around the Specific Plan Area.

4. GPA 19-01 will not impact the Housing Element as housing is not a component of the Specific Plan.

5. GPA 19-01 is integrated and compatible with the Resource Management Element in that it provides for the orderly conservation, development, and utilization of natural resources as stated within the Resource Management Element including the protection of groundwater resources, the control of flooding, the preservation of native vegetation and mature trees, development and maintenance of recreational facilities as economically feasible, and in that it meets the needs of the community for recreational activities, relaxation and social interaction, establishes standards for scenic corridors, trails and vistas that contribute to the quality of the JPA Planning Area.

6. GPA 19-01 is integrated and compatible with the Noise Element in that it provides a pattern of land uses that minimizes the exposure of community residents to excessive and unwanted noise due to the prohibition of noise sensitive residential uses within the area impacted by aviation activities, promotes alternative modes of travel, discourages noise sensitive commercial uses, and incorporates mass transit to reduce noise generated from vehicles.

7. GPA 19-01 is integrated and compatible with the Safety Risk Management Element in that it provides an appropriate land use distribution and orientation that protects the community from unreasonable risks associated with seismic, geologic, flood, and wildfire hazards because GPA 17-02 is consistent with existing goals for compliance with seismic standards, master drainage plan standards, fire flow standards and other public safety objectives identified within the existing General Plan.

8. GPA 19-01 is consistent with the applicable airport land use plan in accordance with Government Code section 65302.3 because the development proposed along with GPA 19-01 has been reviewed by the Riverside County Airport Land Use Commission and has been determined by the Riverside County Land Use Commission to be consistent with the Riverside County Airport Land Use Plan (ALUP) and because the accompanying Specific Plan has been conditioned to be developed consistent with FAA regulations. GPA 19-01 relies on the approved Air Installation Compatible Use Zone (AICUZ) Study and Airport Layout Plan (ALP) to establish land use policies that will ensure the compatibility of land uses with the projected military and commercial aviation uses of the airfield.

2. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds that GPA 19-01 is in the public interest because it will provide for the development of the Specific Plan Area as a desirable business park use that is compatible with and complementary to the adjacent March Business Center South Campus master planned development.

3. GPA 19-01 will not adversely affect the public health, safety or general welfare as the Project is designed for sufficient access by the general public and employees. Additionally, the Riverside County Fire Department has determined that the Project meets the design requirements for fire access and circulation. Furthermore, sufficient accessible parking and accessible paths of travel in and around the Project has been designed to assure further safety.

**SECTION 4.** Findings for Plot Plan Amendment (PP 17-04, A1). Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of Plot Plan Amendment PP 17-04, A1 in accordance with Section 9.02.070 of the March JPA Development Code:

1. The proposed Project remains consistent with the goals, objective, policies, and programs of the March JPA General Plan because it is designed to systematically implement phases of the March Business Center Specific Plan; and

2. The proposed Project complies with all applicable zoning and other regulations because it implements the March Business Center Specific Plan and mitigation measures pursuant to the Final SEIR (SCH #2009071069); and

3. The proposed Project will not be detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity because the Project facilitates the construction of a regional job center that will improve residents' ability to live where they work which yields a higher quality of life and more sustainable communities; and

4. The location, design, and operation of the proposed Project will be compatible with existing and planned land uses in the vicinity because the Project maximizes redevelopment opportunities on former military properties by developing a much-needed regional job center in a housing rich area.

**SECTION 5.** Findings for Conditional Use Permit (CUP 19-01), (CUP 19-02), (CUP 19-03), (CUP 19-04) and (CUP 19-05). Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of Conditional Use Permits (CUP 19-01), (CUP 19-02), (CUP 19-03), (CUP 19-04) and (CUP 19-05) in accordance with Section 9.02.060 of the March JPA Development Code:

1. The proposed Project is consistent with the goals, objectives, policies and programs of the March JPA General Plan because the proposed Project is a part of a balanced mix of land uses that contribute to the regional setting and expands upon the existing physical and economic potential of the General Plan and the Meridian Specific Plan Amendment (SP-5) and will systematically implement the goals and objective of the General Plan and the Meridian Specific Plan (SP-5); and

2. The proposed Project complies with all applicable zoning and other regulations because the Project complies with all the requirements of Section 9.02.060 and 9.11.070 of the March JPA Development Code and the requirements of the Meridian Specific Plan (SP-5); and

3. The proposed Project will not be detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity because the Project is consistent with Chapter 9.05 (Industrial Districts), Chapter 9.13 (Specific Plan) and the Meridian Specific Plan Amendment (SP-5). The Project will include Business Enterprise and Business Park uses and shall be limited to 100 average people/acre and 250 people/single-acre since the Project is located in Airport Compatibility Zone C1 as per the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan adopted on November 13, 2014; and

4. The location, design, and operation of the proposed Project will be compatible with existing and planned land uses in the vicinity as the Project is consistent with the requirements of the Meridian Specific Plan Amendment (SP-5), which ensures that the proposed development is compatible with existing and planned development in the vicinity.

**SECTION 6.** Findings for Tentative Parcel Map (TPM 19-01). Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of Tentative Parcel Map No. 37744, (TPM 19-01), in accordance with Government Code section 66410 *et seq.* and Sections 9.14.050 and 9.14.070 of the March JPA Development Code:

1. The Tentative Parcel Map 19-01 (TPM 19-01) is consistent with the March JPA General Plan and the Meridian North Campus Specific Plan (SP-5) because the Project site is designed to minimize land use conflicts and achieve maximum land use compatibility while improving or maintaining the desired integrity of the Planning Area and subregion; and

2. The design or improvement of the Tentative Parcel Map 19-01 (TPM 19-01) is consistent with applicable March JPA General Plan and Meridian North Campus Specific Plan (SP-5) because the Project site is designed in accordance with Section G. Development Regulations of the Specific Plan; and

3. The site of the Tentative Parcel Map 19-01 (TPM 19-01) is physically suitable for development because the Project proposes the development of five buildings for uses such as Business Enterprise and Business Park to be located in the Mixed Use zoning designation of the Meridian Specific Plan (SP-5).

4. The design of Tentative Parcel Map 19-01 (TPM 19-01) or its proposed improvements are not likely to cause substantial environmental damage to or substantially unavoidably injure fish or wildlife or their habitat because no development would occur within any significant habitat or impact a rare or endangered species of plant, animal, or insect, or any fragile or unique biotic community; and

5. The design of the Tentative Parcel Map 19-01 (TPM 19-01) or its proposed improvements are not likely to cause serious public health problems because all development and public improvements will be performed per the applicable standards and codes, while promoting the safe use of alternative transportation modes; and

6. The design of the Tentative Parcel Map 19-01 (TPM 19-01) and the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision because no such easements currently exist within the Project site; and

7. Land is not subject to a contract entered pursuant to the California Land Conservation Act of 1965; and

8. The Tentative Parcel Map 19-01 (TPM 19-01) and the associated design and improvements are consistent with all applicable ordinances as the Project is designed consistent with the provisions and standards of the Meridian North Campus Specific Plan (SP-5) previously adopted by ordinance through the Joint Powers Commission; and

9. The design of the Tentative Parcel Map 19-01 (TPM 19-01) provides a shift in land uses to more efficiently accommodate Business Park and Mixed Use land uses; and

10. The discharge of waste into an existing sewer system from development proposed in the Tentative Parcel Map 19-01 (TPM 19-01) will not cause a violation of existing requirements prescribed by the local water quality control board because the Project will improve existing sewer system capacity to support local and regional growth; and

11. The effect of the Tentative Parcel Map 19-01 (TPM 19-01) on the housing needs of the region were considered and balanced against the public service needs of residents, and the available fiscal and environmental resources because the Project facilitates the construction of a regional job center that will improve residents' ability to live where they work which yields a higher quality of life and more sustainable communities.

**SECTION 7.** Approval of Project Entitlements. Based on the entire record before the Commission, all written and oral evidence presented to the Commission, and the findings made in this Resolution, the Commission hereby approves the Project Entitlements, including General Plan Amendment 19-01 (GPA 19-01), Plot Plan Amendment (PP 17-04, A1), Conditional Use Permit (CUP 19-01), (CUP 19-02), (CUP 19-03), (CUP 19-04) and (CUP 19-05) and Tentative Parcel Map (TPM 19-01) as shown on Exhibit "A", attached hereto and incorporated herein by this reference, subject to the Conditions of Approval, as shown on the attached Exhibit "B", attached hereto and incorporated herein by this reference.

**SECTION 8.** Notice of Determination. The Commission directs March JPA staff to prepare, execute, and file a Notice of Determination with the Riverside County Clerk within five (5) working days of the passage and adoption of this Resolution.

**SECTION 9.** Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings are based are located at the Office of the Planning Manager, March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518.

**SECTION 10.** Execution of Resolution. The Chair of the Commission of March JPA shall sign this Resolution and the Clerk of March JPA shall attest and certify to the passage and adoption thereof.

**SECTION 11.** Effective Date. This Resolution shall be effective upon its adoption.

**PASSED, APPROVED, AND ADOPTED** this 13th day of November, 2019.

Michael M. Vargas, Chairman
March Joint Powers Authority Commission

ATTEST:

I, Cindy Camargo, Acting Clerk of the March Joint Powers Commission, do hereby certify that the foregoing Resolution #JPA 19-26 was adopted by the March Joint Powers Commission of the March Joint Powers Authority at a regular meeting thereof held on November 13, 2019, by the following vote of the Commission:

| | |
|---|---|
| Ayes: | Gardner, Jeffries, Rogers, Thornton, Melendrez, Hewitt, Baca, Vargas |
| Noes: | None |
| Abstain: | None |
| Absent: | None |

Dated: November 13, 2019

Cindy Camargo, Acting Clerk
March Joint Powers Authority Commission

# EXHIBIT "A"

## Project Entitlements

# Exhibit A 1

Existing General Plan Land Use Map

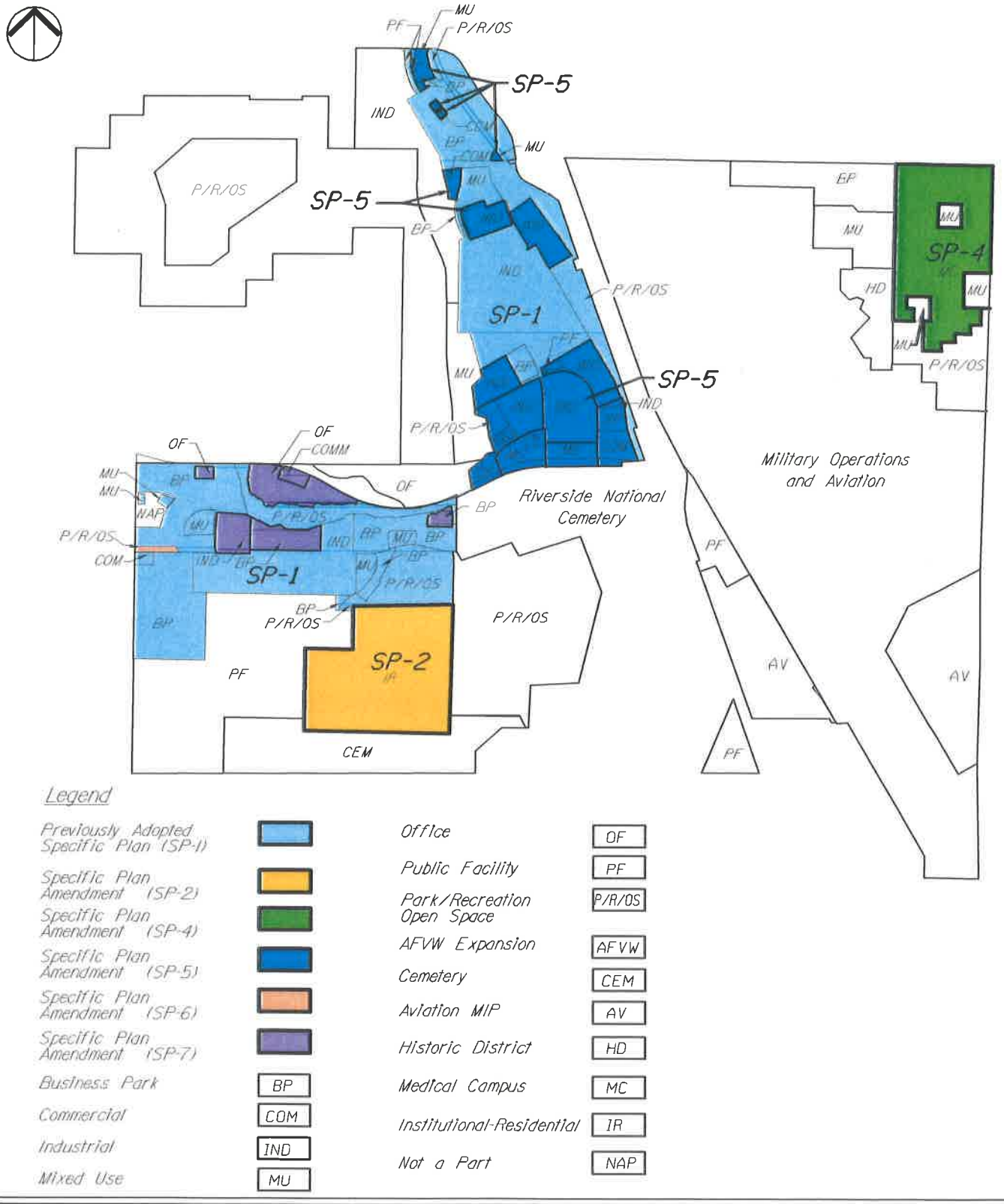


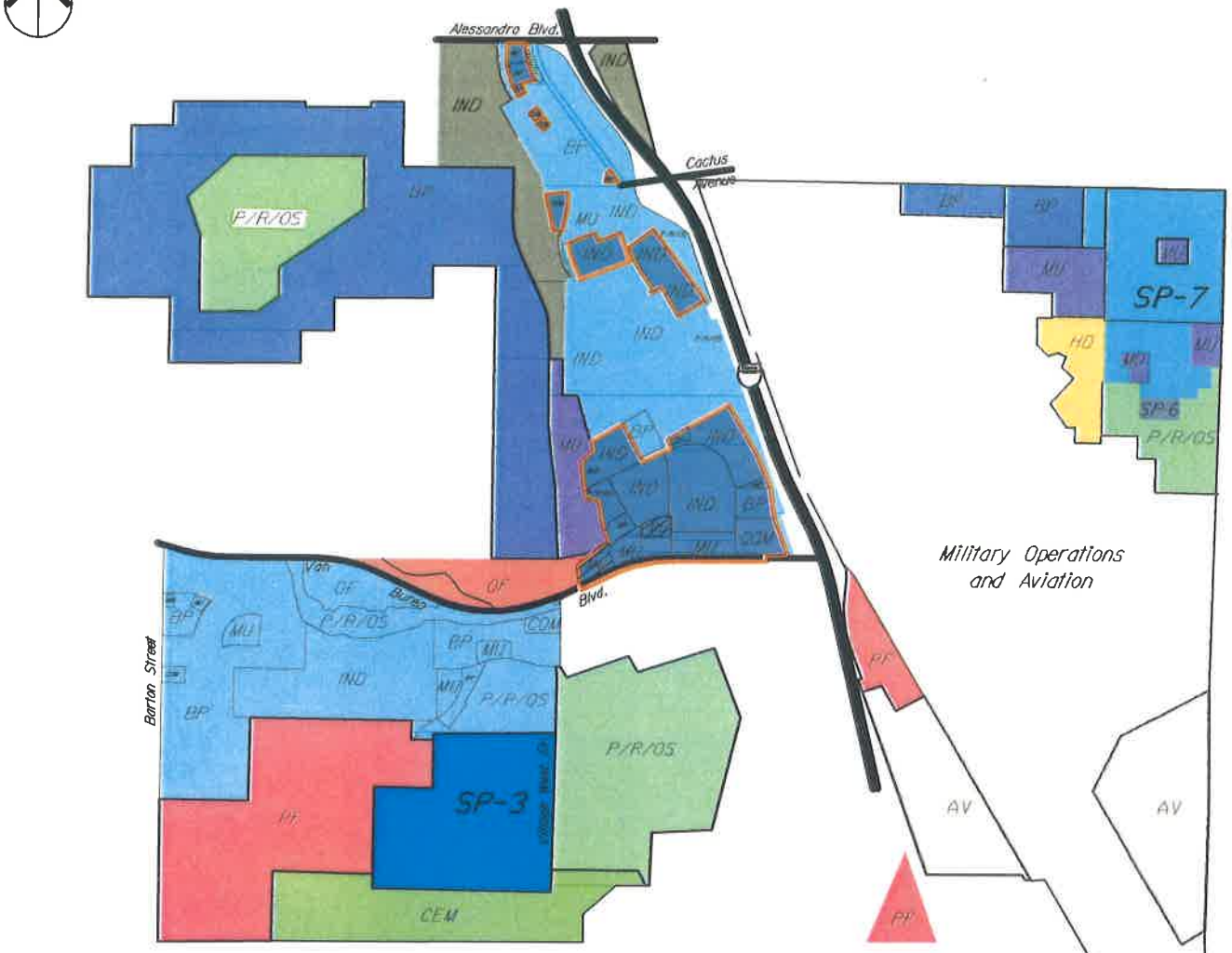

**FIGURE II-3**

## EXISTING GENERAL PLAN LAND USES

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# Exhibit A 2

Proposed General Plan Land Use Map




Legend

- Aviation
- March Business Center Specific Plan SP-1
- Meridian Specific Plan Amendment SP-5
- Air Force Village West Specific Plan SP-3
- US Vets Specific Plan SP-6
- March LifeCare Campus Specific Plan SP-7
- Business Park
- Cemetery
- Historic District
- Industrial
- March Air Reserve Base
- Mixed Use
- Office
- Park/Recreation/Open Space
- Public Facility
- SP-5, A5
- Meridian Specific Plan Amendment, SP-5 Ord 10-2

**FIGURE II-3A**

## PROPOSED GENERAL PLAN LAND USES

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**Exhibit A 3**

Table 1-1 of the March JPA General Plan

TABLE 1-1
BUILDOUT MARCH JPA PLANNING AREA
PROPOSED WITH **SP-5, ~~A4~~A5**

| | | Intensity | | |
|---|---|---|---|---|
| | Acres | | | |
| Land Use Designation | GROSS | MAX. | AVG | Buildout Capacity sf |
| INDUSTRY | | | | |
| Business Park | 1,313 | 0.75 | 0.20 | 11,115,000 |
| Industrial | 624 | 0.60 | 0.15 | 7,827,000 |
| | | | SUBTOTAL | 18,942,000 |
| COMMERCE | | | | |
| Medical Campus (a) | 236 | 1.25 | 0.39 | 4,000,000 |
| Office | ~~126.15~~116.05 | 0.75 | 0.30 | ~~1,116,587~~991,730 |
| Mixed Use | ~~98.85~~108.95 | 0.60 | 0.27 | ~~1,177,413~~1,302,270 |
| Commercial | 43 | 0.60 | 0.30 | 222,000 |
| | | | SUBTOTAL | 6,516,000 |
| PUBLIC | | | | |
| Park/Recreation/Open Space | 789 | 0.25 | 0.002 | 69,000 |
| Public Facility | 441 | 0.50 | 0.10 | 1,365,000 |
| | | | SUBTOTAL | 1,434,000 |
| SPECIAL | | | | |
| Military Operations | 2,102 | n/a | n/a | 2,500,000 |
| Aviation | 316 | 0.40 | 0.15 | 1,445,321 |
| Historic District | 58 | 2 du/ac | 2 du/ac | 111 units |
| AFVW | 220 | 0.60 | 0.15 | 1,437,000 |
| Cemetery Expansion | 160 | 0.10 | 0.005 | 24,394 |
| | | | SUBTOTAL | 5,406,715 sf<br>111 units |
| | | | TOTAL | 32,298,715 sf<br>111 units |

(a) Medical Campus capacity does not include square footage allocated to parking garage
ac - acre sf - square feet du/ac dwelling unit per acre
FAR floor area ratio based on average intensity
Includes GPA 02-01, GPA 04-01, GPA-14-01, GPA- 15-02, ~~&~~GPA 17-02 , & GPA 19-01

| General Plan Goal/Policy | | Consistency |
|---|---|---|
| | **Land Use** | |
| **Goal 1** | Land Use Plan provides for a balanced mix of land uses that contribute to the regional setting, can capitalize on the assets of the Planning Area, while insuring compatibility throughout the Planning Area and with regional plans. | The General Plan Amendment (**GPA 19-01**) would allow for a decrease of land zoned as OF and an increase of land zoned as MU within the March JPA Planning Area to more efficiently accommodate needed uses. The proposed changes are compatible with the General Plan and land uses within the March Business Center. The Project includes a General Plan Amendment that will update the land use plan for North Campus. Consistent with the Reuse Plan and General Plan, the Project will continue to improve the balance of population and employment in the Project vicinity, providing an opportunity for residents to work locally, rather than commute to surrounding areas throughout the region. |
| Policy 1.1 | Provide for a mix of land uses which implement the Base Master Reuse Plan for March AFB; offer a variety of employment opportunities; and capitalizes, enhances and expands upon existing physical and economic assets of the Planning Area. | As analyzed in the 2003 Final EIR, the land use designations of the General Plan, upon full build-out, will contribute upwards of 10 percent of the employment opportunities of the sub-region. The current jobs/housing ratio imbalance in the area would be lessened, and the goals and policies of the sub-region would be furthered. The General Plan forecasted that approximately 35,588 jobs would be created at full build-out. Of these jobs, approximately 15,195 jobs would be generated by the March Business Center Specific Plan. The creation of jobs within an area that has an imbalanced jobs/housing ratio has contributing factors for improving the regional environment (i.e., reduced vehicle miles traveled). Implementation of the March Business Center Specific Plan will result in positive impacts upon existing and projected housing conditions within the region, by bringing job opportunities to an area that is largely residential. The Project will help implement the March Business Center by developing job generating uses within North Campus that are consistent with the eco-system within the region and enhance the existing and growing assets of the Planning Area. |
| Policy 1.2 | Develop and maintain a system of land use designations and zoning districts which will provide locations for commercial, business park, manufacturing, aviation, public, and open space uses, and which actuates compatible and synergistic land uses. | The March Business Center is a mix of commercial, business park, manufacturing, office and industrial uses. The Project consists of shifting land uses to more efficiently accommodate needed uses within the March Business Center North Campus. The total acreage designated for Office and Mixed Use remain comparable to what is currently designated in the General Plan. The Project promotes uses that actuate compatible and synergistic land uses. |
| Policy 1.3 | Provide for patterns of land use which can be supported by existing and planned circulation, public facilities, and infrastructure system improvements in a manner that will preserve | The Project is a part of the March Business Center Specific Plan and proposes land use that can be supported by planned circulation, public facilities, and infrastructure. The Project consists of shifting land uses to more efficiently accommodate needed uses within the March Business Center North Campus. The Project will not modify the street layouts or circulation or infrastructure in the North Campus. The Project improvements |

| | General Plan Goal/Policy | Consistency |
|---|---|---|
| | the March JPA's fiscal capacity. | will be completed in a manner that preserves the March JPA's fiscal capacity. |
| Policy 1.4 | Use specific and/or master plan processes for the coordinated development of large properties to ensure cohesive, comprehensive development. | See responses to Land Use Policy 1.1 through 1.3. |
| Policy 1.5 | Provide for a variety of industrial uses, including heavy manufacturing, light manufacturing, warehousing and distribution, transportation - related, and research and development. | The Project consists of shifting land uses within the March Business Center North Campus to more efficiently accommodate needed uses. The proposed land use shifts would result in similar acreages for Mixed Use and Office uses as currently approved. The Project would continue to provide for a variety of retail, office, and business park uses. |
| Policy 1.6 | Locate and group commercial and industrial uses which are oriented toward regional service/market areas to promote utilization of regional transportation facilities and development-supporting infrastructure. | The March Business Center is a regional business park that groups a variety of commercial, industrial, manufacturing, business park and office types of uses within a central area that includes regional transportation facilities such as the March/Moreno Valley metrolink station and Riverside Transit Agency (RTA) bus services. Incorporating regional transportation facilities into a regional employment center promotes sustainable communities by offering multiple modes of transportation for local residents working in the area. |
| Policy 1.9 | Plan for compatible land uses within the aircraft noise impact contours depicted in the Air Installation Compatible Use Zones (AICUZ) Report for the airfield use. | The portion of the project located on Unit 4, Lot 12 is located outside of the 60 CNEL noise contours estimated in the 2003 Final EIR and carried forward in the March Business Center Final EIR, however, the potion of the project within Unit 4, Lot 9 is located within the 60 CNEL noise contours. Nevertheless, the proposed Project is not a sensitive land use and is considered an acceptable use within the noise contours identified in the March Business Center Final EIR.<br><br>The site is located adjacent to an existing military and civilian airport with an active runway. The Air Force has defined a set of Accident Potential Zones (APZ)s for use in the Air Installation Compatibility Use Zone (AICUZ) Study. Compatibility between the airport and its surrounding environment is evaluated in terms of four aeronautical factors: noise, overflight, safety, and airspace protection. These factors are compiled and used to designate compatibility zones in the Airport Compatibility Plan for MARB/IP, which was adopted by the Riverside County Airport Land Use Commission (ALUC) in November 2014. The proposed Project is not located within the Clear Zone, APZ I or APZ II as shown in the 2005 March ARB AICUZ. Based on the proposed zone change and associated General Plan Amendment and Specific Plan Amendment, the proposed Project is scheduled to be reviewed by ALUC in October of 2020. Typical conditions that |

| General Plan Goal/Policy | | Consistency |
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| | | may be identified by ALUC include outdoor lighting regulations, prohibited on-site activities, maximum allowable building height, allowable rooftop equipment, maximum amount of square footage that could be permitted for a dining area within a potential restaurant facility, and other conditions related to site development and uses. The proposed Project would comply with the conditions identified by the ALUC and therefore, is consistent with the AICUZ guidelines and requirements. |
| **Goal 2** | Locate land uses to minimize land use conflict or creating competing land uses, and achieve maximum land use compatibility while improving or maintaining the desired integrity of the Planning Area and subregion. | In 1993, the federal government mandated the realignment of March Air Force Base (AFB) and a substantial reduction in its military use. In April 1996, March AFB was re-designated an Air Reserve Base (ARB). Approximately 4,400 acres of land that had historically supported March AFB was no longer needed to support the ARB. The cities of Moreno Valley, Perris, and Riverside, and the County of Riverside formed the March JPA to oversee the dispensation and management of the surplus land, and restore jobs to a high need region. A General Plan (GP) and Master Environmental Impact Report (EIR) were prepared and adopted/certified in 1999 for the JPA planning area, which includes the March ARB. The March Business Center Specific Plan and Final EIR (SCH#2002071089), which guides land use decisions within a 1,290-acre portion of the planning area, was adopted and certified in 2003. The Specific Plan maximizes redevelopment opportunities on former military properties by developing a much-needed regional job center. The Project is proposed within the North Campus of the Specific Plan and would implement uses that are compatible with surrounding land uses while maintaining the desired integrity of the Planning Area. |
| Policy 2.1 | Avoid conflicts and incompatibilities between land uses through the use of landscaped setbacks and buffers, site design, site orientation, architectural features, walls or fences, density/intensity reductions, reduced hours of operation for commercial and industrial uses, shielding of lighting, and the like. | The Project avoids conflicts and incompatibilities with surrounding land uses as it is a part of a master planned development with established design guidelines and standards. By complying with design standards within the Specific Plan, adopted design guidelines for March Business Center, the Project would avoid any land use incompatibilities with the surrounding areas. |
| Policy 2.3 | Support land uses that provide a balanced land use pattern of the Planning Area, and discourage land uses that conflict of compete with the services and/or plans of adjoining jurisdictions. | See responses to Land Use Goal 2 and Policy 2.1. |

| General Plan Goal/Policy | | Consistency |
|---|---|---|
| Policy 2.4 | Protect the interests of, and existing commitments to adjacent residents, property owners, and local jurisdictions in planning land uses. | See responses to Land Use Goal 2 and Policy 2.1. |
| **Goal 3** | Manage growth and development to avoid adverse environmental and fiscal effects. | Development of the Project is bound by the terms and conditions of the Development Agreement between the Master Developer and the March JPA. The Project will be required to implement the applicable infrastructure and services per the Development Agreement that will require new developments to pay their fair share of infrastructure and public services costs without placing undue burden on existing infrastructure and services. The Development Agreement accommodates a number of financing strategies to fund public improvements and minimize fiscal impacts. Moreover, the March Business Center Specific Plan and Final EIR (SCH#2002071089) was certified in 2003 and guides land use decisions within the Project Area. By complying with the terms of the DDA and remaining within the limits of the Final EIR, the Project would avoid adverse environmental and fiscal effects. |
| Policy 3.1 | Manage growth so that its rate does not exceed the ability of March JPA or service districts to provide for an acceptable level of public facilities and services. | See Response to Land Use Goal 3. |
| **Goal 4** | Develop an identity and foster quality development within the Planning Area. | The March Business Center Design Guidelines were established to provide extensive architectural, signage, parking, and landscaping standards to achieve the goals of both Project identity and quality development. The guidelines promote a very specific Business Center identity with color pallets that pay homage to the military history of the March Area, and public art displayed along major corridors that provide linkages to history and evolution of the Air Force in Riverside County. |
| Policy 4.1 | Develop and maintain a land use plan for the Planning Area which proposes compatible land uses to create distinct, identifiable historic, commercial, industrial, public, and aviation areas. | See Response to Land Use Goal 4. |
| Policy 4.4 | Develop a distinctive community identity for commercial, business park and industrial developments that reflect the character and | See responses to Land Use Goals 1 and 4. |

| General Plan Goal/Policy | | Consistency |
|---|---|---|
| | atmosphere of March JPA Planning Area through the use of good planning and design principals, and sound development practices which serve as guidelines for building materials, colors, site design and orientation, and landscaping. | |
| Policy 4.7 | Develop and enhance the economic climate and create a balanced business community to serve the work force, commerce and industry of the region. | See responses to Land Use Goal 1 and Policies 1.1 through 1.6. |
| **Goal 5** | Maximize and enhance the tax base and generation of jobs through new, reuse and joint use opportunities. | See response to Land Use Goal 2. |
| Policy 5.1 | Support the development and establishment of new employment centers and economic development activities that contribute to an improved tax base. | See responses to Land Use Goal 2 and Policy 2.1. |
| Policy 5.2 | Encourage and facilitate the creation of public/private partnerships that will invest in, and further the implementation of the March AFB Master Reuse Plan. | See response to Land Use Goal 3. |
| Policy 5.5 | Encourage the development of commercial, business park and industrial centers to expand the employment and fiscal base of the March JPA Planning Area and the western Riverside County Subregion. | See responses to Land Use Goals 2 and 3. |
| **Goal 6** | Support the continued Military Mission of March Air Reserve Base, and preservation of the airfield from incompatible land use encroachment. | The Project area was covered in the 2003 Final EIR for the March Business Center Specific Plan. The March Business Center Specific Plan establishes land use regulations related to safety, noise impacts, and business heights to ensure that future development conforms to Airport Land Use Plan (ALUP) policies and requirements. Development projects in the March Business Center are be required to obtain determination of hazard to air navigation from the Federal Aviation Administration pursuant to Federal Aviation |

| General Plan Goal/Policy | | Consistency |
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| | | Regulations §77.13.2.i. The Mixed Use Zone allows for buildings up to three stories high and a maximum building height of 50 feet (subject to FAA Part 77 clearance and consistency with the Joint Land Use Study). The Project is scheduled for review by ALUC in October of 2020. Typical conditions that may be identified by ALUC include outdoor lighting regulations, prohibited on-site activities, maximum allowable building height, allowable rooftop equipment, maximum amount of square footage that could be permitted for a dining area within a potential restaurant facility, and other conditions related to site development and uses. The proposed Project would comply with the conditions identified by the ALUC and therefore, is consistent with the AICUZ guidelines and requirements. |
| Policy 6.3 | Ensure that plans and development do not interfere, conflict or degrade the military mission of March ARB. | See response to Land Use Goal 6. |
| Policy 6.4 | Ensure that plans and development do not conflict with the long-term needs of the Air Force Reserve in terms of encroachment, noise, accident zone, constraints, etc. | See response to Land Use Goal 6. |
| Policy 6.5 | Ensure that plans and development conform to the draft Comprehensive Land Use Plan for March AFB/March Inland Port. | See response to Land Use Goal 6. |
| Policy 6.8 | Ensure that land uses adhere to both military and civilian Part 77 conical surface criteria, relative to height restrictions. | See response to Goal 6. |
| **Goal 7** | Maximize the development potential as a regional Intermodal Transportation facility to support both passenger and freight related air services | The Project does not include a component associated with passenger or freight related air services. |
| Policy 7.6 | Plan for compatible land uses within the aviation area. | See response to Goal 6. |
| **Goal 8** | Preserve the natural beauty, minimize degradation of the March JPA Planning Area, | The Project would be consistent with this Goal. The March JPA's GP designates the area looking east and northeast of the March JPA Planning Area toward the Box Springs |

| General Plan Goal/Policy | | Consistency |
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| | and provide enhancement of environmental resources and scenic vistas. | Mountains and San Jacinto Mountains as a scenic vista (Exhibit 5-5, Scenic & View Shed Areas, March JPA 1999). While distant scenic vistas of the Box Springs Mountains and San Jacinto Mountains are visible from the Project site and from areas surrounding the Project site, the Project would not change the views of scenic vistas because land use acreage and height requirements would remain comparable to the existing March Business Center Specific Plan Amendment. |
| Policy 8.1 | Where practical, revegetate graded area with native plants compatible to the area to prevent erosion. | Short-term erosion effects during construction of the Project would be prevented through implementation of a stormwater pollution prevention plan (SWPPP) as required in compliance with the National Pollution Discharge and Elimination System (NPDES) program and through incorporation of best management practices intended to reduce soil erosion. The SWPPP would include standard construction methods such as temporary detention basins to control on-site and off-site erosion. The SWPPP is required by the March JPA during plan review and approval of Project improvement plans. |
| **Goal 10** | Avoid undue burdening of infrastructure, public facilities, and services by requiring new development to contribute to the improvement and development of the March JPA Planning Area. | See response to Goal 3. |
| Policy 10.1 | Require new construction to pay its "fair share" of the cost of providing adequate public services, infrastructure, and facilities for the development. | See response to Goal 3. Moreover, as identified within the 2003 Final EIR and 2010 Supplemental EIR for March Business Center Specific Plan, all implementing developments such as the Project are required to contribute their "fair share" toward improvements for public facilities. (See 2003 FEIR Mitigation Measures and 2010 Final EIR Mitigation Measures for March Business Center) |
| Policy 10.2 | Require new construction to provide adequate infrastructure to serve the development (i.e., curbs and gutters, sidewalks, street lights, water service, sewer service or septic systems, etc.) prior to initiation of use. | See response to Policy 10.1. |
| Policy 10.3 | Locate commercial and industrial development in areas where street rights-of-way and capacity are available, as well as sufficient infrastructure and public services. | See response to Policy 10.1. |

| General Plan Goal/Policy | | Consistency |
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| **Goal 12** | Ensure, plan, and provide adequate infrastructure for all facility reuse and new development, including but not limited to, integrated infrastructure planning, financing and implementation. | See responses to Land Use Policy 1.3, Goal 3, and Land Use Policy 10.1. |
| Policy 12.3 | Require new development projects to provide for the extension of infrastructure to serve the development, including over-sizing facilities for future needs. | See responses to Land Use Policy 1.3, Goal 3, and Land Use Policy 10.1. |
| **Goal 13** | Secure adequate water supply system capable of meeting normal and emergency demands for existing and future land uses. | Analysis performed for the 2003 Final EIR concluded that although increased development associated with implementation of the March Business Center Specific Plan would result in an increase in water consumption, there is sufficient capacity to supply the Specific Plan area with potable water for the duration of timeframe specified in the legislation. Potable water demand for the March Business Center was calculated using Western Municipal Water District's (WMWD) standard criteria of 2,000 gallons per day (gpd)/acre of industrial/commercial property. Pipelines constructed to serve the Specific Plan area will be located in street right-of-ways, will serve each parcel, and will be sized to meet maximum day demand plus fire flow requirements, and allow maximum flexibility of future development within the March Business Center. As described in the analysis for the 2003 Final EIR, WMWD's existing reclaimed water system is purpose-built for its existing use and would require a major-retrofit to expand its service area. The proposed distribution system will parallel the proposed potable system and will meet "purple" pipe standards for reclaimed water. When the wastewater treatment plant is upgraded to tertiary treatment, the reclaimed water will be supplied to the March Business Center system and will meet all of the irrigation demands of the Specific Plan area, including the Project site. |
| Policy 13.2 | Enhance local groundwater supplies through development designs which promote an on-site recharge and minimize impermeable ground coverage with landscaped areas, open space or recreation areas. | The Project is designed pursuant to March Business Center Specific Plan standards. The Project will include construction of impermeable surfaces. Although the March Business Center does not involve the extraction of groundwater, it will reduce areas of ground percolation and recharge of the groundwater due to the increase of impermeable surfaces. Groundwater recharge will continue in open space, detention basins and natural streambeds. |
| **Goal 14** | Establish, extend, maintain and finance a safe and efficient wastewater collection, treatment | Non-point source surface water from impervious surfaces may contain contaminants. Additionally, storm water discharge could cause increased sediment loads in the storm |

| | General Plan Goal/Policy | Consistency |
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| | and disposal system, which maximizes treatment and water recharges, minimizes water use, and prevents groundwater contamination. | drain system. On-site storm water would be collected and discharged east into the existing South Channel Basin. As analyzed in the March Business Center Final EIR, the South Channel Basin would allow percolation and recharge of groundwater. Moreover, compliance with SWPPP and NPDES requirements would assure that water treatment and recharge opportunities are maximized. |
| Policy 14.1 | Require all development to adequately collect, treat, and dispose of wastewater in accordance with the Santa Ana Regional Water Quality Control Board requirements. | See responses to Land Use Policy 8.1 and Goal 14. |
| Policy 14.2 | Require connection to the sewer system for any development occurring on land formerly part of March AFB. | Increased development associated with implementation of the March Business Center Specific Plan, to include the Project site, would result in an increase in wastewater generation and require upgrades to the existing wastewater collection and treatment system. Upgrades to the treatment system under the master development plan will include tertiary treatment. The proposed sewer system for March Business Center will provide pipelines that serve Phase 1, Phase 2 and most of Phase 3 by gravity. An existing wastewater treatment plant, located approximately two miles south of the Project site and west of I-215 at Nandina Road, would serve the wastewater needs of the Specific Plan area, including the Project site. The facility is designed to meet the wastewater treatment and discharge requirements of the Santa Ana Regional Water Quality Control Board and has sufficient capacity to treat projected flows. |
| Policy 14.3 | Encourage reuse of reclaimed and treated non-potable water for irrigation and maintenance of recreation areas, landscaping and /open space preservation. | See response to Land Use Goal 13. |
| **Goal 16** | Adequate supplies of natural gas and electricity from utility purveyors and the availability of communications services shall be provided within the March JPA Planning Area. | As described in the 2003 Final EIR, the March JPA has formed a utility authority to provide electrical power to the West March Planning area which involves new underground electrical distribution constructed throughout the Specific Plan area. Natural gas services are provided through the Gas Company while communication services are provided by Frontier and Time Warner. As stated in the EIR, no adverse impacts to power, natural gas or telecommunication services are expected to occur with new development proposed in the March JPA, consistent with the March JPA General Plan. |
| Policy 16.1 | Where feasible, require new development to underground on-site telecommunication | The Project will underground on-site telecommunication connections. |

| General Plan Goal/Policy | | Consistency |
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| | connections. | |
| **Goal 17** | Adequate flood control facilities shall be provided prior to, and concurrent with, development in order to protect the lives and property within the March JPA Planning Area. | In compliance with the March JPA General Plan and the March Business Center Specific Plan, the Project would ensure that storm water runoff is not diverted onto adjacent properties, or cause alterations of natural drainage courses that cannot be adequately handled by existing drainage facilities or the flood control improvements proposed with the development. The Project would install flood control facilities that will protect lives and property within the March JPA Planning Area. |
| Policy 17.1 | Provide for the adequate drainage of storm runoff to protect the lives and property within the Planning Area. | See response to Land Use Goal 17. |
| Policy 17.2 | Monitor and maintain drainage and flood control facilities to ensure adequate capacity to support the land use plan. | See response to Land Use Goal 17. |
| Policy 17.3 | Require new development to construct new or upgrade existing drainage facilities to accommodate the additional storm runoff caused by the development. | See response to Land Use Goal 17. |
| | **Transportation** | |
| **Goal 1** | Establish and provide for a comprehensive transportation system that captures the assets and opportunities of the planning area, existing transportation facilities, and planned transportation facilities for the future growth and development of the planning area and sub-region. | Traffic associated with the March Business Center Planning Area is managed using a system of Planning Areas and Planning Regions. Each Planning Area is allocated a traffic generation "budget". The March Business Center Specific Plan Amendment accounted for a total combined external traffic budget of 45,419 daily passenger trips and 3,890 daily truck trips within the March Business Center area as illustrated on Table V-1 of the Specific Plan Amendment. The Project site is located within Planning Area 6 of Planning Region C which accounted for 8,328 passenger car average daily trips; 7,539 external average daily trips; and 294 truck trips within the Meridian SP 5 area.<br><br>Within this planning area, development of Unit 4 Lots 8-11 has been approved under a single project application for business park use that generate the equivalent of 5,773 passenger car trips. That project included an estimated 30 trucks to support business park use, but they were converted to passenger car equivalents and not taken from the total truck trip allocation for the planning area. A similar approach was taken for this Project's |

| General Plan Goal/Policy | | Consistency |
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| | | consistency.<br><br>As part of the approval of the Unit 4 Lots 8-11 development, trips originally allocated to Unit 4 Lot 12, the parcel for this proposed development, were transferred. This was agreed upon to allow the development for Unit 4 Lots 8-11 to move forward with estimated trips in excess of original estimates. A total of 2,684 average daily trips (ADT) was transferred. This results in a maximum trip generation limit of 1,209 external ADT for Unit 4 Lot 12 (this Project).<br><br>Since the business park use often includes some small industrial/warehousing type of operations, it was assumed in the Project's consistency analysis that 2% of business park trips would be delivery trucks and other smaller trucks that may be diesel powered. These were accounted for in the trip generation by using a passenger car equivalent of 2.0 per truck as part of the calculation for the overall passenger car count. The truck trips are included in the Meridian SPA traffic monitoring report (August 2013) as trucks within the overall Meridian SP-5 area, but were not deducted from the available truck trips in the planning area. This was applied this way as there are available truck trips in the overall Meridian SP-5 area and the desire to not reduce available truck trips from the two remaining lots in Planning Area 6: Unit 4, Lot 13 and Unit 4, Lot 14.<br><br>The anticipated average daily traffic (ADT) for the land uses associated with the proposed Project includes 1,151 passenger cars trips and 23 heavy truck trips for a total of 1,174 trips. The passenger car trips utilized the internal capture of 13 percent established in the Specific Plan, resulting in 1,047 external trips. This results in a remainder of 719 external daily trips and 294 truck trips remaining for Unit 4 Lots 13 and 14 that are not used by the proposed Project. The Specific Plan Amendment originally assumed 710 external passenger car daily trips and 294 truck trips for the two remaining parcels, Unit 4-Lots 13 and 14 combined. Thus, the number of external daily trips and truck trips for the proposed Project remains consistent with the original assumptions in the Specific Plan Amendment for Planning Region C, Planning Area 6.<br><br>Based on the trip generation calculations, the remaining trips for Planning Area 6 are anticipated to be enough for the remaining parcels in the Planning Area to be developed and therefore, consistent with findings in the Meridian SP-5 SEIR. As described in the Meridian SP-5 SEIR, the proposed Project would be consistent with the applicable plans and policies that establish performance criteria for the circulation system within the Project area. Therefore, the proposed Project would not result in new or substantially more severe traffic-related impacts not considered in the Meridian SP-5 SEIR, and no further environmental review is required. |

| General Plan Goal/Policy | | Consistency |
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| Policy 1.1 | Plan for a mix of transportation modes aimed at effective use of resources, both physical infrastructure and natural energy resources. | See response to Land Use Policy 1.6. |
| Policy 1.2 | Design transportation improvements which are compatible with the natural environment.<br>Xeriscape and drought tolerant landscaping techniques should be used for all parkway and median plantings. Where feasible non-potable water should be used for irrigation purposes. | March JPA's Ordinance #JPA 16-03 establishes stringent landscape requirements for new and substantially altered projects within the Planning Area. Compliance with the ordinance is a requirement of the Project. |
| Policy 1.4 | Roadway system shall inter-relate with the components of the multi-faceted transportation system that will assist with the synergistic value of each element's effectiveness (i.e., bike lockers at the Metrolink station, with bike lanes emanating there from). | The Project is a part of March Business Center Specific Plan. In addition to the March ARB /Moreno Valley metrolink station in North Campus, the Specific Plan would provide approximately 52 acres of parkland near the southeastern corner of South Campus, with passive uses and limited improvements which would improve the aesthetic appeal of the Specific Plan area and the quality of life for individuals visiting and working within the Specific Plan area and adjacent developments. Multi-use trails and bikeways are also included in the Transportation section of the Specific Plan. |
| **Goal 2** | Build and maintain a transportation system which capitalizes on the multi-faceted elements of transportation planning and systems, designed to meet the needs of the planning area, while minimizing negative effects on air quality, the environment and adjacent land uses and jurisdictions. | See response to Transportation Policy 1.4. |
| Policy 2.6 | FAA Standards, military AICUZ, and appropriate Comprehensive Land Use Plan for March Airfield shall be upheld and supported to encourage and realize a safe environment in and around the aviation field. | See response to Land Use Policy 1.9. |
| Policy 2.7 | On-street parking shall be de-emphasized throughout the planning area to permit maximum capacity of roadways to be actuated by vehicular and bicycle transportation modes. | The Project will provide adequate off-street parking to limit the potential for on-street parking. This will allow for more capacity on the roadways for sidewalks and landscaping. |

| General Plan Goal/Policy | | Consistency |
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| Policy 2.8 | Street improvements shall be designed in a comprehensive manner to include parkway facilities, pedestrian walkways, commuter bike lanes, signing, lighting noise and air quality factors, as applicable. | The Project will comply with the roadway standards within the Circulation Plan associated with March Business Center Specific Plan and its associated Design Guidelines. The Specific Plan specifies the cross-sections for public roadways which include sidewalks, medians, and landscaping. The Design Guidelines provide the architectural, signage, parking, and landscaping standards to achieve the goals of the Specific Plan and General Plan. |
| **Goal 3** | Develop a transportation system that is safe, convenient, efficient and provides adequate capacity to meet local and regional demands. | See response to Transportation Policy 2.8. |
| Policy 3.1 | Follow standards for transportation element roadways in designing and constructing street improvements. | See response to Transportation Policy 2.8. |
| **Goal 4** | Provide a balanced transportation system that ensures the safe and efficient movement of people and goods throughout the planning area, while minimizing the use of land for transportation facilities. | See response to Transportation Policy 2.8. |
| Policy 4.2 | All streets shall be constructed in accordance with planning area's standard street classifications. Modifications within the Northeast Planning Subarea to the standard street classifications may be allowed on a limited basis to preserve the integrity of the area and facilities. | See response to Transportation Policy 2.8. |
| **Goal 6** | Establish vehicular access control policies in order to maintain and insure the effectiveness and capacity of arterial roadways. | See response to Transportation Policy 2.8. |
| Policy 6.2 | Access to an arterial road shall be limited to one point for every 300 feet of frontage or one point for parcels with less than 300 feet of frontage. | See response to Transportation Policy 2.8. |

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| **Goal 7** | Facilitate and develop transportation demand management and transportation systems management programs, and use of alternate transportation modes. | The Project will implement Transportation Demand Management (TDM) to facilitate bicycle use, transit service and the shifting of traffic from the traditional peak commuting periods and drive-alone modes of travel. The Project is a part of the March Business Center Specific Plan, which incorporates bicycle paths, bus pull-outs, pedestrian sidewalks, and Metrolink facilities to accommodate alternative modes of travel. |
| Policy 7.5 | Provide a system of bicycle facilities (paths, lanes and routes) in conjunction with circulation system roadway improvements. | See response to Transportation Policy 1.4. |
| **Goal 8** | Adequate, affordable, equitably distributed and energy efficient public and mass transit services which promote the mobility to, from, and within the planning area shall be provided. | See responses to Land Use Policy 1.6 and Transportation Policy 1.4. |
| Policy 8.1 | Evaluate transportation alternatives with project design, development and implementation. | See responses to Transportation Goal 1 and Transportation Policy 1.4. |
| **Goal 9** | Develop measures which will reduce the number of vehicle-miles traveled during peak travel periods. | See responses to Goal 1 and Land Use Policy 1.6. |
| Policy 9.1 | Provide incentives to employers who encourage carpooling and vanpooling for employees. | See response to Transportation Goal 7. |
| Policy 9.2 | Provide preferential parking for carpools and vanpools, where appropriate. | See response to Transportation Goal 7. |
| **Goal 10** | Regulate the travel of trucks on March JPA Planning Area streets. | Truck routes within March Business Center Specific Plan are regulated as mitigation measures within the certified EIR and promote project designs, signage and traffic control standards that discourage and prevent trucks from traveling westerly on Van Buren Boulevard and/or impacting residential communities. |
| Policy 10.1 | Establish a truck route system which designates truck and commercial vehicle routes and provides adequately sized and designed roadways to meet the needs of trucks and commercial vehicles. This will eliminate truck | See response to Transportation Goal 10. |

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| | and commercial vehicle traffic through inappropriate areas of the March JPA Planning Area. | |
| Policy 10.2 | Clearly sign designated truck routes and identify maximum weight limitations on these routes. | See response to Transportation Goal 10. |
| **Goal 11** | Adequate off-street parking for all land uses shall be provided which requires adequate on-site parking to prevent spill over on the adjacent street system. | The March Business Center Specific Plan provides parking ratios for projects that limit the need for on-street parking. The Project is consistent with Specific Plan ratios and is designed to provide adequate on-site parking for employees so that on-street parking is avoided. |
| Policy 11.1 | Provide for adequate parking facilities for all uses. | See response to Transportation Goal 11. |
| Policy 11.4 | Provide for adequate parking facilities for all uses. | See response to Transportation Goal 11. |
| Policy 11.5 | Provide adequate loading areas within off-street parking areas for all commercial and manufacturing land uses. | The Project will provide adequate loading areas for all commercial and industrial land uses. |
| **Goal 12** | Plan for and seek to establish and area-wide system of bicycling trails, with linkages within the planning area and with adjacent jurisdictions, and in compliance with sub-regional plans. | See response to Land Use Policy 1.6 and Transportation Policy 1.4. |
| Policy 12.7 | Require sidewalks on both sides of all streets. The March JPA encourages alternate designs including parkways and meandering and enhanced paving. | The Project will comply with the design guidelines and standards for the March Business Center. The Specific Plan specifies the cross-sections for public roadways which include sidewalks, medians, and landscaping. The Design Guidelines provide the architectural, signage, parking, and landscaping standards to achieve the goals of the Specific Plan and General Plan. |
| **Goal 13** | Promote, preserve, and protect the joint use of the aviation field by the Air Force Reserves and civilian aviation. | The Project will not impact the use of the air field by Air Force Reserves or civilian aviation. |

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| Policy 13.6 | Protect flight paths from inappropriate development encroachment. | See response to Land Use Policy 1.9 and Land Use Goal 6. |
| Policy 13.8 | Adhere to approved airport layout plans approved by the Joint Powers Commissions and recognized by the FAA. | See response to Land Use Policy 1.9 and Land Use Goal 6. |
| **Goal 15** | In accordance with state and federal law, promote and provide mobility for the disabled. | The Project is designed consistent with requirements of the Americans with Disability Act (ADA). |
| Policy 15.1 | Require that all development comply with the requirements of the state and federal law for the disabled. Requirements may include ramps at street corners, access to public buildings, traffic signal timing and the like. | See response to Transportation Goal 15. |
| | **Noise** | |
| **Goal 1** | Ensure that land uses are protected from excessive and unwanted noise. | Long-term noise impacts from the March Business Center include commercial and industrial activities and associated operations and traffic. The Specific Plan for the March Business Center does not include land uses that would be considered incompatible to the ACLUP and AICUZ. Additionally, with the application of the California Public Code Section 21083.8.1, the noise contour footprints for March ARB/MIP for the year 2010 is significantly less than what was permitted and emitted by March AFB prior to its realignment in 1996. Much of the existing development subject to noise contours of 60-dBA or greater has both navigation easements and implemented noise attenuation measures. |
| Policy 1.1 | Establish acceptable limits of noise for various land uses throughout the March JPA Planning Area. Future development that could increase ambient noise levels shall be required to mitigate the anticipated noise increase, to the extent possible. | See response to Noise Policy 1. |
| Policy 1.3 | Encourage good acoustical design in new construction. | See response to Noise Policy 1. |

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| **Goal 2** | Minimize incompatible noise level exposures throughout the Planning Area, and where possible, mitigate the effect of noise incompatibilities to provide a safe and healthy environment. | Surrounding uses to the Project site include a vacant parcel entitled for Business Park uses and an occupied industrial facility to the north of Unit 4, Lot 9 and a conservation easement to the north of Unit 4-Lot 12; an entitled three-story office building to the west of Unit 4, Lot 9 and vacant, disturbed land to the west of Unit 4-Lot 12; vacant parcels entitled for Office and Mixed Use to the east of both Unit 4-Lot 9 and Lot 12; and the Riverside National Cemetery to the south of the proposed Project, beyond Van Buren Boulevard. . The closest residential uses are located approximately 2,500 feet to the west of the Project site. However, the proposed Project is in an area that was previously evaluated and planned for development within March Business Center Specific Plan. Noise levels to surrounding areas would be minimized. |
| Policy 2.4 | March JPA shall evaluate noise sensitivity and noise generation when considering land use projects and transportation improvement projects, and where appropriate mitigation measures shall be employed. | See response to Noise Goal 2. |
| **Goal 3** | Work toward the reduction of noise impacts from vehicular traffic, and aviation and rail operations. | The Project does not include aviation or rail operations. |
| Policy 3.4 | Where appropriate, noise mitigation measures shall be incorporated in the design and approval of development property located adjacent to aviation and rail facilities. | The Project is not adjacent to aviation or rail facilities. |
| Policy 3.7 | Limit trucking operations to appropriate routes, times and speeds. | Truck operations to and from the Project site are regulated through the design of the Project and requirements of the March Business Center Final EIR. |
| Policy 3.8 | Appropriate muffling systems for construction equipment and operations shall be required, as necessary. | See response to Transportation Policy 3.7. |
| **Air Quality** | | |
| **Goal 1** | Promote alternative modes of travel. | See responses to Land Use Policy 1.6 and Transportation Goal 7. |
| Policy 1.3 | Support trip-reduction programs, such as longer | See response to Transportation Goal 7. |

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| | work days, shorter week work schedules. | |
| **Goal 2** | Reduce emissions associated with vehicle miles traveled by enhancing the jobs/housing balance of the subregion of western Riverside County. | See responses to Land Use Policy 1.1, Land Use Policy 1.6 and Transportation Policy 1.4. |
| Policy 2.1 | Create an employment center within the housing rich environment of the subregion. | See responses to Land Use Policy 1.1, Land Use Policy 1.6 and Land Use Goal 2. |
| **Goal 3** | Reduce air pollution through proper land use, transportation and energy use planning. | See responses to Land Use Policy 1.1, Land Use Policy 1.6 and Land Use Goal 2. |
| Policy 3.1 | Locate ancillary uses within business and employment centers to reduce the number of vehicle trips and lessen the vehicle miles traveled. | See responses to Land Use Policy 1.1, Land Use Policy 1.6 and Land Use Goal 2. |
| Policy 3.2 | Locate service uses and facilities in convenient proximity to employment and business center areas to encourage pedestrian or alternative transit to reduce the number of vehicle trips. | See responses to Land Use Policy 1.1, Land Use Policy 1.6 and Land Use Goal 2. |
| Policy 3.3 | Develop a bike lane network that will link the bike lanes to residential areas adjacent to the Planning Area and Metrolink Stations to encourage non-motorized travel within the planning area. | See responses to Land Use Policy 1.1, Land Use Policy 1.6 and Land Use Goal 2. |
| Policy 3.4 | Encourage ride share programs. | See response to Transportation Goal 7. |
| Policy 3.5 | Parking facilities shall be designed to safely accommodate and support alternative modes of transportation and preferential location of alternative fuel vehicles and mass transit services. | See responses to Land Use Policy 1.1, Land Use Policy 1.6 and Land Use Goal 2. |
| **Goal 5** | Maximize the effectiveness of air quality control programs through coordination with | The previously certified EIR for the March Business Center explained that according to the SCAG (Southern California Association of Governments, *State of the Commute* |

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| | other governmental entities. | *Report 1999*), Riverside County residences currently have the longest average home to work commute distance of the six counties comprising the SCAG, estimated at 21.6 miles. The opportunity to work close to home would translate into lower congestion, and commute time, and a decrease in the daily vehicle miles traveled within Riverside County. Because of the regional nature of the Project area, March JPA regularly seeks to coordinate its efforts with other governmental agencies. |
| Policy 5.5 | Review development projects to determine the potential air quality impacts and provide appropriate mitigation, where necessary. | The March Business Center 2003 Final EIR and 2010 Supplemental EIR provided extensive mitigation measures for air quality to support the successful development and operation of a 1,290-acre regional business center in Riverside County. The Project positively contributes to the implementation of adopted mitigation measures by implementing a use that will reduce traffic counts and building footprints that were previously analyzed in 2003. |
| **Goal 6** | Reduce emissions associated with vehicle/engine use. | See responses to Land Use Goal 1, Land Use Policy 1.1, Land Use Policy 1.6, Land Use Goal 2 and Air Quality Policy 5.5. |
| Policy 6.3 | Encourage diversion of peak hour truck traffic, whenever feasible, to off-peak periods to reduce roadway congestion and associated emissions. | See response to Transportation Goal 10. |
| Policy 6.5 | Encourage trucks operating within March JPA Planning Area to maintain safety equipment and operate at safe speeds so as to reduce the potential for accidents which create congestion and related emissions. | See response to Transportation Goal 10. |
| **Goal 7** | Reduce emissions associated with energy consumption. | Buildings within the March Business Center are designed to reduce energy usage by utilizing solar or low emissions water heaters, double paned glass windows, using light colored roofing materials, orienting buildings north and increasing wall and attic installation above Title 24 requirements. Landscaped areas within streets and public right-of-ways are designed to utilize drought tolerant landscaping, requiring the use of smart and energy efficient irrigation equipment. Idling emissions from trucks are restricted by using auxiliary power units and electrification at the industrial warehouse facilities. |
| Policy 7.1 | Support the use of energy-efficient equipment | See response to Air Quality Goal 7. |

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| | and design in the March JPA Planning Area for facilities and infrastructure. | |
| Policy 7.3 | Support passive solar design in new construction. | See response to Air Quality Goal 7. |
| Policy 7.4 | Support recycling programs which reduce emissions associated with manufacturing and waste disposal. | Projects within the March Business Center are required to comply with local and state regulations pertaining to solid waste diversions from landfills and green waste recycling, including the California Solid Waste Reuse and Recycling Access Act that requires designated Recyclables Collection and Loading areas on the site. The use of mulch and compost in the Project area is also consistent with green waste requirements of the Specific Plan. |
| Policy 7.5 | Support drought-resistant vegetation in landscaping areas to reduce energy needed to pump water. | The Specific Plan includes a landscape plan and plant palette for development within the Specific Plan area. The Project's plant materials include predominantly drought tolerant vegetation pursuant to the March JPA's Ordinance #JPA 16-03 for efficiencies in landscaping. |
| **Goal 8** | Reduce air pollution emissions and impacts through siting and building design. | See response to Air Quality Goal 7. |
| Policy 8.1 | Support the use of low polluting construction materials and coatings. | The Project is designed to support the use of low polluting construction materials and coatings. Buildings within the March Business Center are designed to reduce energy usage by utilizing solar or low emissions water heaters, double paned glass windows, using light colored roofing materials, orienting buildings north and increasing wall and attic installation above Title 24 requirements. |
| **Goal 9** | Reduce fugitive dust and particulate matter emissions. | The Project's air quality emissions were evaluated to determine if the Project would violate an air quality standard or contribute to an existing or projected air quality violation. Construction activities associated with the Project would result in emissions of ROG, NOx, CO, $SO_2$, $PM_{10}$, and $PM_{2.5}$ from activities such as grading, building construction, architectural coating, paving, and construction workers commutes. The SCAQMD Rules that are currently applicable during construction activity for this Project include but are not limited to: Rule 1113 (Architectural Coatings) (32); Rule 403 (Fugitive Dust) (34); and Rule 1186 / 1186.1 (Street Sweepers) (35). As such, credit for Rule 1113 and Rule 403 have been taken. Emissions resulting from Project construction would not exceed numerical thresholds established by the SCAQMD for any criteria pollutant. Therefore, the construction of the Project would be consistent with this Goal. |

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| | | Operational emissions from the Project site will be less than what was analyzed under the 2003 Final EIR as the intensity of the Project will be less than what was previously approved under the March Business Center Specific Plan. As such, Project operations will be consistent with this Goal. |
| Policy 9.1 | Require all feasible fugitive dust reduction techniques to be utilized during construction activities. | See response to Air Quality Goal 9. |
| **Housing** | | |
| The General Plan does not allow for housing opportunities within the March JPA Planning Area due to incompatible uses with the airfield, the need to focus on the reestablishment of the numerous jobs lost due to base realignment, and the housing rich environment of Western Riverside County. The Project maintains consistency with the General Plan's absence of a residential land use designation within the Specific Plan area. | | |
| **Resource Management** | | |
| **Goal 1** | Conserve and protect surface water, groundwater, and imported water resources. | Implementation of the March Business Center Specific Plan will increase the amount of impervious surface within the March Business Center Specific Plan area resulting in increased storm and surface water runoff into storm drain systems. However, the March Business Center Drainage Plan will construct four campus-wide detention basins to reduce peak runoff from the Specific Plan and reduce peak flow below existing levels. |
| Policy 1.1 | Where possible, retain local drainage courses, channels and creeks in their natural condition. | There are no drainage courses, channels or creeks on or around the Project site. Project drainage improvements will align with overall business park improvements for March Business Center North Campus. |
| Policy 1.2 | Protect groundwater and surface water resources from depletion and sources of pollution. | The March Business Center Specific Plan will include construction of impermeable surfaces. Although the March Business Center does not involve the extraction of groundwater, it will reduce areas of ground percolation and recharge of the groundwater due to the increase of impermeable surfaces. Groundwater recharge will continue in open space, detention basins and natural streambeds. Water Quality Management Plan will be prepared for the Project to implement the appropriate SWPPP and NPDES measures to assure that groundwater will be protected from potential sources of pollution. |
| Policy 1.4 | Require development to conserve water resources, including the use of water-efficient | See response to Air Quality Goal 7 and Policy 8.1 and Resource Management Goal 4. |

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| | plumbing fixtures and irrigation systems. | |
| Policy 1.5 | Conserve imported water by requiring water conservation techniques, water-conserving and recycling processes, drought• resistant landscaping, and reclaimed water for irrigation, when available and appropriate. | The Project will comply with the Specific Plan's Design Guidelines that require landscaping with appropriate drought-tolerant species to reduce water consumption. |
| Policy 1.6 | Promote the use of drought tolerant landscaping in development, and encourage the use of reclaimed water for irrigation in parks, golf courses, and industrial uses, as well as for other urban uses, whenever feasible and where legally permitted. | The use of drought tolerant landscaping is a requirement of the March Business Center. As described in the analysis for the 2003 Final EIR, WMWD's existing reclaimed water system is purpose-built for its existing use and would require a major-retrofit to expand its service area. The proposed distribution system will parallel the proposed potable system and will meet purple pipe standards for reclaimed water. When the wastewater treatment plant is upgraded to tertiary treatment, the reclaimed water will be supplied to the March Business Center system and will meet all of the irrigation demands of the Specific Plan area. |
| Policy 1.8 | Assure that development projects comply with regulatory agency requirements, including federal, state and regional regulations. | Impacts to waters of the U.S. are based on the proposed Section 404 Jurisdictional Determination for March Business Center. The total impacts to waters of the U.S. from the development of the Specific Plan area is 2.68 acres, which required a Section 404 Individual Permit Authorization from the U.S. Army Corps of Engineers prior to development. Mitigation for these impacts included realigning a portion of the channel (north of Van Buren Boulevard) to the north of the existing channel at twice the width of the present channel, and planting riparian vegetation at a 2:1 ratio in a proposed detention basin (Lot 49). The impacts and mitigation required by the Section 404 permit for the Specific Plan have been completed. |
| **Goal 2** | Control flooding to reduce major losses of life and property. | Implementation of the March Business Center Specific Plan will increase the amount of impervious surface within the March Business Center Specific Plan area resulting in increased storm and surface water runoff into storm drain systems. The March Business Center Drainage Plan proposes construction of four detention basins to reduce peak runoff from the Specific Plan and reduce peak flow below existing levels. The March Business Center is not within areas identified as floodplains. The March Business Center will include improvements to the storm drain system; therefore, the March Business Center would not result in flooding of the Project area. The March Business Center Specific Plan is consistent with land use assumptions used in the Perris Valley Master Drainage Plan; therefore, the March Business Center Specific Plan will not have a significant impact on the size of master drainage facilities. The March Business Center Specific Plan proposes land use densities less than those assumed in the Perris Valley |

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| | | Area Drainage Plan and will include the addition of detention basins, which will reduce peak flows below existing levels. The combination of less intense land use plus on-site detention will ensure that the capacity of downstream flood control facilities will not be an issue. |
| Policy 2.3 | Ensure that development does not divert storm water runoff onto adjacent properties, or cause alterations of natural drainage courses that cannot be adequately handled by flood control improvements installed coincident with the development. | See response to Resource Management Goal 2. |
| Policy 2.5 | To the greatest extent possible, require development to use master flood control facilities and limit use of interim drainage facilities or open channels. | The Meridian North Campus is designed and constructed in a manner to capture and treat runoff within the overall drainage master plan. According to Section 402 of the Clean Water Act (CWA), a National Pollutant Discharge Elimination System (NPDES) permit is required for the discharge of any pollutant (except for dredged or fill material) into waters of the United States. The Project would be constructed and operated in compliance with CWA Section 402. Further, and in compliance with NPDES – New Development & Redevelopment Guidelines for Projects under the March JPA and the Riverside County Municipal Separate Storm Sewer System (MS4), the Project Applicant would ensure the reduction of pollutants in urban stormwater discharge to the maximum extent practicable through the use of structural and nonstructural BMPs to manage runoff water. In compliance with the March JPA General Plan, the proposed Project would ensure that storm water runoff is not diverted onto adjacent properties, or cause alterations of natural drainage courses that cannot be adequately handled by existing drainage facilities or the flood control improvements proposed with the development. As such, no new or different water quality impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Plan. |
| **Goal 3** | Conserve and protect significant land forms, important watershed areas, mineral resources and soil conditions. | The Project will not impact any significant landforms or mineral resources. As such, no new or different mineral resource impacts would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. |
| Policy 3.1 | Conserve hillsides and rock outcroppings in the planning area through the use of master-<br>planned developments which create a "Campus- like" setting, and encourage the creative siting of building areas as a means of | The Project will be constructed in a flat area with no rock outcroppings and will not impact any of the area's hillsides. |

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| | retaining natural areas and open space. | |
| Policy 3.5 | Require and practice proper soil management techniques to reduce erosion, sedimentation and other soil-related problems. | See response to Land Use Policy 8.1. A SWPPP and Erosion Control Plan will be required for the Project to reduce erosion and other soil related problems. In addition, all grading will be reviewed by a soils consultant as part of grading permit preparation. |
| Policy 3.6 | Control erosion during and following construction through proper grading techniques, vegetation replanting, and the installation of proper drainage control improvements. | See response to Land Use Policy 8.1 and Resource Management Policy 3.5. |
| Policy 3.7 | Require erosion control measures such as binders, revegetation, slope covers, and other practices which reduce soil erosion due to wind and water. | See response to Land Use Policy 8.1 and Resource Management Policy 3.5. |
| **Goal 4** | Conserve energy resources through use of available energy technology and conservation practices. | Buildings within the March Business Center are designed to reduce energy usage by utilizing solar or low emissions water heaters, double paned glass windows, using light colored roofing materials, orienting buildings north and increasing wall and attic installation above Title 24 requirements. Idling emissions from trucks are restricted by using auxiliary power units and electrification at the industrial warehouse facilities. Moreover, landscaping with appropriate drought-tolerant species to reduce water consumption. |
| Policy 4.1 | Implement energy performance requirements established under the California Administration Code Title 24 Energy Conservation and Insulation Regulations. | See response to Goal 4. |
| Policy 4.2 | Encourage innovative building, site design and orientation techniques which minimize energy use by taking advantage of sun/shade patterns, prevailing winds, landscaping, and building materials available to control energy usage. | See response to Goal 4. |
| Policy 4.3 | Encourage the use and development of alternative and innovative energy resources and energy conservation techniques, where | See response to Goal 4. |

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| | practical. | |
| **Goal 5** | Conserve and protect significant stands of mature trees, native vegetation, and habitat within the planning area. | The 1999 U.S. Fish and Wildlife Service (USFWS) Biological Opinion (BO) No. 1-6-99-F-13 for the reuse of the March Air Force Base (AFB), which was also found to be consistent with CEQA in January 2000 by California Department of Fish and Wildlife (CDFW; formerly California Department of Fish and Game), addressed the federally endangered and threatened Stephen's kangaroo rat (SKR), least Bell's vireo (LBV) and mountain plover. LBV, SKR and the mountain plover are known to occur in areas of the former March AFB. The BO concluded that development of the March Business Center Specific Plan, which includes the proposed Project, is not likely to jeopardize the continued existence of the SKR, LBV or mountain plover. No critical habitat has been designated for SKR within or adjacent to the Specific Plan, and therefore none would be affected. In 2009, the USFWS prepared a BO (FWS-WRIV-09B-221-09F1185) that addressed the increased population of LBV in the Specific Plan area. The riparian forest located in the southwestern portion of the North Campus and the north portion of the South Campus of the Specific Plan is occupied by LBV. The March Business Center Specific Plan was determined to impact 3.0 acres of LBV habitat at full buildout. The proposed mitigation to offset impacts to LBV from the March Business Center Specific Plan includes conserving restoration areas and avoiding riparian drainages and upland buffers through the recordation of a conservation easement (recorded January 17, 2014). The conservation easement includes creation and restoration of 4.2 acres of LBV habitat. In addition, the March Business Center Specific Plan Final EIR incorporated numerous conservation measures to avoid and/or minimize potential impacts to LBV and its habitat. Taking into consideration all of the conservation measures and proposed mitigation, the USFWS concluded in the BO that the March Business Center Specific Plan, which includes the proposed Project, is not likely to jeopardize the continued existence of the LBV. The Project site is graded and therefore does not contain suitable habitat for LBV. Further, the site is not adjacent to occupied LBV habitat; and consequently, it is not subject to Mitigation Measure IV.D.1-1.<br><br>Habitat for the Western burrowing owl was identified within the March Business Center Specific Plan area. This species is listed by the State as a Species of Special Concern. The March Business Center Specific Plan Final EIR outlines measures to minimize impacts to burrowing owls including pre-construction surveys and passive relocation measures. The Project would be required to conduct pre-construction surveys for burrowing owls, per Mitigation Measure IV.D.1-2 of the March Business Center Final EIR. Should burrowing owls be detected during pre-construction surveys, passive relocation measures would be implemented to ensure that impacts sensitive species and habitats would be less than significant and thus, would comply with Goal 5. |

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| Policy 5.1 | Where practical, conserve important plant communities and habitats such as riparian areas, wetlands, significant tree stands, and species by using buffers, creative site planning, revegetation and open space easements/dedications. | See responses to Resource Management Goals 1 and 5. |
| Policy 5.2 | Encourage the planting of native species of trees and other drought-tolerant vegetation. | See response to Resource Management Policy 1.5. |
| Policy 5.4 | In areas that may contain important plant and animal communities, require development to prepare biological assessments identifying species types and locations and develop measures to preserve recognized sensitive species, as appropriate. | See responses to Resource Management Policy 1.8 and Goal 5. |
| Policy 5.6 | Work with state, federal and local agencies in the preservation and/or mitigation of recognized sensitive vegetation and wildlife in March JPA Planning Area. | See response to Resource Management Policy 1.8. |
| **Goal 6** | Provide an effective and efficient waste management system for solid and hazardous wastes that is financially and environmentally responsible. | March JPA prohibits discharge of hazardous wastes into the air, land, or into water resources within March JPA Planning Area and requires the preparation of a hazardous materials and waste management plan for any commercial and industrial uses which create, utilize, store, or treat hazardous materials or waste. The plan shall be subject to approval by the March JPA Planning Director, review by the Police Department and shall outline source reduction, treatment, handling, transportation, disposal, emergency response, and employee training methods. Further, uses which involve hazardous waste, shall implement the best available technology for on-site pre-treatment and reduction of hazardous wastes, whenever feasible (March JPA, 1997). Additionally, the County of Riverside Ordinance 651.4 requires disclosure where businesses handle hazardous materials and the acquisition of a permit issued by the Department of Environmental Health for any owner or operator of a business where hazardous materials are handled. The Project applicant would ensure compliance with the regulations set forth by March JPA and the County of Riverside. |

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| Policy 6.4 | Coordinate with regulatory agencies in assuring that future development handles and disposes of hazardous materials in compliance with applicable regulations. | See response to Safety Risk/Management Goal 4. |
| **Goal 7** | Promote cultural awareness through preservation of the planning area's historic, archaeological and paleontological resources. | The Project would not cause a substantial adverse change in the significance of a historical resource. The Project site was partially developed sometime after 1938 and prior to 1949; however, the structures on the site associated with Camp Haan were no longer visible as of 2009, at which time the site appeared to have been mass graded. The Project site has remained vacant since it was mass graded in anticipation of future development. Furthermore, the March Business Center Final EIR assessed the impacts to Cultural Resources within the Specific Plan area which includes the proposed Project area. The Cultural Resource Survey, Test, and Evaluation conducted by Tierra in December 2009 for the March Business Center Final EIR discovered one previously unidentified cultural resource site, KHMR-1 in the North Campus of the Specific Plan. Based on the evaluation of KHMR-1 conducted by Tierra, no further work was recommended for KHMR-1 and the Project site is considered fully mitigated. As such, the Project would not be in conflict with this goal. |
| Policy 7.5 | Require development proposals that are located on or near archaeological or paleontological resources to provide a cultural resources study that assesses potential impacts to the resource as a result of the proposed development. The report will include measures to avoid destruction of any significant cultural resources. | See response to Resource Management Goal 7. |
| Policy 7.6 | Require the preservation of identified cultural resources to the extent possible, prior to development, through dedication, removal, transfer, reuse, or other means. | See response to Resource Management Goal 7. |
| **Goal 9** | Create a network of open space areas and linkages throughout the Planning Area that serves to preserve natural resources, protect health and safety, contributes to the character of the community, provide active and passive | The Project is a part of a master-planned business park development called the March Business Center. The business center is designed with a network of open space areas and linkages through the form of parkways and passive open space areas. The Project promotes health and safety by increasing open space and recreation areas in North Campus. |

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| | recreational use, as well as visual and physical relief from urban development. | |
| Policy 9.8 | Enforce the standards of the military and FAA relative to aviation hazard areas to protect the use of the aviation field, and use of property within its vicinity. | See response to Land Use Policy 1.9. |
| **Goal 10** | Establish standards for scenic corridors, trails and vistas that contribute to the quality of the planning area. | Not applicable. No established scenic corridors or planned trails are present adjacent to the Project area. |
| Policy 10.4 | Use design standards for transportation facilities that include street trees, pedestrian walkways, bicycle lanes, signing, lighting and setbacks to complement and enhance the character of the planning area. | The Project is subject to a Specific Plan which identifies landscape sections and a landscape plan that includes street trees and pedestrian walkways as well as landscaped setbacks. |
| | **Safety/Risk Management** | |
| **Goal 1** | Minimize injury and loss of life, property damage, and other impacts caused by seismic shaking, fault rupture, ground failure, and landslides. | The March Business Center 2003 Final EIR disclosed that future development in the Project area means that more people and structures will be exposed to geologic and seismic hazards. However, adverse impacts on earth and geology could be mitigated by land use controls and building and engineering methods. Seismic hazards can be reduced through California Building Code standards, which the Project would be required to meet. |
| Policy 1.1 | Require geological and geotechnical investigations in areas of potential seismic or geologic hazards as part of the environmental and development review process. Require mitigation of seismic or geologic hazards to the satisfaction of the responsible agencies. | See response to Safety/Risk Management Goal 1. |
| Policy 1.2 | Ensure all grading plans comply with the Uniform Building Code (UBC) and California Building Code including, if necessary, requiring preliminary investigations of | See response to Safety/Risk Management Goal 1. |

| General Plan Goal/Policy | | Consistency |
|---|---|---|
| | development sites by a State-registered geotechnical engineers and certified engineering geologists. | |
| **Goal 2** | Minimize grading and otherwise changing the natural topography, while protecting the public safety and property from geologic hazards. | The Project is subject to the development and construction standards outlined within the March Business Center Specific Plan and Final EIR. Compliance with adopted local and state regulations will ensure that the Project will protect the public and properties from geologic hazards. |
| Policy 2.1 | Discourage any grading beyond that which is necessary to create adequate building pads area. | See response to Safety Risk/Management Goal 2. |
| **Goal 3** | Minimize injury, loss of life, property damage, and economic and social disruption caused by flood hazards. | See response to Land Use Goal 17. |
| Policy 3.4 | Ensure that development does not divert storm water run-off onto adjacent properties, or cause alterations of natural drainage courses that cannot be adequately handled by existing drainage facilities or the flood control improvements proposed with the development. | The proposed Project will implement a drainage system that will convey existing storm water around the development footprint and will be consistent with approved drainage facilities for the March Business Center. Further, the Project will mitigate storm water runoff to a flow rate equivalent to the pre-developed conditions. See response to Land Use Goal 17. |
| Policy 3.5 | Require the installation and maintenance of storm drains by property owners. | See response to Land Use Goal 17. |
| **Goal 4** | Reduce threats to public safety and protect property from wildland and urban fire hazards. | According to the Western Riverside County Wildfire Susceptibility Map, the Project is not within a designated fire hazard zone. |
| Policy 4.5 | Ensure that new access roads have adequate widths and turning radius for fire and emergency vehicles. | Project roadways meet fire and emergency vehicle standards. |
| Policy 4.7 | Encourage the planting and maintenance of drought-resistant, fire-retardant species on slopes to reduce the risk of brush fire and soil erosion in areas adjacent to hillsides; and develop stringent site design and maintenance | According to the Western Riverside County Wildfire Susceptibility Map, the Project is not within a designated fire hazard zone. In addition, the Project will be constructed in a relatively flat area and will not impact hillsides. |

| General Plan Goal/Policy | | Consistency |
|---|---|---|
| | standards for areas with high fire hazard. | |
| **Goal 5** | Reduce the potential for hazardous material exposure or contamination in the Planning Area. | The Project is a part of the March Business Center Specific Plan and as described in the 2003 Final EIR, due to the types of uses and facilities that would be allowed in the March Business Center, certain potentially hazardous materials are expected to be generated, stored, distributed and/or disposed of within the Project area. Potentially hazardous materials include household and industrial waste, oils, solvents, paints, corrosives, and other materials. The disposal of hazardous wastes will be the responsibility of the operators/businesses and must be in accordance with applicable regulations. The transport of all hazardous materials, is regulated by the U.S. Department of Transportation (Title 49 of the Code of Federal Regulations, the California Highway Patrol (Title 13 of the California Code of Regulations), and the California State Fire Marshall (Title 19 of the California Code of Regulations). In addition, in order to operate in the State of California, all hazardous materials transporters must be registered with the California Department of Toxic Substances Control (DTSC). These regulations minimize the potential for incidents involving hazardous materials. Compliance with all applicable federal, state, and regional regulations is a requirement of the Project and will assure compliance with this Goal. |
| Policy 5.1 | Comply with the enforcement of disclosure laws that require all users, producers, and transporters of hazardous materials and wastes to clearly identify such materials at the site, and to notify the appropriate County, State and/or Federal agencies in the event of a violation. | See response to Safety Risk/Management Goal 5. |
| Policy 5.3 | Require land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials are located a safe distance from land uses that may be adversely impacted by such activities. | See response to Safety Risk/Management Goal 5. |
| Policy 5.4 | Ensure the storage, use and transportation of any hazardous materials complies with the standards set forth within the errata sheets published for each substance. | See response to Safety Risk/Management Goal 5. |
| **Goal 7** | Reduce the possible risk of upset, injury, and loss of life, property damage and other impacts | The Project does not involve an aviation facility and as such, it would be consistent with |

| General Plan Goal/Policy | | Consistency |
|---|---|---|
| | associated with an aviation facility. | this Goal. |
| Policy 7.1 | Ensure development and use of property within the vicinity of airfield complies with appropriate building standards and codes including height restrictions, restrictions on use, setbacks, population densities, insulation and materials, as contained within an approved Comprehensive Land Use Plan (CLUP) and appropriate AICUZ. | See response to Land Use Policy 1.9 and Noise Goal 1. |

**Exhibit A 4**

Existing Meridian (SP-5) zoning map




FIGURE II-4

## EXISTING ZONING MAP FOR NORTH CAMPUS

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**Exhibit A 5**

Proposed Meridian (SP-5) zoning map

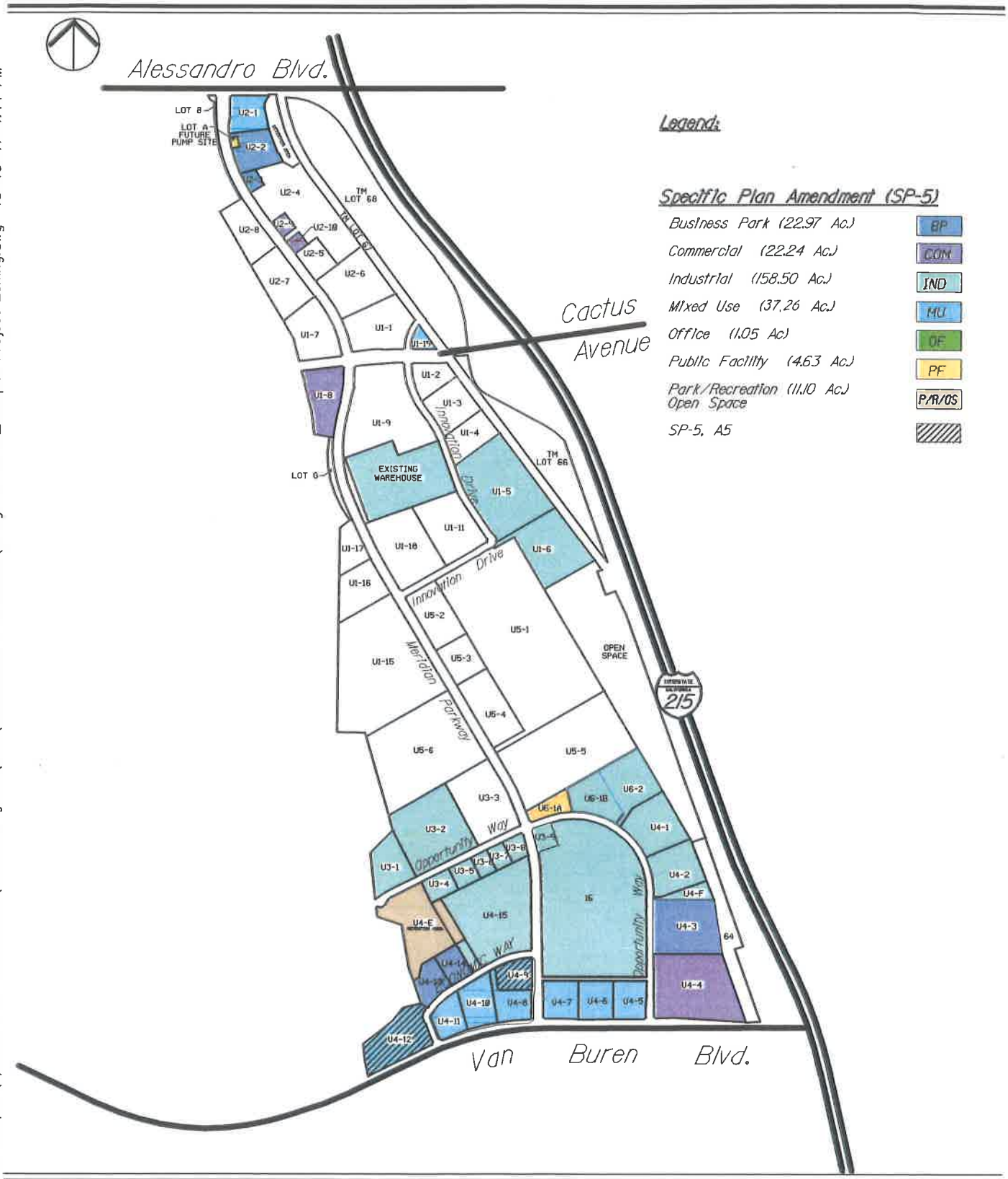



FIGURE II-4A

## PROPOSED ZONING MAP FOR NORTH CAMPUS

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**Exhibit A 6**

Applicant's Narrative

# MS Prime Six Project Description

**Project Location**

The proposed Project ("Project") is located on 2.75 acres on Unit 4, Lot 9 and 7.12 acres on Unit 4, Lot 12 in Planning Area 6 of Planning Region C within the Meridian SP-5 Planning Area. The Project site is located north of Van Buren Boulevard, west of Economic Drive and to the east of Village West Drive (Unit 4, Lot 12) and north of Van Buren Boulevard, west of Meridian Parkway and to the east of Economic Drive (Unit 4, Lot 9).

**Project Description**

The proposed Project would develop five concrete tilt-up buildings with a combined square footage of 91,987 square feet (sf), and would require a zone change for Unit 4-Lot 12 from Office to Mixed Use and would operate as permitted business park uses and as business enterprise uses with the approval of a CUP. The maximum Floor Area Ratio (FAR) for the proposed Project would be 0.27, which meets the requirements of the MU zone. A summary of Project land uses, parking requirements, and landscaping provided for Unit 4, Lot 12 is shown below in **Table 1, Project Summary (Unit 4, Lot 12)**.

**Table 1: Project Summary (Unit 4, Lot 12)**

| | Zoning | Office (sf) | Warehouse (sf) | Total Building (sf) | Auto Parking Required | Auto Parking Stalls Provided | Landscaping (% of site) |
|---|---|---|---|---|---|---|---|
| Building 1, Lot 12 | Mixed Use | 2,000 | 13,115 | 15,115 | 19 | 25 | 41.5% |
| Building 2, Lot 12 | Mixed Use | 2,000 | 16,594 | 18,594 | 23 | 25 | 25.9% |
| Building 3, Lot 12 | Mixed Use | 2,000 | 17,931 | 19,931 | 24 | 27 | 30.6% |
| Building 4, Lot 12 | Mixed Use | 2,500 | 19,536 | 22,036 | 27 | 27 | 31.5% |
| Building 5, Lot 12 | Mixed Use | 2,000 | 14,311 | 16,311 | 20 | 24 | 25.0% |

The proposed Project would require approval by the March JPA of a General Plan Amendment, a Specific Plan Amendment, a Master Plot Plan, and Conditional Use Permits for Buildings 1 through 5 of Unit 4, Lot 12. The Master Plot Plan (Plot Plan 17-04 Amendment 1) would allow for the development of five concrete tilt-up buildings ranging from 15,115 sf to 22,036 sf for a total of 91,987 sf on Unit 4, Lot 12. The proposed Project would require 113 parking stalls and would provide a total of 128 standard parking stalls. The proposed Project would be located on land previously zoned as OF and rezoned as MU and would operate with permitted business park and conditionally permitted business enterprise uses. The proposed buildings would have a maximum height of 34 feet, which would require approval by ALUC to determine if it is consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

The General Plan Amendment (GPA 19-01) would allow for a decrease of land zoned as OF and an increase of land zoned as MU within the March JPA Planning Area. Inclusive of the proposed Project and upon approval of GPA 19-01, the March JPA Planning Area would allow for 1.05 gross acres of land zoned as OF and 37.26 gross acres of land zoned as MU. The Specific Plan Amendment (SP-5, Amendment 5) would allow for the zone change of approximately 9.87 acres from SP-5 OF to SP-5 MU.

The associated Specific Plan Amendment would require modifications to three figures in the Specific Plan; Figure II-3 would be revised to identify the General Plan land uses prior to the changes proposed by the Project, Figure II-4 would be revised to identify the existing zoning prior to the changes proposed by the Project, and Figure II-4a would identify the revised zoning resulting from the proposed Project.

The Conditional Use Permits would allow for uses on of Unit 4, Lot 12 and Unit 4, Lot 9 to potentially operate as business enterprise uses among other permitted uses within the MU zone.

Landscaping for Unit 4, Lot 12 would total 97,467 sf and would exceed the March JPA minimum site landscaping requirement of 20 percent for sites within the MU zone. In compliance with the Meridian SP-5, the Project would use reclaimed water for irrigation, include drought tolerant plant materials, and maintenance of landscaped areas would be maintained by the individual parcel tenant. Irrigation would be moisture sensitive to limit irrigation during times of heavy rains and would be designed according to the specifications delineated in the MJPA Development Code.

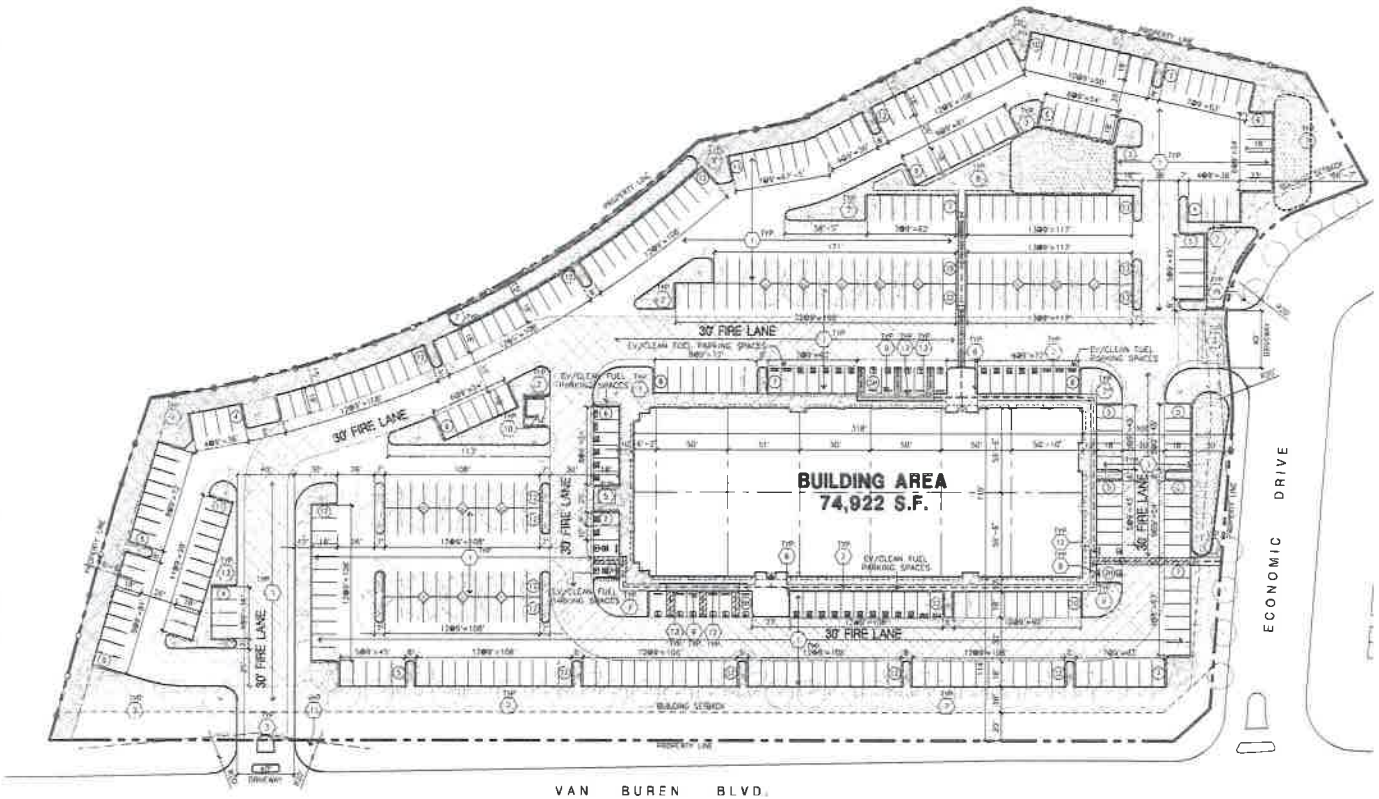
All of the buildings proposed as a part of the Project are currently planned as "speculative buildings." Therefore, the future tenant(s) of the buildings are not currently known. Without knowing the future tenants, an exact number of future employees or hours of operation cannot be determined. Therefore, this Initial Study and associated technical reports use conservative potential on-site employees, hours of operation, and vehicular traffic generation based on the Project's proposed square footage and use.

Construction of the proposed Project is expected to commence in October 2019 with a duration of approximately seven months. The Project would be operational in Spring of 2020. The cut and fill quantity during grading would be 10,500 cubic yards (cy). Earthwork is expected to be balanced on-site with no need for import or export of material.

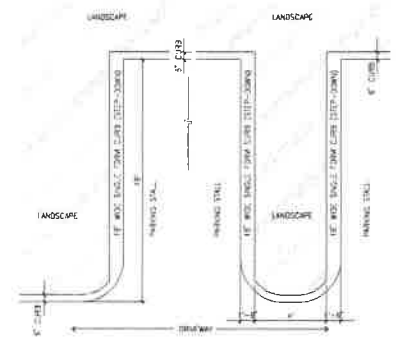
Vehicular access for Unit 4, Lot 12 would be provided at one driveway located on Economic Drive and one driveway located on Van Buren Boulevard. The driveway located on Economic Drive would provide full access to the site. The driveway located on Van Buren Boulevard would provide right-in right-out access to Lot 12. Riverside County Transportation and Land Management Agency (TLMA) approval is required for the driveway cut along Van Buren Boulevard. All points of ingress/egress would be unsignalized.

**Exhibit A 7**

Previously approved site plan




OVERALL SITE PLAN (A)




STEP-DOWN AT END PARKING STALL (B)

## SITE PLAN KEYNOTES

1. ASPHALT CONCRETE (AC) PAVING
2. CONCRETE WALKWAY MEDIUM BROOM FINISH
3. DRIVEWAY APRONS TO BE CONSTRUCTED
4. 5'-6"x5'-0"x4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY AS REQ. BY CITY INSPECTOR
5. APPROXIMATE LOCATION OF TRANSFORMER. CONTRACTOR TO VERIFY WITH S.C.E.
6. EXTERIOR BIKE RACK TYPICAL
7. LANDSCAPE. ALL LANDSCAPE AREAS INDICATED BY SHADING
8. EMPLOYEE BREAK AREA
9. PRE-CAST CONCRETE WHEEL STOP.
10. TRASH ENCLOSURE W/ 6' HIGH WALLS PER CITY STANDARD
11. ACCESSIBLE ENTRY SIGN.
12. ACCESSIBLE PARKING STALL SIGN
13. TRUNCATED DOME
14. APPROXIMATE LOCATION OF FIRE HYDRANT
15. WALL MOUNTED LIGHTING FIXTURE TO COMPLY WITH MARCH BUSINESS CENTER DESIGN GUIDELINE

## SITE LEGEND

- CONCRETE PAVING SEE "C" DWGS FOR THICKNESS
- STANDARD PARKING STALL 9' x 18'
- LANDSCAPED AREA
- 20' WIDE FIRELANE
- HANDICAP PARKING STALL (9' X 18') W/ 5' ACCESSIBLE AISLE
- HANDICAP PARKING STALL (VAN) (12' X 18') W/ 5' ACCESSIBLE AISLE
- PATH OF TRAVEL

- NOTE
- ALL ROOF MOUNTED EQUIPMENT TO BE SCREENED FROM ON AND OFF SITE VIEW
- FIRE HYDRANT LOCATIONS WILL BE PROVIDED AT LATER STAGE PER RIVERSIDE FIRE DEPARTMENT REQUIREMENTS.
- PER MASTER DEVELOPER, CHAINLINK FENCE WILL BE PROVIDED PRIOR TO THE ROUGH GRADING STAGE PER COMPENSATORY MITIGATION AND MONITORING PLAN
- PEDESTRIAN CIRCULATION LIGHTING WILL BE PROVIDED FROM PARKING AREAS / PEDESTRIAN PATHS TO BUILDING ENTRIES PER SECTION 7.5.1 OF WBCDC
- ALL ENTRY AREAS ARE TO BE LIT PROVIDING AN INVITING GLOW FROM INTERIOR PER SECTION 7.6.2 OF WBCDC
- PROJECT TO PROVIDE CONSISTENT THEME LIGHTING, SUBJECT TO REVIEW AND APPROVAL BY MARCH JPA SHALL BE PROVIDED WITHIN LOTS FRONTING VAN BUREN BOULEVARD AS PER PAGE III-19

## VICINITY MAP




## TABULATION

| | OFFICE |
|---|---|
| **SITE AREA** | |
| In s.f. | 309,955 s.f. |
| In acres | 7.12 ac |
| **BUILDING AREA** | |
| Office - 1st floor | 37,461 s.f. |
| Office - 2nd floor | 37,461 s.f. |
| TOTAL | 74,922 s.f. |
| **COVERAGE** | 24.2% |
| **BUILDING HEIGHT** | 36' |
| **AUTO PARKING REQUIRED** | |
| Office: 4/1,000 s.f. | 300 stalls |
| **AUTO PARKING PROVIDED** | |
| Standard ( 9' x 18' ) | 404 stalls |
| Handicap ( 12' x 18') | 13 stalls |
| Carpool/Vanpool/E.V. (9' X 18') | 37 stalls |
| 6.1 Parking Ratio | |
| TOTAL | 454 stalls |
| **ZONING ORDINANCE FOR CITY** | |
| Zoning Designation - Office (OF) | |
| **MAXIMUM BUILDING HEIGHT ALLOWED** | |
| Height - 50', 75' requires approval pursuant to Section 18.35 | |
| **SETBACK** | |
| Front - 25' Interior Side Yard - 0' | |
| Street Side Yard - 15' Rear Yard - 10' | |
| **MAXIMUM FLOOR AREA RATIO** | |
| FAR - .35 | |
| **LANDSCAPE REQUIREMENT** | |
| Percentage - 20% | |
| **LANDSCAPE PROVIDED** | |
| Percentage - | 25.8% |
| In s.f. | 80,068 s.f. |

HPA architecture
hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca
92612
tel: 949-863-1770
fax: 949-863-0851
email: hpa@hparchs.com

Owner:

SDM

101 HODENCAMP ROAD, STE 200
THOUSAND OAKS, CA 90703
TEL: (805) 494-1226

Project:

MS
PRIME SIX

Riverside, CA

Consultants:

SDH INC.

HUNTER LANDSCAPE

Title: Overall site plan

Project Number: 15489
Drawn by: ML
Date: 08/15/15
Revision:

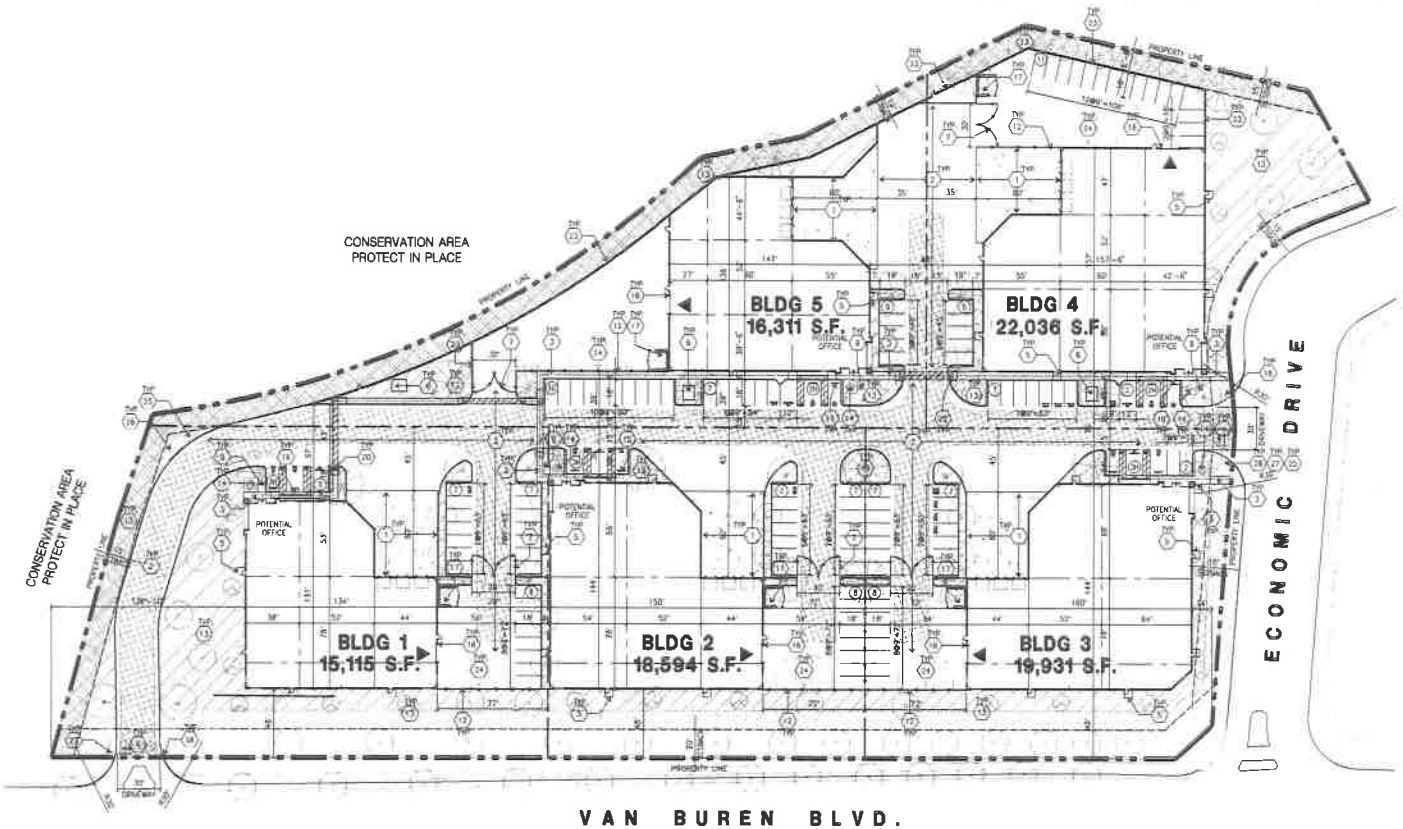
Sheet:

A1.1

CAUTION : IF THIS SHEET IS NOT A 24" X 36" IT IS A REDUCED PRINT

**Exhibit A 8**

Proposed site plan




MASTER SITE PLAN (A) SCALE: 1" = 40'-0"

## VICINITY MAP




## PROJECT DATA

| | LOT 1 | BLDG 1 | BLDG 2 | BLDG 4 | BLDG 5 | TOTAL |
|---|---|---|---|---|---|---|
| | | | | | | |
| | | | | | | |
| | | | | | | |

**Exhibit A 9**

Proposed Architectural Drawings

# MS PRIME SIX

## RIVERSIDE, CALIFORNIA

## MERIDIAN SP-5 FSEIR

C-2
AIR QUALITY
PRIOR TO PLOT PLAN APPROVAL, PLEASE DETAIL IN SITE PLAN NOTES THAT EMPLOYERS SHALL IMPLEMENT A COMPRESSED WORKWEEK SCHEDULE WHEN FEASIBLE.

H-7
UTILITIES AND SERVICES SYSTEMS
PLEASE DETAIL ON LANDSCAPE PLANS THAT THE PROJECT WILL PROPOSE A NON-POTABLE WATER SYSTEM THAT WILL MEET "PURPLE" PIPE STANDARDS FOR RECLAIMED WATER SYSTEMS

H-8
UTILITIES AND SERVICE SYSTEMS
PLEASE DETAIL ON CONCEPTUAL DESIGN PLANS COMPLIANCE WITH MITIGATION MEASURE H-8 IN THAT "A FIREFLOW STANDARD OF 5,000 GALLONS PER MINUTE SHOULD BE USED FOR THE WATER DISTRIBUTION NETWORK.

H-5
CLIMATE CHANGE AND GHG'S
PLEASE PROVIDED A SITE PLAN NOTE THAT ON-SITE TRASH ENCLOSURE SHALL PROVIDE THE FOLLOWING: GREEN WASTE ENCLOSURE, TRASH AND RECYCLABLE.

IV. L-1-14
CLIMATE CHANGE AND GHG'S
PRIOR TO PLOT PLAN APPROVAL, THE ARCHITECT MUST PROVIDE A SITE PLAN NOTE THAT THE PROJECT SHALL INSTALL ENERGY STAR LABELED ROOFING MATERIALS

IV. L-1-15
CLIMATE CHANGE AND GHG'S
PRIOR TO PLOT PLAN APPROVAL, THE ARCHITECT MUST PROVIDED A SITE PLAN NOTE ENSURING THAT THE "PROJECT WILL ENCOURAGE THE USE OF MATERIALS THAT ARE RESOURCE SUFFICIENT RECYCLED WITH LONG LIFE CYCLES AND MANUFACTURED IN AN ENVIRONMENTALLY FRIENDLY WAY"

IV. L-1-18
CLIMATE CHANGE AND GHG'S
PRIOR TO PLOT PLAN APPROVAL, THE PROJECT SPONSOR/ARCHITECT SHALL DETAIL AS A SITE PLAN NOTE THAT "AN INCREASE OF EXTERIOR WALL INSULATION OVER TITLE 24 REQUIREMENT WILL BE ENCOURAGED" HOWEVER, A SPECIFIC PERCENT INCREASE IS NOT REQUIRED

IV. L-1-19
CLIMATE CHANGE AND GHG'S
PRIOR TO PLOT PLAN APPROVAL, THE PROJECT SPONSOR/ARCHITECTS SHALL DETAIL AS A SITE PLAN NOTE THAT "AN INCREASE OF ROOF INSULATION OVER TITLE 24 REQUIREMENTS WILL BE ENCOURAGE", HOWEVER, A SPECIFIC PERCENT INCREASE IS NOT REQUIRED.

IV. L-1-20
CLIMATE CHANGE AND GHG'S
PLEASE ENSURE THAT THE LANDSCAPE PLANS INCORPORATE THE FOLLOWING REQUIREMENT FOR ALL ON-SITE LANDSCAPE: "PARKING LOT AREAS WILL INCLUDE 40% TREE COVERAGE (APPROXIMATELY ONE TREE PER EVERY FOURTEEN STALLS) FOR OFFICE USES AND 3% TREE COVERAGE (APPROXIMATELY ONE TREE FOR EVERY 20 STALLS) FOR INDUSTRIAL AND BUSINESS PARK USES WITHIN 10 TO 15 YEARS OF CONSTRUCTION. PROJECT WILL USE TREES THAT MATURE OVER A LONG TIME FRAME WITH LOWER WATER DEMAND. SHADE REQUIREMENTS WILL EXCLUDE TRUCK COURTS AND DRIVE AISLES"

IV. L-1-24
CLIMATE CHANGE AND GHG'S
PRIOR TO PLOT PLAN APPROVAL, PROVIDE DETAILS THAT ELECTRICAL OUTLETS WILL BE INSTALLED AT ALL BUILDING EXTERIOR AREAS AS PER MITIGATION MEASURE IV. L-1-24

IV. L-1-25
CLIMATE CHANGE AND GHG'S
PRIOR TO PLOT PLAN APPROVAL, PLEASE PROVIDE A SITE PLAN NOTE THAT THE PROJECT WILL PROVIDE ENERGY EFFICIENT APPLIANCES (E.G. ENERGY STAR) AND ENERGY-REDUCING PROGRAMMABLE THERMOSTATS THAT AUTOMATICALLY ADJUST TEMPERATURE SETTINGS

IV. L-1-26
CLIMATE CHANGE AND GHG'S
PRIOR TO PLOT PLAN APPROVAL, THE PROJECT SPONSOR/ARCHITECT WILL PROVIDE A SITE PLAN NOTE THAT LOW FLOW AND WATERLESS FIXTURES WILL BE INSTALLED IN ALL PROPOSED RESTROOM FACILITIES AS PER MITIGATION MEASURE IV. L-1-26.

## MARCH JPA STANDARD SITE PLAN NOTES

1. ALL NEW OR EXISTING UTILITY LINES LESS THAN 69 KV ON OR CONTIGUOUS TO THE SITE SHALL BE INSTALLED OR RELOCATED UNDERGROUND.

2. ALL OUTDOOR STORAGE AREAS FOR MATERIALS AND EQUIPMENT SHALL BE FULLY SCREENED FROM VIEW.

3. S.E.S. PANELS SHALL BE FULLY RECESSED INTO THE BUILDING ELEVATION OR SHALL BE SCREENED BY A DECORATIVE WALL OR LANDSCAPE EQUAL TO OR EXCEEDING THE HEIGHT OF THE S.E.S. PANEL. DESIGN PLANS SHALL NOTE THE TENTATIVE LOCATION OF ELECTRICAL UTILITY VAULTS. CONSTRUCTION PLANS SHALL IDENTIFY THE FINAL LOCATION OF UTILITY VAULTS.

4. ROOF-MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED BY A PARAPET WALL EQUAL TO OR EXCEEDING THE HEIGHT OF THE MECHANICAL UNITS, AT A MINIMUM. BUILDINGS SHALL INCORPORATE A PARAPET WALL MEASURING 24" AROUND ALL PORTIONS OF THE BUILDING, TO THE EXTENT PERMITTED BY LAW. SATELLITE DISHES SHALL BE FULLY SCREENED BY A PARAPET WALL. GROUND MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED FROM PUBLIC VIEW BY A COMBINATION OF DECORATIVE WALLS AND DENSE LANDSCAPING.

5. ALL BACKFLOW PREVENTERS 2" OR LARGER SHALL BE SCREENED WITH LANDSCAPE LOCATED WITHIN A 6' RADIUS OF THE BACKFLOW PREVENTER. ALL BACKFLOW PREVENTERS LESS THAN 2" SHALL BE PLACED IN A WIRE MESH BASKET AND PAINTED TO MATCH THE PRIMARY BUILDING COLOR.

6. SITE LIGHTING SHALL BE LOW OR HIGH PRESSURE SODIUM, MAXIMUM 250-WATT, FULL CUT-OFF FIXTURES, WITH THE MAXIMUM LIGHT FIXTURE HEIGHT OF 25' ABOVE FINISHED GRADE, AND A MAXIMUM LIGHTING LEVEL OF 5 CANDLE/FOOT2 AT THE PROPERTY LINE.

7. ALL FREESTANDING LIGHT POLES SHALL BE LOCATED WITHIN LANDSCAPED AREAS. SITE LIGHTING SHALL COMPLY WITH A MAXIMUM HEIGHT OF 35' FOR FREESTANDING OR BUILDING MOUNTED FIXTURES. ANY SITE LIGHTING FIXTURES SHALL NOT EXCEED 750 WATTS AND SHALL BE MILL CUT-OFF TYPE HIGH PRESSURE SODIUM. FUTURE CONSTRUCTION PLANS SHALL INCLUDE A POINT-BY-POINT LIGHTING ANALYSIS AND CATALOG CUTS WILL BE REQUIRED. LIGHTING AT THE PERIMETER OF THE SITE IS RESTRICTED TO A MAXIMUM LIGHTING LEVEL OF 0.5 FOOT-CANDLES AT THE PROPERTY LINE.

8. CONCRETE LIGHT POLE BASES SHALL BE PAINTED TO MATCH THE PRIMARY BUILDING COLOR OR FINISHED TO MATCH PARKING SCREENING WALLS AND SHALL NOT EXCEED 24" ABOVE FINISHED GRADE.

9. FULL SCREENING OF ALL PARKING IS REQUIRED BY MOUNDING AND CONTOURING OF LANDSCAPED AREAS, BY LANDSCAPE SHRUB OR SCREENING WALL, OR BY A COMBINATION OF THESE TECHNIQUES.

10. BUILDING DOWNSPOUTS SHALL BE INTERNALIZED FOR OFFICE, COMMERCIAL AND MIXED USE DEVELOPMENTS. INDUSTRIAL AND BUSINESS PARK BUILDING ELEVATIONS WHICH ARE NOT VISIBLE FROM A PUBLIC RIGHT-OF-WAY MAY INCORPORATE EXPOSED DOWNSPOUTS.

11. ALL TRASH CONTAINERS SHALL BE ENCLOSED WITHIN A MASONRY SCREENING WALL WITH FULLY OPAQUE SCREENING GATES. SCREENING GATES SHALL NOT OPEN INTO VEHICULAR DRIVE AISLES. TRASH ENCLOSURES SHALL PROVIDE A LOCATION FOR THE COLLECTION OF RECYCLABLES CONSISTENT WITH WASTE MANAGEMENT REQUIREMENTS. TRASH ENCLOSURE GATES SHALL INCORPORATE A MINIMUM OF 80% OPACITY.

12. WITHIN COMMERCIAL, OFFICE AND MIXED-USE DEVELOPMENTS, VEHICULAR ACCESS POINTS AND PEDESTRIAN ACCESS MAPS SHALL INCLUDE SPECIAL PAVING TREATMENT (SUCH AS INTEGRAL COLORED STAMPED CONCRETE, BRICK, OR SIMILAR ALTERNATIVE). LOCATION AND MATERIAL SHALL BE REVIEWED AND APPROVED BY THE PLANNING DEPARTMENT STAFF PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. STAMPED ASPHALT COLORED ASPHALT IS NOT PERMITTED.

13. ALL EXTERIOR METAL MUST BE FINISHED OR PAINTED TO MATCH THE APPROVED PROJECT'S COLORS.

14. ALL USES SHALL OPERATE IN A MANNER WHICH IS COMPATIBLE WITH THE NEARBY MARCH AIR RESERVE BASE/MARCH INLAND PORT. THE FOLLOWING ACTIVITIES SHALL BE PROHIBITED:

A. ANY USE WHICH WOULD DIRECT A STEADY LIGHT OR FLASHING LIGHT OF RED, WHITE, GREEN, OR AMBER COLORS ASSOCIATED WITH AIRPORT OPERATIONS TOWARD AN AIRCRAFT ENGAGED IN AN INITIAL STRAIGHT CLIMB FOLLOWING TAKEOFF OR TOWARD AN AIRCRAFT ENGAGED IN A STRAIGHT FINAL APPROACH TOWARD A LANDING AT AN AIRPORT, OTHER THAN AN FAA-APPROVED NAVIGATIONAL SIGNAL LIGHT OR VISUAL APPROACH SLOPE INDICATOR.

B. ANY USE WHICH WOULD CAUSE SUNLIGHT TO BE REFLECTED TOWARDS AN AIRCRAFT ENGAGED IN AN INITIAL STRAIGHT CLIMB FOLLOWING TAKEOFF OR TOWARD AN AIRCRAFT ENGAGED IN A STRAIGHT FINAL APPROACH TOWARD A LANDING AT AN AIRPORT.

C. ANY USE WHICH WOULD GENERATE SMOKE OR WATER VAPOR OR WHICH WOULD ATTRACT LARGE CONCENTRATIONS OF BIRDS, OR WHICH MAY OTHERWISE AFFECT SAFE AIR NAVIGATION WITHIN THE AREA.

D. ANY USE WHICH WOULD GENERATE ELECTRICAL INTERFERENCE THAT MAY BE DETRIMENTAL TO THE OPERATION OF AIRCRAFT AND/OR AIRCRAFT INSTRUMENTATION.

E. BUILDINGS WITHIN THE 65DBH NOISE CONTOUR WILL INCLUDE APPROPRIATE SOUND ATTENUATION.

15. PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY, THE TENANT SHALL RECEIVE APPROVAL OF A TRAFFIC DEMAND MANAGEMENT PLAN WHICH SHALL INCLUDE THE FOLLOWING ELEMENTS: IDENTIFICATION OF THE LOCATION OF A MINIMUM OF 30 X 42' WALL AREA FOR THE POSTING OF ALTERNATIVE TRANSPORTATION MODE INFORMATION INCLUDING FINANCIAL INCENTIVES BY RESPONSIBLE AGENCIES, TRANSIT SCHEDULES AND CARPOOLING INFORMATION.

16. PRIOR TO ISSUANCE OF THE PROJECT C OF O, EACH PROJECT SHALL PROVIDE A 6-SQ/FT SIGN IDENTIFYING THE APPROVED TRUCK ROUTE PLAN AT ALL SERVICE DRIVEWAY LOCATIONS.

17. ALL DESIGN AND CONSTRUCTION PLAN SUBMITTALS SHALL INCLUDE A DIAGRAMMATIC CALCULATION IDENTIFYING THE RELATIONSHIP OF SITE IMPROVEMENTS IN COMPLIANCE WITH FAA PART 77 AIRSPACE. ALL DEVELOPMENT REQUIRES APPROVAL OF A FAA FORM 7460-1 PRIOR TO THE ISSUANCE OF BUILDING PERMITS.

18. ALL CONSTRUCTION EQUIPMENT USED FOR CONSTRUCTION ACTIVITIES SHALL BE FITTED WITH EXHAUST MUFFLING AND NOISE CONTROL FILTER DEVICES TO REDUCE NOISE IMPACTS.

19. PRIOR TO THE ISSUANCE OF BUILDING PERMITS, ALL DEVELOPMENT IMPACT FEES SHALL BE PAID, INCLUSIVE OF TUMF, SCHOOL FEES, AND FIRE AND PUBLIC FACILITIES FEES.

20. IF ARCHAEOLOGICAL OR PALEONTOLOGICAL RESOURCES ARE ENCOUNTERED AT THE TIME OF GRADING OR PROJECT CONSTRUCTION, ALL PROJECT WORK IN THE AREA OF THE RESOURCE SHALL CEASE UNTIL THE AREA HAS BEEN SURVEYED BY A QUALIFIED ARCHAEOLOGIST OR PALEONTOLOGIST IN CONFORMANCE WITH THE CULTURAL RESOURCE MANAGEMENT PLAN.

## PROPERTY INFORMATION

**Owner / Applicant**
SLAG DEVELOPMENT
101 HODENCAMP ROAD
THOUSAND OAKS, CA 91360
TEL: 805-402-4515
CONTACT: MOSHE SLAG

**Project Address**
NW OF VAN BUREN BLVD & ECONOMIC DR.
RIVERSIDE, CA 92508

**Zoning**
SP 5 (MARCH BUSINESS CENTER SPECIFIC PLAN)
OF OFFICE

**Assessors Parcel Number**
294-050-057
294-050-063
294-050-068

**Applicant Representative**
HPA, INC.
18831 BARDEEN AVE. - SUITE 100
IRVINE, CA 92612
PHONE (949) 863-1770
FAX (949) 863-0851
CONTACT: MATTHEW LEE

**Construction Type**
CONCRETE TILT-UP BUILDING — WAREHOUSE/OFFICE
BUILDING OCCUPANCY: S-1/B
CONSTRUCTION TYPE: II-B

**Code Analysis**
2016 CALIFORNIA BUILDING CODE
2016 CALIFORNIA PLUMBING CODE
2016 CALIFORNIA MECHANICAL CODE
2016 CALIFORNIA ELECTRICAL CODE
2016 CALIFORNIA FIRE CODE
2016 CALIFORNIA ENERGY CODE
2016 CALIFORNIA GREEN BUILDING STANDARDS

## LEGAL DESCRIPTION

THAT CERTAIN REAL PROPERTY SITUATED IN AN UNINCORPORATED AREA OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

LOT 12 OF TRACT 30857-4, AS SHOWN BY MAP ON FILE IN BOOK 435, PAGES 6 THROUGH 14 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA

## CONSULTANTS

**CIVIL**
SDH ASSOCIATES
5225 CANYON CREST DR
RIVERSIDE, CA 92507
PHONE: (951) 683-3681
CONTACT: STEVE SOMMERS

**LANDSCAPE**
HUNTER LANDSCAPE
711 S. FEE ANA ST
PLACENTIA, CA 92870
PHONE: (714) 888-2400
CONTACT: TOM HAYES

## UTILITY INFO

**WATER**
WESTERN MUNICIPAL WATER DISTRICT
14205 MERIDIAN PKWY
RIVERSIDE, CA 92508
PHONE: (951) 571-7100

**GAS**
SOUTHERN CALIFORNIA GAS COMPANY
1981 LUGONIA AVENUE
REDLANDS, CA 92373-0306
PHONE: (909) 428-8401

**TELEPHONE SERVICE**
VERIZON COMMUNICATIONS
140 WEST ST.
NEW YORK 10007
PHONE (800) 922-0204

**ELECTRIC**
SOUTHERN CALIFORNIA EDISON
1351 E. FRANCIS AVENUE
ONTARIO, CA 91761
PHONE: (909) 357-6233

**SEWER**
WESTERN MUNICIPAL WATER DISTRICT
14205 MERIDIAN PKWY
RIVERSIDE, CA 92508
PHONE: (951) 571-7100

**FIRE PROTECTION**
RIVERSIDE COUNTY FIRE DEPARTMENT
210 W. SAN JACINTO AVE
PERRIS, CA 92570
PHONE:(951)940-6900

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hpa, inc.
18831 bardeen avenue. - ste. #100
irvine, ca
92612
tel: 949-863-1770
fax: 949- 863-0851
email: hpa@hparchs.com

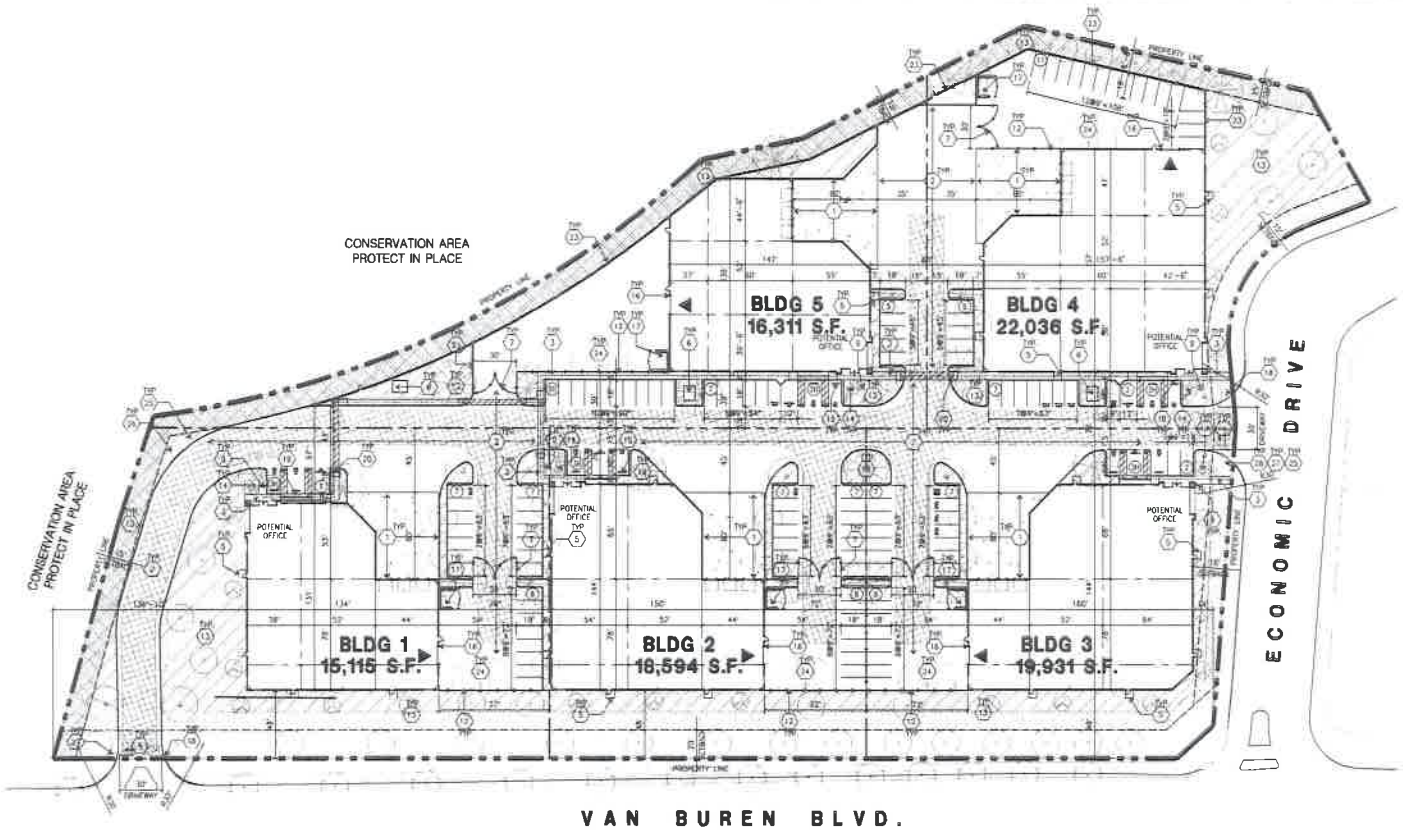

Owner:
SDM
101 HODENCAMP ROAD, STE 200
THOUSAND OAKS, CA 90703
TEL: (805) 494-1226

Project:
MS PRIME SIX
Riverside, CA

Consultants:
SDH INC.
HUNTER LANDSCAPE

Title: COVER SHEET
Project Number: 16498
Drawn by: ML
Date: 04/25/17
Revision:

Sheet:
A0.1



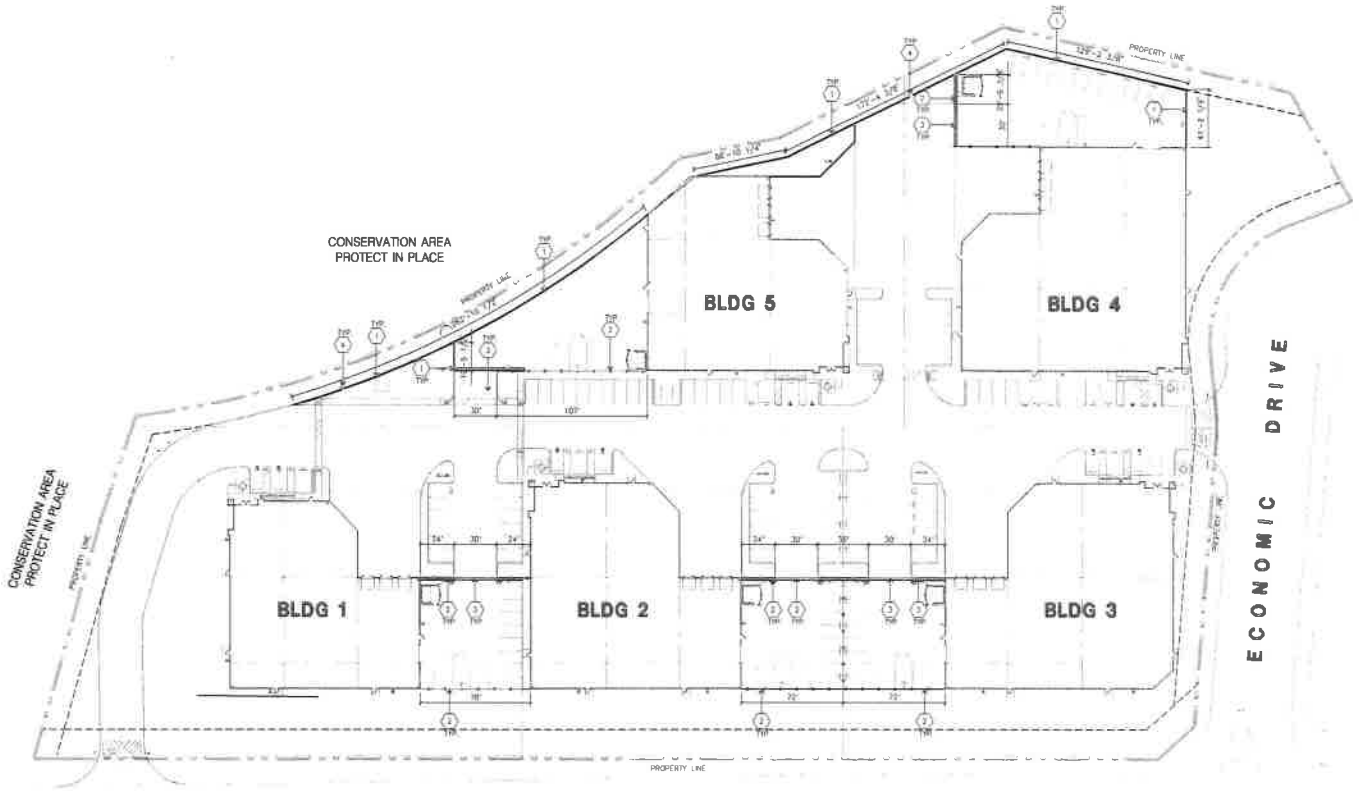

MASTER SITE PLAN (A) SCALE: 1" = 40'-0"

## VICINITY MAP




## PROJECT DATA

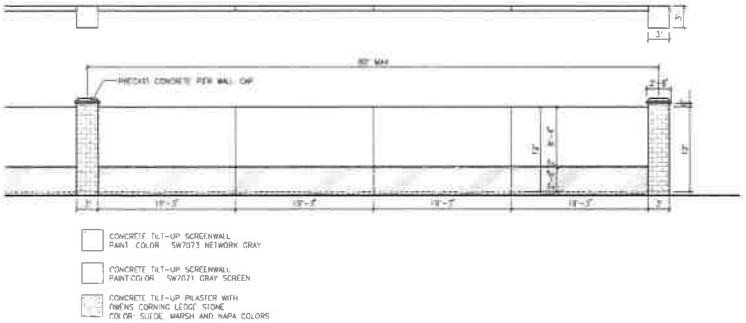
| | BLDG 1 | BLDG 2 | BLDG 3 | BLDG 4 | BLDG 5 | TOTAL |
|---|---|---|---|---|---|---|
| BUILDING AREA | | | | | | |
| | | | | | | |
| | | | | | | |
| PARKING REQUIRED | | | | | | |
| | | | | | | |
| | | | | | | |
|



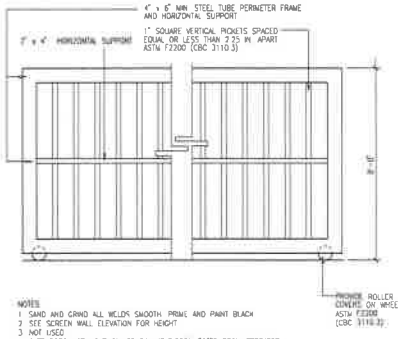

## KEYNOTES

1. 12' HIGH SCREEN WALL. SEE DETAIL D/A1.1F
2. 8' HIGH METAL FENCE. SEE DETAIL B/A1.1F
3. 8' HIGH METAL SLIDING GATE. SEE DETAIL C/A1.1F
4. ACCESS GATE FOR LIFE

MASTER SITE PLAN A

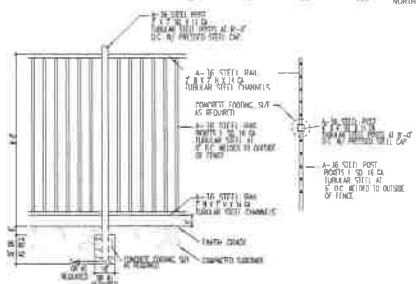



SCREENWALL ELEVATION D




NOTES:
1. SAND AND GRIND ALL WELDS SMOOTH. PRIME AND PAINT BLACK
2. SEE SCREEN WALL ELEVATION FOR HEIGHT
3. NOT USED
4. GATE DOES NOT MOVE ON ITS OWN IF DISCONNECTED FROM OPERATOR.
5. POSTING STOPS AT BOTH FULLY OPEN AND FULLY CLOSED POSITIONS
6. RECEIVER GUIDES RECESSED BEHIND POST FOR RECEIVING GUIDES LESS THAN 8FT
7. GATES PREVENTED FROM FALLING OVER IF DISCONNECTED FROM SUPPORTING HARDWARE

METAL GATE C




NOTES:
1. ALL TERMINAL POSTS TO BE 3"W X 2"D X 11GA STEEL TUBING W/ PRESSED STEEL CAP
2. ALL FENCE COMPONENTS TO BE PRIMED AND POWDER COATED TO BLACK
3. NOT USED
4. SAND AND GRIND ALL WELDS SMOOTH.
5. GAP BETWEEN GATE AND FENCE POST WHERE FENCE OVERLAPPED WITH GATE IN FULL OPEN POSITION, WILL BE LESS THAN 2.25 IN. PER ASTM F2200 (CBC 1110.3)

METAL FENCE B

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hpa, inc.
18831 bardeen avenue, ste. #100
irvine, ca
92612
tel: 949-863-1770
fax: 949-863-0851
email: hpa@hparchs.com

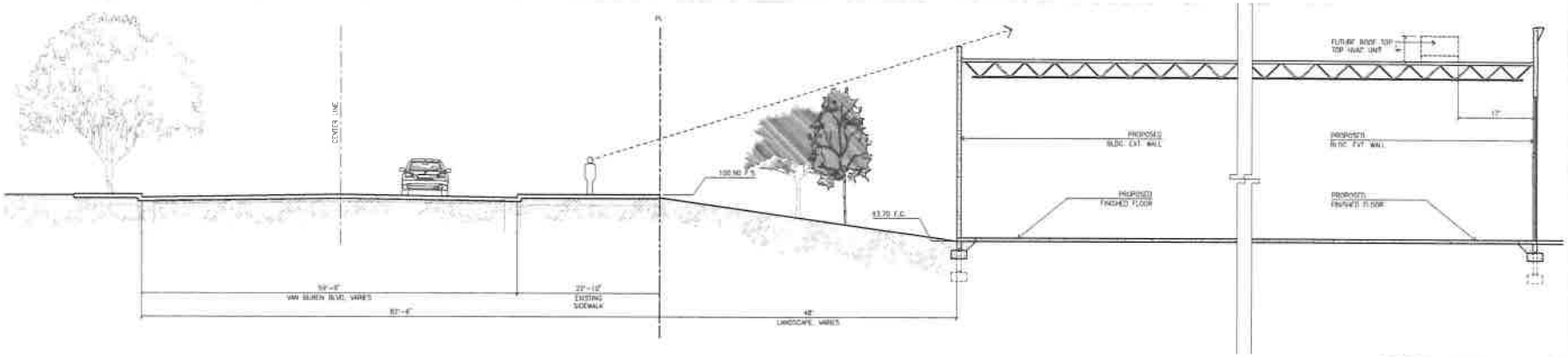
Owner:
SDM
101 HODENCAMP ROAD, STE 200
THOUSAND OAKS, CA 90703
TEL: (805) 494-1226

Project:
MS PRIME SIX
Riverside, CA

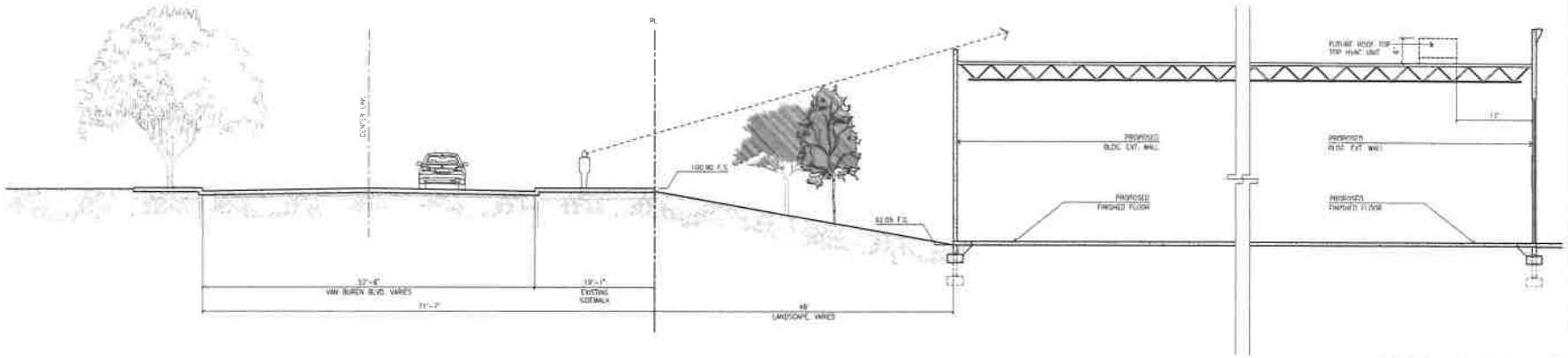
Consultants:
SOH INC.
HUNTER LANDSCAPE

Title: Master Site Plan
Project Number: 16489
Drawn by: ML
Date: 04/05/17
Revisions:

Sheet:
A1.1F

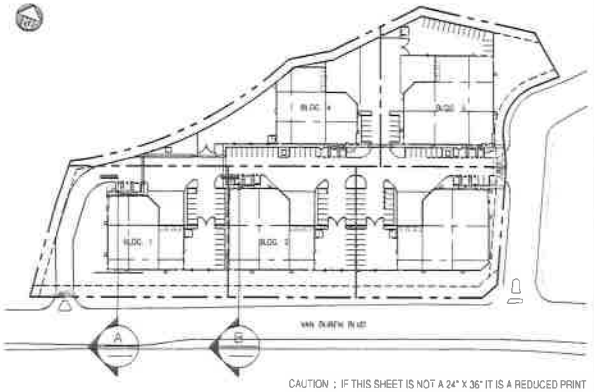



**SECTION @ MAIN OFFICE (A)**




**SECTION @ MAIN OFFICE (B)**

**KEYMAP**




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hpa, inc.
18831 bardeen avenue, - ste. #100
Irvine, ca
92612
tel: 949-863-1770
fax: 949-863-0851
email: hpa@hparchs.com

Owner:

SDM

101 HODENCAMP ROAD, STE 200
THOUSAND OAKS, CA 90703
TEL: (805) 494-1226

Project:

MS PRIME SIX

Riverside, CA

Consultants:

SDH INC.

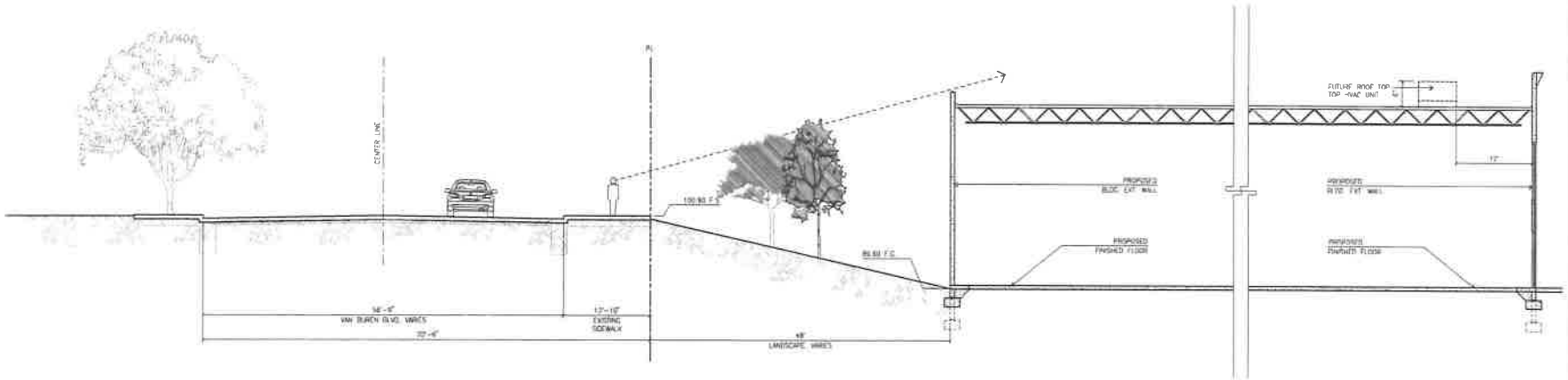
HUNTER LANDSCAPE

Title: Site Section

Project Number: 15489
Drawn by: ML
Date: 04/05/17
Revision:

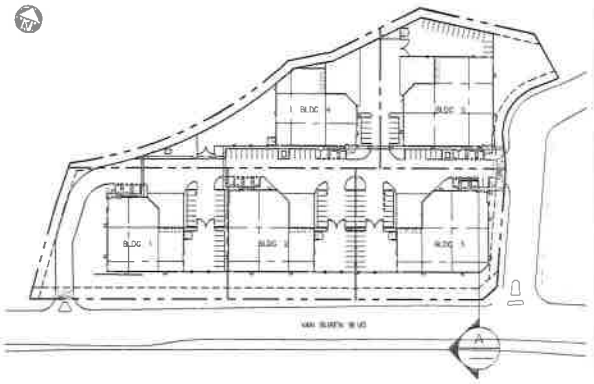
Sheet:

A1.2




SECTION @ MAIN OFFICE A

KEYMAP




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hpa, Inc.
18831 bardeen avenue, - ste. #100
Irvine, ca
92612
tel: 949-863-1770
fax: 949-863-0651
email: hpa@hparchs.com

Owner:

SDM

101 HODENCAMP ROAD, STE 200
THOUSAND OAKS, CA 90703
TEL: (805) 494-1226

Project:

MS PRIME SIX

Riverside, CA

Consultants:

SOH INC.

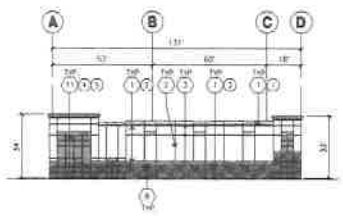
HUNTER LANDSCAPE

Title: Site Section

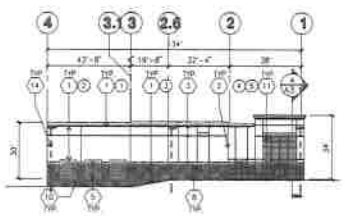
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Drawn by: ML
Date: 04/05/17
Revision:

Sheet:

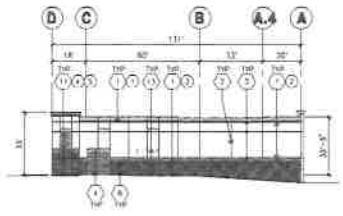
A1.3



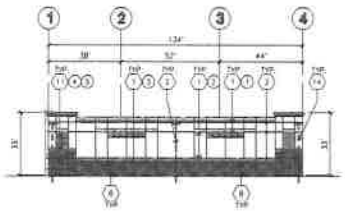
WEST ELEVATION C



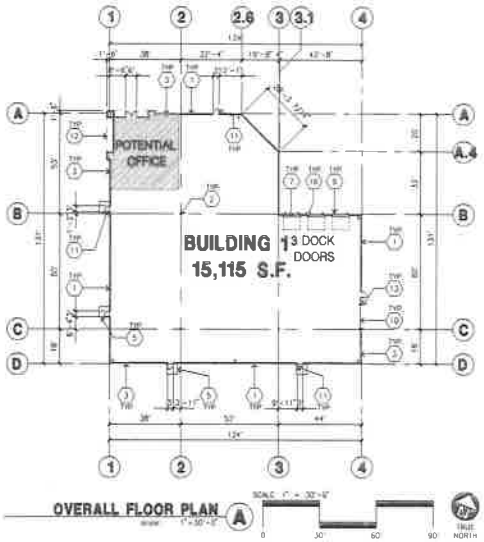
NORTH ELEVATION D



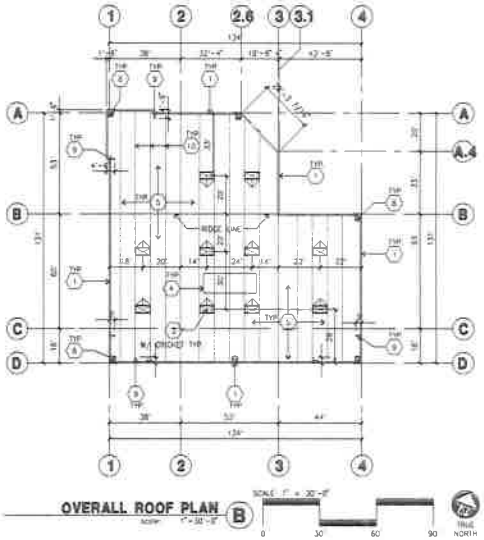
EAST ELEVATION E



SOUTH ELEVATION F




OVERALL FLOOR PLAN A



OVERALL ROOF PLAN B

## ELEVATION KEYNOTES

1. CONCRETE TILT-UP PANEL
2. PAINT JOINT
3. PAINT REVEAL - ALL REVEALS TO HAVE A MAX OF 3/4" CHAMFER REVEAL TO BE 1/2 WIDTH ADJACENT BUILDING PAINT COLOR U.N.O.
4. 12' X 14' OVERHEAD DOOR @ DRIVE THRU PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND
5. 9' X 10' OVERHEAD DOOR @ DRIVE THRU PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND
6. CONCRETE STAIR, LANDING AND GUARDRAIL W/ METAL PIPE HANDRAIL PROVIDE NON-SKID NOSING TO MEET ADA REQUIREMENTS PROVIDE CONTRASTING COLORED 'L' WIDE WARNING STRIPE INTEGRAL TO CONCRETE AT TOP LANDING AND BOTTOM TREAD PER ADA REQUIREMENTS
7. 4' X 8' METAL LOUVER OPENING FOR VENTILATION. PAINT TO MATCH BUILDING COLOR
8. HOLLOW METAL DOORS. PROVIDE COMPLETE WEATHER STRIPING ALL AROUND DOOR
9. EXTERIOR DOWN SPOUTS W/ 2 OVERFLOW SCUPPERS.
10. DOCK DOOR BUMPER TYPICAL
11. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS SIDELITES ADJACENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 18" ABOVE FINISH FLOOR ELEVATION
12. METAL CANOPY
13. KNOCK OUT PANEL
14. INTERIOR ROOF DRAIN W/ 2 OVERFLOW SCUPPERS
15. CONC. FILLED GUARD POST 6" DIA U.N.O. 42"H

## ELEVATION GENERAL NOTES

1. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
3. T.O.P. EL. = TOP OF PARAPET ELEVATION.
4. F.F. = FINISH FLOOR ELEVATION.
5. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST +- MPH EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
6. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS, ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING
7. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT
8. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH
9. USE NONSTAIN BACK WOOD STRIPS FOR ALL REVEAL FORMS.
10. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON

## ELEVATION COLOR LEGEND/SCHED.

1. PAINT COLOR : SW7005 PURE WHITE
2. PAINT COLOR : SW7017 DORIAN GRAY
3. PAINT COLOR : SW7073 NETWORK GRAY
4. MULLIONS COLOR : CLEAR ANODIZED
5. GLAZING COLOR : BLUE REFLECTIVE

## GLAZING LEGEND

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED.

- I — INSULATED VISION GLASS
- SC — SPANDREL GLASS WITH CONCRETE BEHIND
- V — SINGLE LITE VISION GLASS

I: INSULATED VISION GLASS
1/4" VISTACOOL PACIFICA + 1/4" SOLARBAN 60 CLEAR
1" INSULATED GLASS UNIT WITH 1/2" AIRSPACE AND 1/4" LITES
U: 0.27 SHGC: 0.21 VLT: 36%
MINIMUM VT TO BE 0.42 PER 2018 CEC TABLE 140.3-B

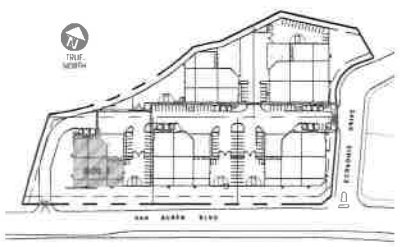
SC: SPANDREL WITH CONCRETE BEHIND
1/4" VISTACOOL PACIFICA WITH HARMONY BLUE GRADCOAT PAINTED ON REFLECTIVE INSTALLED ON CONCRETE

V: VISION GLASS
1/4" VISTACOOL PACIFICA

MULLIONS: ANODIZED CLEAR

**MINIMUM ALLOWABLE OUTDOOR REFLECTANCE TO BE 15%

## KEYMAP




## ROOF PLAN GENERAL NOTES

1. ALL DIMENSIONS ARE TO FACE OF CONCRETE WALL, GRIDLINE, OR FACE OF STUD. (U.N.O.)
2. VERIFY THAT ALL ROOF AREAS HAVE POSITIVE DRAINAGE(1/4" FT.) PRIOR TO ROOF INSULATION INSTALLATION
3. REFER TO "S" DRAWINGS FOR ROOF HEIGHT ELEVATIONS IN REGARDS TO ROOF DRAINAGE
4. CONTRACTOR TO VERIFY AND COORDINATE WITH ALL SUBCONTRACTORS. ALL LOCATIONS AND SIZES OF ROOF OPENINGS.
5. FOR TYP. ROOF PENETRATIONS, SEE DETAIL 6, 8, 10/A0.3 CONTRACTOR TO VERIFY ALL LOCATIONS WITH MECHANICAL AND PLUMBING DRAWINGS
6. CONTRACTOR TO VERIFY ALL ROOF DRAIN DEPRESSIONS W/ "S" DRAWINGS.
7. CONTRACTOR TO COORDINATE EXACT SKYLIGHT LOCATION W/ FIRE SPRINKLER AND ROOF FRAMING SUBCONTRACTORS. LOCATIONS ON DRAWINGS ARE APPROXIMATE
8. ALL SKYLIGHTS TO BE DESIGNED PER WIND SPEED DESIGN CRITERIA W/ STRONGER FRAMES. SUPPORTS AND DOMES. MANUFACTURER TO CONFIRM IN WRITING
9. ROOF DRAINS AND OVERFLOW DRAINS TO BE A MIN 8" DIA., SEE "P" DRAWINGS FOR EXACT SIZE
10. PROVIDE SHAPED CRICKETS AS REQUIRED FOR PROPER ROOF DRAINAGE OF 1/4" PER FOOT (MIN.).
11. BUILT UP ROOFING TO BE DESIGNED FOR I 90 AND TO BE A U.L. CLASS A ROOF. FLASHING 64# TYPE 5MB MOPPED AP SHEET. U.L. TYPE 83 BUR.
12. ALL ROOFING FASTENERS SHALL MEET ALL CODE AND REGULATION REQUIREMENTS. PROPER REQUIREMENTS ARE IN PROJECTS JURISDICTION AND ALSO, FACTORY MUTUAL (FM) WIND UPLIFT PRESSURE REQUIREMENTS
13. ALL SKYLIGHTS TO BE PLACED A MIN. OF 18"-0" FROM INSIDE FACE OF PARAPET.
14. USE WHITE SCRIM FOIL INSULATION IN THE WAREHOUSE AREA
15. SMOKE VENTS SHALL BE REQUIRED IF AREAS FOR "POTENTIAL OFFICES" WILL BE USED FOR HIGH PILE COMBUSTIBLE STORAGE.
16. ROOF DRAINS, OVERFLOW DRAINS AND RAINWATER PIPING WITHIN THE INTERIOR OF THE BUILDING SHALL BE TESTED IN ACCORDANCE WITH THE PROVISIONS OF THE PLUMBING CODE FOR TESTING DRAIN, WASTE AND VENT SYSTEMS
17. ROOF DRAINS, OVERFLOW PIPING WITHIN THE BUILDING SHALL UTILIZE APPROVED DRAINAGE FITTINGS
18. MANUFACTURED ROOF DRAINS AND OVERFLOWS(FIXTURES) SHALL BE IAPMO LISTED

## FLOOR PLAN KEYNOTES

1. CONCRETE TILT-UP PANEL
2. STRUCTURAL STEEL BOLLARD
3. TYPICAL STOREFRONT SYSTEM WITH CLAZING. SEE OFFICE BLOW-UP AND ELEVATIONS FOR MFR., FINISH AND LOCATIONS
4. CONCRETE RAMP W/ 42"HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDE OF RAMP
5. 5'-6"X5'-6"X6" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. PROVIDE WALK TO PUBLIC WAY OF DRIVE WAY AS REQ. BY CITY INSPECTOR
6. EXTERIOR CONCRETE STAIR W/ 42"HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDE OF RAMP
7. 9' X 10' THRUEW DOOR, SECTIONAL DOOR, STANDARD GRADE
8. 4' X 8' LOUVERED OPENING FOR VENTILATION
9. DOCK DOOR BUMPER TYPICAL
10. 12' X 14' DRIVE THRU SECTIONAL O.H.D., STANDARD GRADE
11. 3' X 7' HOLLOW METAL EXTERIOR MAN DOOR
12. SOFFIT LINE ABOVE
13. CONC. FILLED GUARD POST 6" DIA U.N.O. 42"H.
14. METAL CANOPY ABOVE
15. PRE-CAST CONCRETE WHEEL STOP
16. 2' GUARD
17. APPROXIMATE LOCATION OF ELECTRICAL ROOM

## FLOOR PLAN GENERAL NOTES

A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS APPROX 100' MAXIMUM A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYOR SYSTEMS.
B. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT
C. THE BUILDING FLOOR SLAB IS SLOPED. SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS.
D. PROVIDE 6" DIA. CONCRETE BOLLARD AT ALL FIRE RISER AND UNPROTECTED INTERIOR ROOF DRAIN.
E. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL CMU WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
F. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL MANDOOR EXITS
G. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRIDLINE, OR FACE OF STUD U.N.O.
H. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS. PLUMBING/ELECTRICAL COORDINATION.
I. FOR DOOR TYPES AND SIZES SEE DETAIL SHEET A0.4. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
J. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DIAPERED INCLUDING CARS AND TRUCKS.
K. ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN. HARDWARE
L. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING
M. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS "EXIT". THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.
N. NON-ACCESSIBLE DOOR. PROVIDE WARNING SIGN LOCATED IN THE INTERIOR SIDE PER CBC 11.13B.1.1
O. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCREENED FROM PUBLIC VIEW.

## FLOOR SLAB & POUR STRIPS REQ.

THESE NOTES ARE VERY MIN REQUIREMENT. SEE "S" DWGS FOR ADDITIONAL REQUIREMENTS.

1. FLOOR COMPACTION - 95%
2. TRENCH COMPACTION - 90%
3. BUILDING FLOOR SLAB SET STRUCTURAL DRAWINGS
4. CONTRACTOR TO BUILD FOR CLASS V FLOOR PER A.C.I. 302-1R-96
5. CONCRETE SLAB TO HAVE STIFF FLOAT HARD TROWEL BURNISHED FINISH
6. CONTRACTOR TO CURE SLAB TO BE WET CURING USING BURLINE FOR 7 DAYS MIN.
7. ALL EQUIPMENT & MOVING VEHICLES SHALL BE DIAPERED.
8. NO CRANES, CONCRETE TRUCKS OR ANYTHING HEAVIER WILL BE PLACED ON THE SLAB.
9. SLAB TO BE FF50 FL35 MEASURED WITHIN 24 HOURS.
10. NO FLY ASH IN THE CONCRETE.
11. WHERE INDICATED, PROVIDE VAPOR BARRIER (15MIL STEGO OR EQUAL) UNDER THE CONCRETE SLAB. PROVIDE SAND PER STEGO, ENGINEER OR MANUFACTURER'S RECOMMENDATION.

CONCRETE SLAB IN FUTURE OFFICE AREAS, WHERE SAND OVER VOLVEN ARE REQUIRED, SHALL BE NATURALLY HYDRATED WITHOUT USE OF BUILDING, CURING COMPOUND, OR RELEASE AGENTS.
CONTROL/CONSTRUCTION JOINTS SHALL NOT BE FILLED WITH WW-SEALANT FILLER IN FUTURE OFFICE AREAS.

12. SEAL CONCRETE SLAB W/ "LIQUIDITH" SEALER

## ROOF PLAN KEYNOTES

1. CONCRETE PARAPET, SEE "A" DRAWINGS FOR THICKNESS
2. A/C UNIT. PROVIDE CURB/CURB @ ROOF AS REQUIRED
3. 4' X 8' CURB MOUNTED SKYLIGHT/SMOKE HATCH.
4. ROOF ADDRESS PAINTED BLACK 4" HIGH W/ 1" WIDE STROKE PER LETTER.
5. PROVIDE 4-PLY BUILT-UP ROOFING OVER ROOF SHEATHING OVER ROOF FRAMING U.N.O. ROOFING TO BE 20-YR ROOFING BY JOHNS-MANVILLE OR TOSHI (CLASS A RATED) 10 YEAR NO DOLLAR LIMIT WARRANTY AND 5 YEAR LABOR GUARANTEE
6. APPROXIMATE LOCATION OF EXHAUST FAN
7. APPROXIMATE LOCATION OF ROOF HATCH
8. INTERIOR ROOF DRAIN WITH OVERFLOW SCUPPERS
9. PARAPET RETURN
10. STRUCTURAL JOIST
11. EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPERS
12. INTERIOR ROOF DRAIN WITH OVERFLOW DRAIN

## ROOF LEGEND

- 4' x 8' CURB MOUNTED SKYLIGHT
- ROOF JOIST LINE SEE "S" DRAWINGS
- BUILDING PARAPET LINE
- INTERIOR ROOF DRAIN W/ OVERFLOW SCUPPER
- EXTERIOR METAL DOWNSPOUT W/ OVERFLOW SCUPPER

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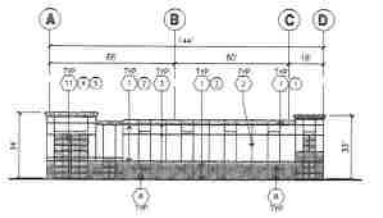

HPA architecture
hpa, inc.
18831 bardeen avenue, ste #100
irvine, ca
92612
tel 949-863-1770
fax 949-863-0851
email hpa@hparchs.com


Owner:
SDM
101 HODENCAMP ROAD, STE 200
THOUSAND OAKS, CA 90703
TEL (805) 494-1226

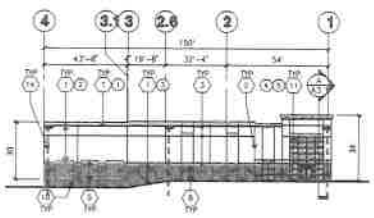
Project:
MS PRIME SIX
Riverside, CA

Consultants:
SDH INC.
HUNTER LANDSCAPE

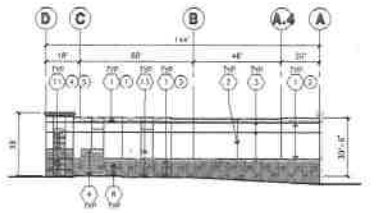
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Project Number: 16489
Drawn by: ML
Date: 04/05/17
Revision:
Sheet:
A2.1



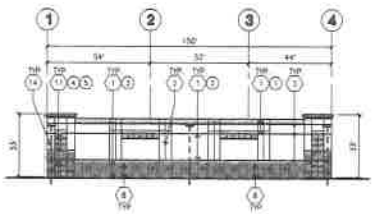
WEST ELEVATION C



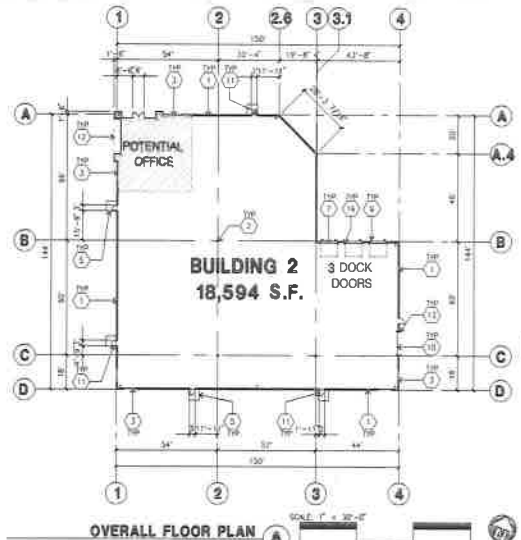
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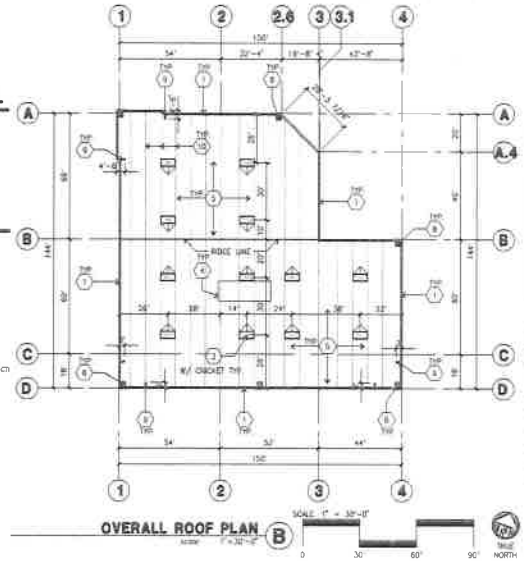
EAST ELEVATION E



SOUTH ELEVATION F




OVERALL FLOOR PLAN A



OVERALL ROOF PLAN B

## FLOOR PLAN KEYNOTES

1. CONCRETE TILT-UP PANEL
2. STRUCTURAL STEEL COLUMN
3. TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
4. CONCRETE RAMP W/ 42"HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDE OF RAMP.
5. 3'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYP AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. PROVIDE MIN 4' TO PUBLIC WAY OR DRIVE WAY AS REQ BY CITY INSPECTOR
6. EXTERIOR CONCRETE STAIR W/ 42"HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDE OF RAMP
7. 9' X 10' THICK DOOR, SECTIONAL (TH., STANDARD GRADE
8. 4' X 8' COVERED OPENING FOR VENTILATION
9. DOCK DOOR BUMPER TYPICAL
10. 12' X 14' DRIVE THRU SECTIONAL DOOR, STANDARD GRADE
11. 3' X 7' HOLLOW METAL EXTERIOR MAN DOOR
12. SOFFIT LINE ABOVE
13. CONC FILLED GUARD POST, 8" DIA U.N.O., 42"H
14. METAL CANOPY ABOVE
15. PRE-CAST CONCRETE WHITE COPE
16. 2 GUARD
17. APPROXIMATE LOCATION OF ELECTRICAL ROOM

## FLOOR PLAN GENERAL NOTES

A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS APPROX 100' MAXIMUM. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS
B. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT
C. THE BUILDING FLOOR SLAB IS SLOPED, SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS
D. PROVIDE 8" DIA CONCRETE BOLLARD AT ALL FIRE RISER AND UNPROTECTED INTERIOR ROOF DRAIN
E. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL GYP. BD WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER
F. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL MANDOOR EXITS
G. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL, WALL, GRIDLINE, OR FACE OF STUD U.N.O.
H. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS PLUMBING/ELECTRICAL COORDINATION
I. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET A0.4. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS
J. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DIAPERED INCLUDING CARS AND TRUCKS
K. ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN HARDWARE
L. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING
M. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS "EXIT". THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.
N. NON-ACCESSIBLE DOOR PROVIDE WARNING SIGN LOCATED IN THE INTERIOR SIDE PER CBC 1133B.1.1.1
O. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCREENED FROM PUBLIC VIEW

## FLOOR SLAB & POUR STRIPS REQ.

THESE NOTES ARE VERY MIN REQUIREMENT. SEE "S" DWGS FOR ADDITIONAL REQUIREMENTS

1. FLOOR COMPACTION - 95%
2. TRENCH COMPACTION - 90%
3. BUILDING FLOOR SLAB PER STRUCTURAL DRAWINGS
4. CONTRACTOR TO BUILD CBC CLASS V FLOOR PER A.C.I. 302-R-96
5. CONCRETE SLAB TO HAVE STEEL FLOAT HARD TROWEL BURNISHED FINISH
6. CONTRACTOR TO CURE SLAB TO BE WET DURING USING BURLENE FOR 7 DAYS MIN.
7. ALL EQUIPMENT & MOVING VEHICLES SHALL BE DIAPERED
8. NO CRANES, CONCRETE TRUCKS, OR ANYTHING HEAVIER WILL BE PLACED ON THE SLAB
9. SLAB TO BE FF50 FL15 MEASURED WITHIN 24 HOURS
10. NO FLY ASH IN THE CONCRETE
11. WHERE [ ] INDICATES PREMIER VAPOR BARRIER (15MIL STEGO OR EQUAL) UNDER THE CONCRETE SLAB. PROVIDE SAND PER 10% E.T.W.&P.E. MANUFACTURER'S RECOMMENDATION.

CONCRETE SLAB IN FUTURE OFFICE AREAS, WHERE SAND OVER MOISTURE BARRIER ARE REQUIRED, SHALL BE NATURALLY HYDRATED WITHOUT USE OF BURLENE CURING COMPOUND, OR BELFAST ACRYLIC

CONTROL/CONSTRUCTION JOINTS SHALL NOT BE FILLED WITH MM-80 JOINT FILLER IN FUTURE OFFICE AREAS.

12. SEAL CONCRETE SLAB W/ "PROSHIELD" SEALER

## ROOF PLAN KEYNOTES

1. CONCRETE PARAPET, SEE "S" DRAWINGS FOR THICKNESS
2. A/C UNIT. PROVIDE SUPPORT @ ROOF AS REQUIRED
3. 4' X 8' CURB MOUNTED SKYLIGHT/SMOKE HATCH
4. ROOF ADDRESS PAINTED BLACK 4' HIGH W/ 1" WIDE STROKE PER LETTER
5. PROVIDE 4-PLY BUILT-UP ROOFING OVER ROOF SHEATHING OVER ROOF FRAMING. U.N.O. ROOFING TO BE ND-74 CAP ROOFING BY JOHNS-MANVILLE OR TOSH (CLASS A RATED) 10 YEAR NO DOLLAR LIMIT WARRANTY AND 2 YEAR LABOR GUARANTEE
6. APPROXIMATE LOCATION OF EXHAUST FAN
7. APPROXIMATE LOCATION OF ROOF HATCH
8. INTERIOR ROOF DRAIN WITH OVERFLOW SCUPPERS
9. PARAPET RETURN
10. STRUCTURAL JOINT
11. EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPERS
12. INTERIOR ROOF DRAIN WITH OVERFLOW DRAIN

## ROOF LEGEND

- 4' X 8' CURB MOUNTED SKYLIGHT
- ROOF JOIST LINE SEE "S" DRAWINGS
- BUILDING PARAPET LINE
- INTERIOR ROOF DRAIN W/ OVERFLOW SCUPPER
- EXTERIOR METAL DOWNSPOUT W/ OVERFLOW SCUPPER

CAUTION IF THIS SHEET IS NOT A 24" X 36" IT IS A REDUCED PRINT

## ELEVATION KEYNOTES

1. CONCRETE TILT-UP PANEL
2. PANEL JOINT
3. PANEL REVEAL - ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR, U.N.O.
4. 12' X 14' OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
5. 9' X 10' OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
6. CONCRETE STAIR / LANDING AND GUARDRAIL W/ METAL PIPE HANDRAIL. PROVIDE NON-SKID NOSING TO MEET ADA REQUIREMENTS. PROVIDE CONTRASTING COLORED 1" WIDE WARNING STRIP INTEGRAL TO CONCRETE AT TOP LANDING AND BOTTOM TREAD PER ADA REQUIREMENTS.
7. 4' X 8' METAL LOUVER OPENING FOR VENTILATION. PAINT TO MATCH PAINTING COLOR.
8. HOLLOW METAL DOORS. PROVIDE COMPLETE WEATHER STRIPING ALL AROUND DOOR.
9. EXTERIOR DOWN SPOUTS W/ 2 OVERFLOW SCUPPERS.
10. DOCK DOOR BUMPER TYPICAL.
11. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS, SIDELITES ADJACENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 18" ABOVE FINISH FLOOR ELEVATION.
12. METAL CANOPY.
13. KNOCK OUT PANEL.
14. INTERIOR ROOF DRAIN W/ 2 OVERFLOW SCUPPERS.
15. CONC FILLED GUARD POST, 8" DIA U.N.O., 42"H.

## ELEVATION GENERAL NOTES

1. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
3. T.O.P. EL. = TOP OF PARAPET ELEVATION.
4. F.F. = FINISH FLOOR ELEVATION.
5. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST + MPH EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
6. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
7. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
8. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH.
9. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
10. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON.

## ELEVATION COLOR LEGEND/SCHED.

1. PAINT, COLOR : SW7003 PURE WHITE
2. PAINT, COLOR : SW7071 GRAY SCREEN
3. PAINT, COLOR : SW7073 NETWORK GRAY
4. MULLIONS COLOR : CLEAR ANODIZED
5. GLAZING COLOR : BLUE REFLECTIVE

## GLAZING LEGEND

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED.

- IG - INSULATED VISION GLASS
- SG - SPANDREL GLASS WITH CONCRETE BEHIND
- SL - SINGLE LITE VISION GLASS

IG - INSULATED VISION GLASS
1/4" VISTACOOL PACIFICA + 1/4" SOLARBAN 60 CLEAR
1" INSULATED GLASS UNIT WITH 1/2" AIRSPACE AND 1/4" LITE
U 0.29 SHGC 0.21 VLT 35%
MINIMUM VT TO BE 0.40 PER 2018 CEC TABLE 140.3-B

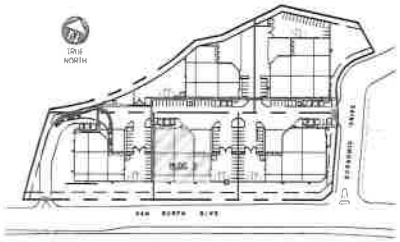
SG - SPANDREL WITH CONCRETE BEHIND
1/4" VISTACOOL PACIFICA WITH HARMONY BLUE OPACICOAT PAINTED ON REFLECTIVE INSULATED ON CONCRETE

V - VISION GLASS
1/4" VISTACOOL PACIFICA

MULLIONS - ANODIZED CLEAR

MINIMUM ALLOWABLE OUTDOOR REFLECTANCE TO BE 20%

## KEYMAP




## ROOF PLAN GENERAL NOTES

1. ALL DIMENSIONS ARE TO FACE OF CONCRETE WALL, GRIDLINE, OR FACE OF STUD (U.N.O.)
2. VERIFY THAT ALL ROOF AREAS HAVE POSITIVE DRAINAGE(1/4" FT.) PRIOR TO ROOF INSULATION INSTALLATION
3. REFER TO "S" DRAWINGS FOR ROOF HEIGHT ELEVATIONS IN REGARDS TO ROOF DRAINAGE
4. CONTRACTOR TO VERIFY AND COORDINATE WITH ALL SUBCONTRACTORS ALL LOCATIONS AND SIZES OF ROOF OPENINGS
5. FOR TYP. ROOF PENETRATIONS, SEE DETAIL 6, S. 10/A0.3. CONTRACTOR TO VERIFY ALL LOCATIONS WITH MECHANICAL AND PLUMBING DRAWINGS
6. CONTRACTOR TO VERIFY ALL ROOF DRAIN DEPRESSIONS W/ "S" DRAWINGS
7. CONTRACTOR TO COORDINATE EXACT SKYLIGHT LOCATION W/ FIRE SPRINKLER AND ROOF FRAMING SUBCONTRACTORS. LOCATIONS ON DRAWINGS ARE APPROXIMATE
8. ALL SKYLIGHTS TO BE DESIGNED PER WIND SPEED DESIGN CRITERIA W/ STRONGER FRAMES, SUPPORTS AND DOMES. MANUFACTURER TO CONFIRM IN WRITING
9. ROOF DRAINS AND OVERFLOW DRAINS TO BE A MIN. 6" DIA., SEE "P" DRAWINGS FOR EXACT SIZE
10. PROVIDE SHAPED CRICKETS AS REQUIRED FOR PROPER ROOF DRAINAGE OF 1/4" PER FOOT (MIN.)
11. BUILT UP ROOFING TO BE DESIGNED FOR I 90 AND TO BE A U.L. CLASS A ROOF FLASHING BAF TYPE SMB MOPPED AP SHEET. U.L. TYPE 63 BUR.
12. ALL ROOFING FASTENERS SHALL MEET ALL CODE AND REGULATION REQUIREMENTS. PROPER REQUIREMENTS ARE IN PROJECTS JURISDICTION AND ALSO, FACTORY MUTUAL (FM) WIND UPLIFT PRESSURE REQUIREMENTS
13. ALL SKYLIGHTS TO BE PLACED A MIN. OF 18"-0" FROM INSIDE FACE OF PARAPET.
14. USE WHITE SCRIM FOIL INSULATION IN THE WAREHOUSE AREA.
15. SMOKE VENTS SHALL BE REQUIRED IF AREAS FOR "POTENTIAL OFFICES" WILL BE USED FOR HIGH PILE COMBUSTIBLE STORAGE.
16. ROOF DRAINS, OVERFLOW DRAINS AND RAINWATER PIPING WITHIN THE INTERIOR OF THE BUILDING SHALL BE TESTED IN ACCORDANCE WITH THE PROVISIONS OF THE PLUMBING CODE FOR TESTING DRAIN, WASTE AND VENT SYSTEMS
17. ROOF DRAINS, OVERFLOW PIPING WITHIN THE BUILDING SHALL UTILIZE APPROVED DRAINAGE FITTINGS
18. MANUFACTURED ROOF DRAINS AND OVERFLOWS(FIXTURES) SHALL BE IAPMO LISTED


HPA architecture
hpa, inc.
18831 bardeen avenue - ste. #100
irvine, ca
92612
tel 949-863-1770
fax 949-863-0851
email hpa@hparchs.com


Owner:

SDM

101 HODENCAMP ROAD, STE 200
THOUSAND OAKS, CA 90703
TEL: (805) 494-1226

Project:

MS PRIME SIX

Riverside, CA

Consultants:

SDH INC.

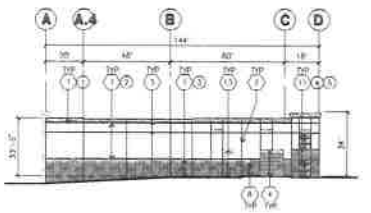
HUNTER LANDSCAPE

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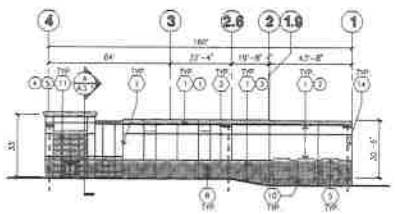
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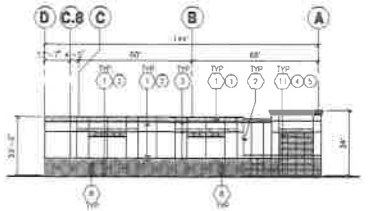
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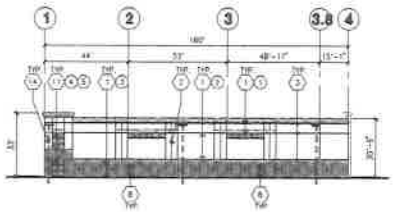
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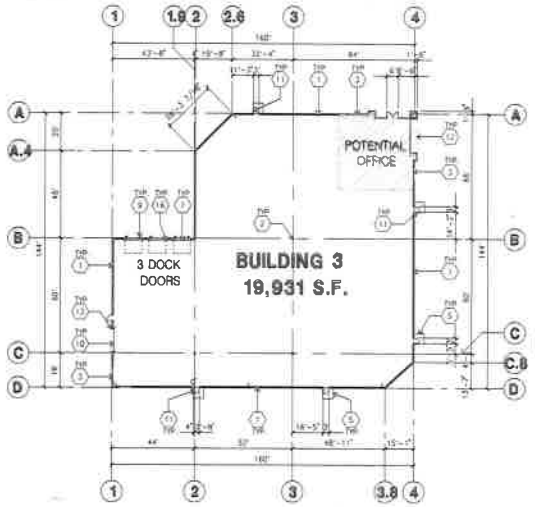
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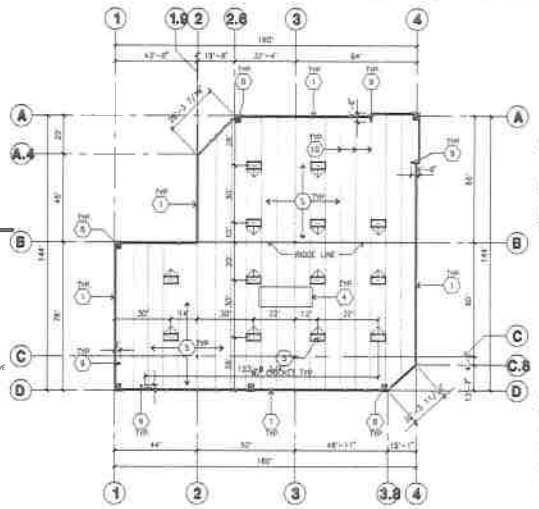
EAST ELEVATION E



SOUTH ELEVATION F




OVERALL FLOOR PLAN A



OVERALL ROOF PLAN B

## ELEVATION KEYNOTES

1. CONCRETE TILT-UP PANEL
2. PANEL JOINT
3. PANEL REVEAL - ALL REVEALS TO HAVE A MAX OF 3/8" CHAMFER
4. PAINT COLOR TO MATCH ADJACENT BUILDING FIELD COLOR U.N.O
5. 12' X 14' OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND
6. 8' X 10' OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND
7. CONCRETE STAIR LANDING AND GUARDRAIL W/ METAL PIPE HANDRAIL PROVIDE NON SKID NOSING TO MEET ADA REQUIREMENTS. PROVIDE CONTRASTING COLORED 'L' WAY WARNING STRIPE INTEGRAL TO CONCRETE AT TOP LANDING AND BOTTOM TREAD PER ADA REQUIREMENTS.
8. 4' X 8' METAL LOUVER OPENING FOR VENTILATION. PAINT TO MATCH BUILDING COLOR.
9. HOLLOW METAL DOORS. PROVIDE COMPLETE WEATHER STRIPING ALL AROUND DOOR.
10. EXTERIOR DOWN SPOUTS W/ 2 OVERFLOW SCUPPERS.
11. DOCK DOOR BUMPER TYPICAL
12. ALUMINUM STOREFRONT FRAMING WITH ITEMPERED GLAZING AT ALL DOORS, SIDELITES ADJACENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 18" ABOVE FINISH FLOOR ELEVATION.
13. METAL CANOPY
14. WINDOW (NIT PANEL)
15. INTERIOR ROOF DRAIN W/ 2 OVERFLOW SCUPPERS
16. CONC. FILLED GUARD POST @ THE U.N.O. 42"H

## ELEVATION GENERAL NOTES

1. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
3. T.P.P. O.H. TOP OF PARAPET ELEVATION.
4. F.F. = FINISH FLOOR ELEVATION
5. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST - MPH, EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
6. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
7. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
8. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH
9. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
10. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON

## ELEVATION COLOR LEGEND/SCHED.

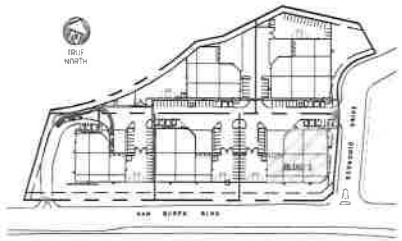
1. PAINT COLOR : SW7005 PURE WHITE
2. PAINT COLOR : SW7071 GRAY SCREEN
3. PAINT COLOR : SW7073 NETWORK GRAY
4. MULLIONS COLOR : CLEAR ANODIZED
5. GLAZING COLOR : BLUE REFLECTIVE

## GLAZING LEGEND

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED.

- IN — INSULATED VISION GLASS
- SG — SPANDREL GLASS WITH CONCRETE BEHIND
- SLV — SINGLE LITE VISION GLASS
- IV — INSULATED VISION GLASS 1/4" VISTACOOL PACIFICA + 1/4" SOLARBAN 60 CLEAR 1" INSULATED GLASS UNIT WITH 1/2" AIRSPACE AND 1/4" LITES U: 0.27 SHGC: 0.21 VLT: 29% MINIMUM VT TO BE 0.42 PER 2016 CEC TABLE 140.3-B
- SC — SPANDREL WITH CONCRETE BEHIND 1/4" VISTACOOL PACIFICA WITH HARMONY BLUE OPACICOAT PAINTED ON REFLECTIVE INSTALLED ON CONCRETE
- V — VISION GLASS 1/4" VISTACOOL PACIFICA
- MULLIONS — ANODIZED CLEAR
- MINIMUM ALLOWABLE OUTDOOR REFLECTANCE TO BE 25%

## KEYMAP




## ROOF PLAN GENERAL NOTES

1. ALL DIMENSIONS ARE TO FACE OF CONCRETE WALL, GRIDLINE, OR FACE OF STUD (U.N.O.)
2. VERIFY THAT ALL ROOF AREAS HAVE POSITIVE DRAINAGE(1/4" FT.) PRIOR TO ROOF INSULATION INSTALLATION.
3. REFER TO "S" DRAWINGS FOR ROOF HEIGHT ELEVATIONS IN REGARDS TO ROOF DRAINAGE
4. CONTRACTOR TO VERIFY AND COORDINATE WITH ALL SUBCONTRACTORS, ALL LOCATIONS AND SIZES OF ROOF OPENINGS.
5. FOR TYP. ROOF PENETRATIONS, SEE DETAIL 6, 9, 10/AD.3 CONTRACTOR TO VERIFY ALL LOCATIONS WITH MECHANICAL AND PLUMBING DRAWINGS
6. CONTRACTOR TO VERIFY ALL ROOF DRAIN DEPRESSIONS W/ "S" DRAWINGS
7. CONTRACTOR TO COORDINATE EXACT SKYLIGHT LOCATION W/ FIRE SPRINKLER AND ROOF FRAMING SUBCONTRACTORS. LOCATIONS ON DRAWINGS ARE APPROXIMATE
8. ALL SKYLIGHTS TO BE DESIGNED PER WIND SPEED DESIGN CRITERIA W/ STRONGER FRAMES, SUPPORTS AND DOMES. MANUFACTURER TO CONFIRM IN WRITING
9. ROOF DRAINS AND OVERFLOW DRAINS TO BE A MIN. 8" DIA., SEE "P" DRAWINGS FOR EXACT SIZE.
10. PROVIDE SHAPED CRICKETS AS REQUIRED FOR PROPER ROOF DRAINAGE OF 1/4" PER FOOT (MIN.)
11. BUILT UP ROOFING TO BE DESIGNED FOR I 90 AND TO BE A U.L. CLASS A ROOF FLASHING: 8AF TYPE SMB NOPPED AP SHEET. U.L. TYPE 83 BUR
12. ALL ROOFING FASTENERS SHALL MEET ALL CODE AND REGULATION REQUIREMENTS. PROPER REQUIREMENTS ARE IN PROJECTS JURISDICTION AND ALSO... FACTORY MUTUAL (FM) WIND UPLIFT PRESSURE REQUIREMENTS
13. ALL SKYLIGHTS TO BE PLACED A MIN. OF 18'-0" FROM INSIDE FACE OF PARAPET
14. USE WHITE SCRIM FOIL INSULATION IN THE WAREHOUSE AREA.
15. SMOKE VENTS SHALL BE REQUIRED IF AREAS FOR "POTENTIAL OFFICES" WILL BE USED FOR HIGH PILE COMBUSTIBLE STORAGE.
16. ROOF DRAINS, OVERFLOW DRAINS AND RAINWATER PIPING WITHIN THE INTERIOR OF THE BUILDING SHALL BE TESTED IN ACCORDANCE WITH THE PROVISIONS OF THE PLUMBING CODE FOR TESTING DRAIN, WASTE AND VENT SYSTEMS
17. ROOF DRAINS OVERFLOW PIPING WITHIN THE BUILDING SHALL UTILIZE APPROVED DRAINAGE FITTINGS
18. MANUFACTURED ROOF DRAINS AND OVERFLOWS(FIXTURES) SHALL BE IAPMO LISTED

## FLOOR PLAN KEYNOTES

1. CONCRETE TILT-UP PANEL
2. STRUCTURAL STEEL COLUMN
3. TYPICAL STOREFRONT SYSTEM WITH GLAZING SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS
4. CONCRETE RAMP W/ 42"HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDE OF RAMP
5. 8'-6"(5'-6"X3'-0") THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH PERPENDICULAR TO PUBLIC WAY OR DRIVE WAY AS REQ. BY CITY INSPECTOR
6. EXTERIOR CONCRETE STAIR W/ 42"HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDE OF RAMP
7. 9' x 10' TRUCK DOOR, 9'(108in) (D.H.), STANDARD GRADE.
8. 4' x 8' LOUVERED OPENING FOR VENTILATION
9. DOCK DOOR BUMPER TYPICAL
10. 12' W x 14' DEEP TARP, 9'(108in) (D.H.), STANDARD GRADE.
11. 3' x 7' HOLLOW METAL EXTERIOR MAN DOOR
12. SOFFIT LINE ABOVE
13. CONC. FILLED GUARD POST @ DIA U.N.O. 42"H
14. METAL CANOPY ABOVE
15. PRE-CAST CONCRETE WHEEL STOP
16. 2' GUARD
17. APPROXIMATE LOCATION OF ELECTRICAL ROOM

## FLOOR PLAN GENERAL NOTES

A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS ARRANGED 100' MAXIMUM + SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS
B. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT
C. THE BUILDING FLOOR SLAB IS SLOPED, SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS.
D. PROVIDE 6" DIA. CONCRETE BOLLARD AT ALL FIRE RISER AND UNPROTECTED INTERIOR ROOF DRAIN.
E. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL CMU BD WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER
F. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL MANDOOR EXITS
G. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRIDLINE, OR FACE OF STUD U.N.O.
H. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS PLUMBING/ELECTRICAL COORDINATION
I. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET A0.4. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS.
J. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE INSPECTED INCLUDING CARS AND TRUCKS.
K. ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN. HARDWARE
L. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING
M. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS "EXIT". THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60" FROM FINISH FLOOR (FF) TO THE CENTER OF THE SIGN
N. NON-ACCESS F. DOOR PROVIDE WARNING SIGN LOCATED IN THE INTERIOR SIDE PER CBC 1133B.1.1.1
O. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCREENED FROM PUBLIC VIEW

## FLOOR SLAB & POUR STRIPS REQ.

THESE NOTES ARE VERY MIN. REQUIREMENT. SEE "S" DWGS FOR ADDITIONAL REQUIREMENTS

1. FLOOR COMPACTION - 95%
2. TRENCH COMPACTION - 90%
3. BUILDING FLOOR SLAB SEE STRUCTURAL DRAWINGS
4. CONTRACTOR TO REVIEW FOR CRACK + FLOOR PER A.C.I. 302.1R-96
5. CONCRETE SLAB TO HAVE SMOOTH TROWEL FINISH. HARD TROWEL BURNISHED FINISH
6. CONTRACTOR TO CURE SLAB TO MEET CURING LEVEL BURNISH FOR 7 DAYS MIN.
7. ALL EQUIPMENT & MOVING VEHICLES SHALL BE DISPERSED
8. NO CRANES, CONCRETE TRUCKS OR ANYTHING HEAVIER WILL BE PLACED ON THE SLAB
9. SLAB TO BE F(F)50 F(L)35 MEASURED WITHIN 24 HOURS
10. NO FLY ASH IN THE CONCRETE
11. WHERE [ ] INDICATED, PROVIDE VAPOR BARRIER (15MIL STEGO OR EQUAL) UNDER THE CONCRETE SLAB. PROVIDE SAND PER SOILS ENGINEER & MANUFACTURER'S RECOMMENDATION
12. CONCRETE SLAB IN FUTURE OFFICE AREAS, WHERE SAND OVER VAPOREN ARE REQUIRED, SHALL BE NATURALLY HYDRATED WITHOUT USE OF BUREWE, CURING COMPOUND, OR RELEASE AGENTS
13. CONTROL CONSTRUCTION JOINTS SHALL NOT BE FILLED WITH MM-80 JOINT FILLER IN FUTURE OFFICE AREAS
14. SEAL CONCRETE SLAB W/ "LIPIDOLITH" SEALER

## ROOF PLAN KEYNOTES

1. CONCRETE PARAPET, SEE "S" DRAWINGS FOR THICKNESS
2. A/C UNIT PROVIDE SUPPORT @ ROOF AS REQUIRED
3. 4' X 8' CURB MOUNTED SKYLIGHT/SMOKE HATCH
4. ROOF ADDRESS PAINTED BLACK 4' HIGH W/ 1' WIDE STROKE PER LETTER
5. PROVIDE 4-PLY BUILT-UP ROOFING OVER ROOF SHEATHING OVER ROOF FRAMING U.N.O. ROOFING TO BE NO.-24 CAP ROOFING BY JOHNS-MANVILLE OR EQUAL (CLASS A RATED) 10 YEAR NO DOLLAR LIMIT WARRANTY AND 2 YEAR LABOR GUARANTEE
6. APPROXIMATE LOCATION OF EXHAUST FAN
7. APPROXIMATE LOCATION OF ROOF HATCH
8. INTERIOR ROOF DRAIN WITH OVERFLOW SCUPPERS
9. PARAPET HEIGHT
10. STRUCTURAL JOIST
11. EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPERS
12. INTERIOR ROOF DRAIN WITH OVERFLOW DRAIN

## ROOF LEGEND

- 4' X 8' CURB MOUNTED SKYLIGHT
- ROOF JOIST LINE SEE "S" DRAWINGS
- PARAPET LINE
- INTERIOR ROOF DRAIN W/ OVERFLOW SCUPPER
- EXTERIOR METAL DOWNSPOUT W/ OVERFLOW SCUPPER

CAUTION IF THIS SHEET IS NOT A 24" X 36" IT IS A REDUCED PRINT


HPA architecture
hpa, inc.
18831 bardeen avenue - ste. # 100
irvine, ca
92612
tel 949-863-1770
fax 949-863-0851
email hpa@hparchs.com


Owner:

SDM

101 HODENCAMP ROAD, STE 200
THOUSAND OAKS, CA 90703
TEL (805) 494-1225

Project:

MS PRIME SIX

Riverside, CA

Consultants:

SDH INC.

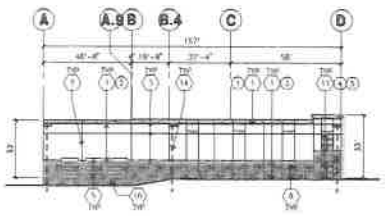
HUNTER LANDSCAPE

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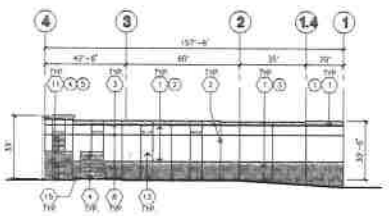
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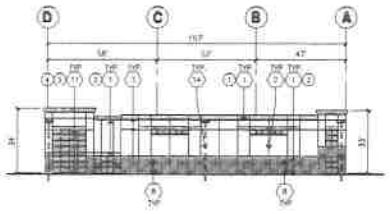
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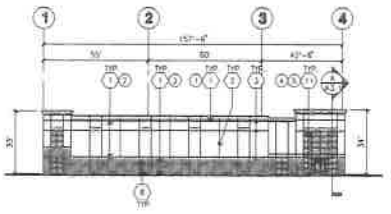
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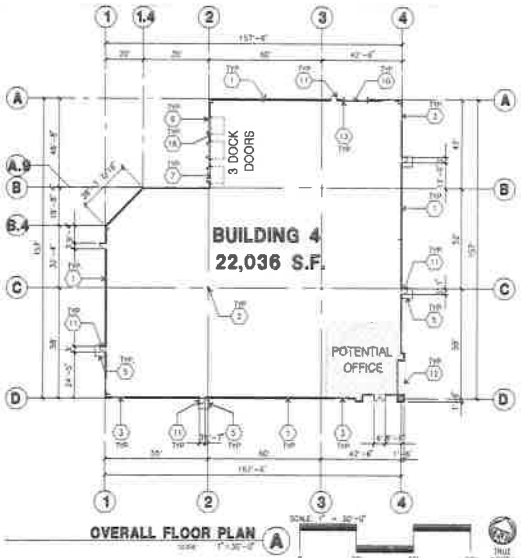
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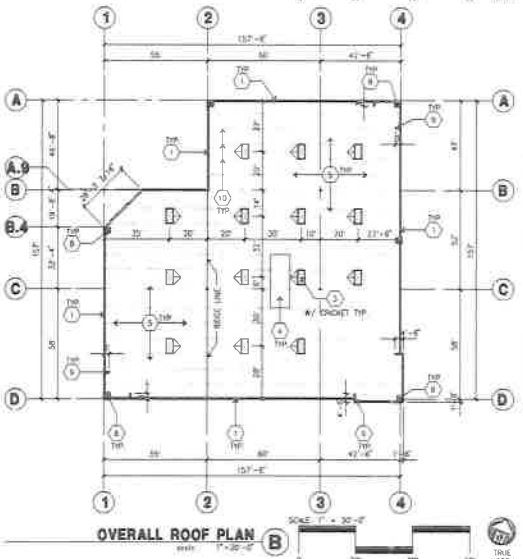
EAST ELEVATION E



SOUTH ELEVATION F




OVERALL FLOOR PLAN A




OVERALL ROOF PLAN B

## ELEVATION KEYNOTES

1. CONCRETE TILT-UP PANEL
2. PANEL JOINT
3. PANEL REVEAL - ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER
4. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR U.N.O.
5. 12' X 14' OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND
6. 8' X 10' OVERHEAD DOOR @ DRIVE THRU. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND
7. CONCRETE STAIR, LANDING AND GUARDRAIL W/ METAL PIPE HANDRAIL. PROVIDE NON SKID NOSING TO MEET ADA REQUIREMENTS. PROVIDE CONTRASTING COLORED 3" WIDE WARNING STRIP INTEGRAL TO CONCRETE AT TOP LANDING AND BOTTOM TREAD PER ADA REQUIREMENTS.
8. 4' X 8' METAL LOUVER OPENING FOR VENTILATION. PAINT TO MATCH BUILDING COLOR
9. HOLLOW METAL DOORS. PROVIDE COMPLETE WEATHER STRIPING ALL AROUND DOOR
10. EXTERIOR DOWN SPOUTS W/ 2' OVERFLOW SCUPPERS
11. DOCK DOOR BUMPER TYPICAL
12. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS AND LITES ADJACENT TO DOORS AND GLAZING WITH BOTTOMS LESS THAN 18" ABOVE FINISH FLOOR ELEVATION
13. METAL CANOPY
14. KNOCK OUT PANEL
15. INTERIOR ROOF DRAIN W/ 2' OVERFLOW SCUPPERS
16. CONC. FILLED GUARD POST 6" DIA. U.N.O. 42"H

## ELEVATION GENERAL NOTES

1. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
3. T.O.P. EL. = TOP OF PARAPET ELEVATION.
4. F.F. = FINISH FLOOR ELEVATION
5. STOREFRONT CONSTRUCTION, GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST - MPH EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
6. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
7. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT
8. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH
9. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS
10. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON

## ELEVATION COLOR LEGEND/SCHED.

1. PAINT COLOR - SW7005 PURE WHITE
2. PAINT COLOR - SW7071 GRAY SCREEN
3. PAINT COLOR - SW7073 NETWORK GRAY
6. MULLIONS COLOR - CLEAR ANODIZED
7. GLAZING COLOR - BLUE REFLECTIVE

## GLAZING LEGEND

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED.

- IV - INSULATED VISION GLASS
- SG - SPANDREL GLASS WITH CONCRETE BEHIND
- SINGLE LITE VISION GLASS

IV INSULATED VISION GLASS
1/4" VISTACOOL, PACIFICA + 1/4" SOLARBAN 60 CLEAR
1" INSULATED GLASS UNIT WITH 1/2" AIRSPACE AND 1/4" LITES
U: 0.27 SHGC: 0.31 VLT: 36%
WINDOW VT TO BE 0.42 PER 2016 CEC TABLE 140.3-B

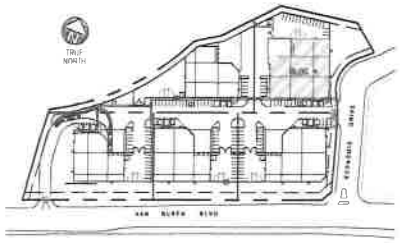
SG SPANDREL WITH CONCRETE BEHIND
1/4" VISTACOOL, PACIFICA WITH HARMONY BLUE SPANDECAST PAINTED ON REFLECTIVE INSTALLED ON CONCRETE

V - VISION GLASS
1/4" VISTACOOL, PACIFICA

MULLIONS ANODIZED CLEAR.

***REFLECTION ALLOWABLE EXTERIOR REFLECTANCE TO BE 21%

## KEYMAP




## ROOF PLAN GENERAL NOTES

1. ALL DIMENSIONS ARE TO FACE OF CONCRETE WALL, CRIDLINE, OR FACE OF STUD. (U.N.O.)
2. VERIFY THAT ALL ROOF AREAS HAVE POSITIVE DRAINAGE(1/4" PT.) PRIOR TO ROOF INSULATION INSTALLATION
3. REFER TO "S" DRAWINGS FOR ROOF HEIGHT ELEVATIONS IN RECARDS TO ROOF DRAINAGE.
4. CONTRACTOR TO VERIFY AND COORDINATE WITH ALL SUBCONTRACTORS, ALL LOCATIONS AND SIZES OF ROOF OPENINGS.
5. FOR TYP. ROOF PENETRATIONS, SEE DETAIL 6, 9, 10/AD.3. CONTRACTOR TO VERIFY ALL LOCATIONS WITH MECHANICAL AND PLUMBING DRAWINGS.
6. CONTRACTOR TO VERIFY ALL ROOF DRAIN DEPRESSIONS W/ "S" DRAWINGS.
7. CONTRACTOR TO COORDINATE EXACT SKYLIGHT LOCATION W/ FIRE SPRINKLER AND ROOF FRAMING SUBCONTRACTORS. LOCATIONS ON DRAWINGS ARE APPROXIMATE
8. ALL SKYLIGHTS TO BE DESIGNED PER WIND SPEED DESIGN CRITERIA W/ STRONGER FRAMES, SUPPORTS AND DOMES. MANUFACTURER TO CONFIRM IN WRITING.
9. ROOF DRAINS AND OVERFLOW DRAINS TO BE A MIN. 8" DIA., SEE "P" DRAWINGS FOR EXACT SIZE
10. PROVIDE SHAPED CRICKETS AS REQUIRED FOR PROPER ROOF DRAINAGE OF 1/4" PER FOOT (MIN.).
11. BUILT UP ROOFING TO BE DESIGNED FOR CLASS A ROOF FLASHING: BAF TYPE GWB MOPPED AP SHEET, U.L. TYPE 83 BUR
12. ALL ROOFING FASTENERS SHALL MEET ALL CODE AND REGULATION REQUIREMENTS. PROPER REQUIREMENTS ARE IN PROJECTS JURISDICTION AND ALSO, FACTORY MUTUAL (FM) WIND UPLIFT PRESSURE REQUIREMENTS
13. ALL SKYLIGHTS TO BE PLACED A MIN. OF 18"-0" FROM INSIDE FACE OF PARAPET
14. USE WHITE SCRIM FOIL INSULATION IN THE WAREHOUSE AREA.
15. SMOKE VENTS SHALL BE REQUIRED IF AREAS FOR "POTENTIAL OFFICES" WILL BE USED FOR HIGH PILE COMBUSTIBLE STORAGE
16. ROOF DRAINS, OVERFLOW DRAINS AND RAINWATER PIPING WITHIN THE INTERIOR OF THE BUILDING SHALL BE TESTED IN ACCORDANCE WITH THE PROVISIONS OF THE PLUMBING CODE FOR TESTING DRAIN, WASTE AND VENT SYSTEMS.
17. ROOF DRAINS, OVERFLOW PIPING WITHIN THE BUILDING SHALL UTILIZE APPROVED DRAINAGE FITTINGS.
18. MANUFACTURED ROOF DRAINS AND OVERFLOWS(FIXTURES) SHALL BE IAPMO LISTED

## FLOOR PLAN KEYNOTES

1. CONCRETE TILT-UP PANEL
2. STRUCTURAL STEEL COLUMN
3. TYPICAL STOREFRONT SYSTEM WITH CLEARVUE SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS
4. CONCRETE RAMP W/ 42"HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDE OF RAMP
5. 7'-6"X5'-6"X6" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH PERPEND. BACK TO PUBLIC WAY OR CURB AWAY AS REQ BY CITY INSPECTOR
6. EXTERIOR CONCRETE STAIR W/ 42"HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDE OF RAMP
7. 8' X 10' TRUCK DOOR, SECTIONAL OH., STANDARD GRADE
8. 4' X 8' LOUVERED OPENING FOR VENTILATION
9. DOCK DOOR BUMPER TYPICAL
10. 12' X 14' DRIVE THRU SECTIONAL O.H., STANDARD GRADE
11. 3' X 7' HOLLOW METAL EXTERIOR MAN DOOR
12. SOFFIT ABOVE
13. CONC. FILLED GUARD POST 6" DIA. U.N.O., 42"H
14. METAL CANOPY ABOVE
15. PRE-CAST CONCRETE WHEEL STOP
16. 2' GUARD
17. APPROXIMATE LOCATION OF ELECTRICAL ROOM

## FLOOR PLAN GENERAL NOTES

A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS APPROX. 125' MAXIMUM A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS.
B. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
C. THE BUILDING FLOOR SLAB IS SLOPED, SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS.
D. PROVIDE 6" DIA. CONCRETE BOLLARD AT ALL FIRE RISER AND UNPROTECTED INTERIOR ROOF DRAIN
E. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL CMU WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER
F. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL MANDOOR EXITS
G. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, CRIDLINE, OR FACE OF STUD U.N.O.
H. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS. PLUMBING/ELECTRICAL COORDINATION.
I. FOR DOOR TYPES AND SIZES SEE DETAIL SHEET A9.4 NOTE: ALL DOORS PER DOOR SCHEDULE AND FINISH OPENINGS.
J. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE EMERGENCY INCLUDING CARS AND TRUCKS
K. ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN HARDWARE
L. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING
M. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A FACTILE EXIT SIGN WITH THE WORDS "EXIT". THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.
N. NON-ACCESSIBLE DOOR. PROVIDE WARNING SIGN LOCATED IN THE INTERIOR SIDE PER CBC 1133B.1.1.1
O. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCREENED FROM PUBLIC VIEW.

## FLOOR SLAB & POUR STRIPS REQ.

THESE NOTES ARE VERY MIN. REQUIREMENT. SEE "S" DWGS FOR ADDITIONAL REQUIREMENTS

1. FLOOR COMPACTION - 90%
2. TRENCH COMPACTION - 95%
3. BUILDING FLOOR SLAB SEE STRUCTURAL DRAWINGS.
4. CONTRACTOR SHALL FOG SEAL ALL FLOOR PER A.S.T.M. 309-96-5A
5. CONCRETE SLAB TO HAVE STEEL FLOAT HAND TROWEL BURNISHED FINISH
6. CONTRACTOR TO CURE SLAB TO BE WET CURING USING BURLAP FOR 7 DAYS MIN.
7. ALL EQUIPMENT & MOVING VEHICLES SHALL BE DIAPERED
8. NO CRANES, CONCRETE TRUCKS, OR ANYTHING HEAVIER WILL BE PLACED ON THE SLAB
9. SLAB TO BE FLAT TO 15 MEASURED WITHIN 24 HOURS.
10. NO FLY ASH IN THE CONCRETE
11. WHERE [ ] INDICATED, PROVIDE VAPOR BARRIER (15MIL STEGO OR EQUAL) UNDER THE CONCRETE SLAB. PROVIDE SAND PER SOILS ENGINEER OR MANUFACTURER'S RECOMMENDATION.

CONCRETE SLAB IN FUTURE OFFICE AREAS WHERE RAND OVER WOVEN ARE REQUIRED, SHALL BE NATURALLY HYDRATED WITHOUT USE OF HURLENE CURING COMPOUND OR RELEASE AGENTS
CONTROL/CONSTRUCTION JOINTS SHALL NOT BE FILLED WITH MM-80 JOINT FILLER IN FUTURE OFFICE AREAS
12. SEAL CONCRETE SLAB W/ "TIPDOLITH" SEALER

## ROOF PLAN KEYNOTES

1. CONCRETE PARAPET, SEE "S" DRAWINGS FOR THICKNESS
2. A/C UNIT PROVIDE SUPPORT @ ROOF AS REQUIRED.
3. 4' X 8' CURB MOUNTED SKYLIGHT/SMOKE HATCH
4. ROOF ADDRESS PAINTED BLACK 4" HIGH W/ 1" WIDE STROKE PER LETTER.
5. PROVIDE 4-PLY BUILT-UP ROOFING OVER ROOF SHEATHING OVER ROOF FRAMING U.N.O. ROOFING TO BE MF-54 CAP SHEET BY JOHNS-MANVILLE OR EQUAL (CLASS A RATED) 10 YEAR NO DOLLAR LIMIT WARRANTY AND 2 YEAR LABOR GUARANTEE
6. APPROXIMATE LOCATION OF EXHAUST FAN
7. APPROXIMATE LOCATION OF ROOF HATCH
8. INTERIOR ROOF DRAIN WITH OVERFLOW SCUPPERS
9. PARAPET RETURN
10. STRUCTURAL JOIST
11. EXTERIOR DOWNSPOUT WITH OVERFLOW SCUPPERS
12. INTERIOR ROOF DRAIN WITH OVERFLOW DRAIN

## ROOF LEGEND

- 4' X 8' CURB MOUNTED SKYLIGHT
- ROOF JOIST LINE SEE "S" DRAWINGS
- BUILDING PARAPET LINE
- INTERIOR ROOF DRAIN W/ OVERFLOW SCUPPER
- EXTERIOR METAL DOWNSPOUT W/ OVERFLOW SCUPPER

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HPA architecture
hpa, inc.
18831 bardeen avenue, ste #100
irvine, ca
92612
tel 949-863-1770
fax 949-863-0851
email: hpa@hparchs.com


Owner:
SDM
101 HODENCAMP ROAD, STE 200
THOUSAND OAKS, CA 90703
TEL (805) 494-1226

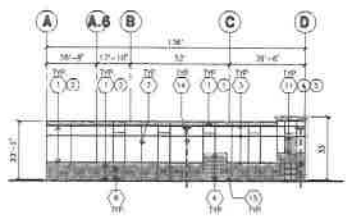
Project:
MS PRIME SIX
Riverside, CA

Consultants:
SDH INC.
HUNTER LANDSCAPE

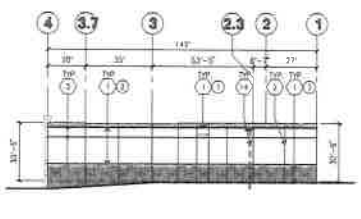
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Project Number: 16489
Drawn by: ML
Date: 04/05/17
Revision:

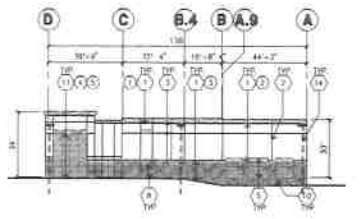
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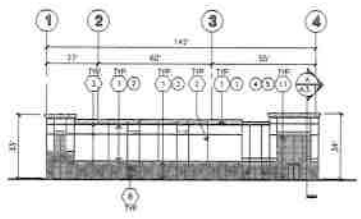
WEST ELEVATION C



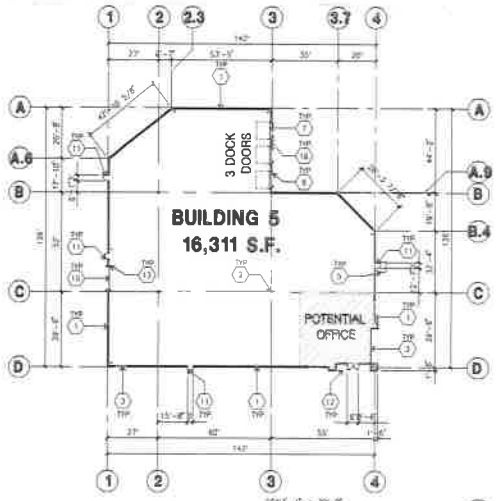
NORTH ELEVATION D



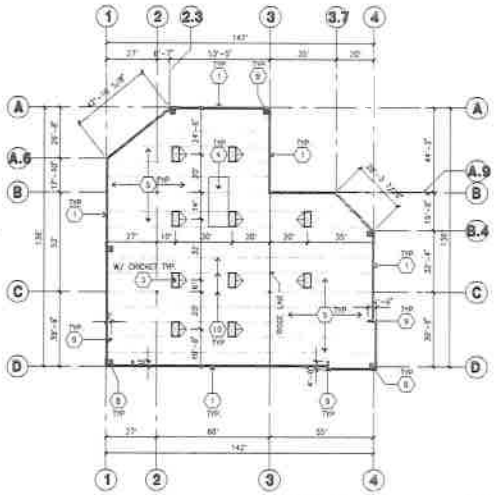
EAST ELEVATION E



SOUTH ELEVATION F




OVERALL FLOOR PLAN A




OVERALL ROOF PLAN B

## FLOOR PLAN KEYNOTES

1. CONCRETE TILT-UP PANEL
2. STRUCTURAL STEEL COLUMN
3. TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS
4. CONCRETE RAMP W/ 42"HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDE OF RAMP
5. 3'-8"x5'-6"x4" THICK CONCRETE EXTERIOR LANDING AND TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. PRIVATE WALK TO PUBLIC WAY OR DRIVE WAY AS REQ BY CITY INSPECTOR
6. EXTERIOR CONCRETE STAIR W/ 42"HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDE OF RAMP
7. 9' X 10' TRUCK DOOR, SECTIONAL O.H., STANDARD GRADE
8. 4' X 8' LOUVERED OPENING FOR VENTILATION
9. DOCK DOOR BUMPER TYPICAL
10. 12' X 14' DRIVE THRU SECTIONAL O.H., STANDARD GRADE
11. 3' X 7' HOLLOW METAL EXTERIOR MAN DOOR
12. SCUPPER LINE ABOVE
13. CONC FILLED GUARD POST 4" DIA. U.N.O., 42"H.
14. METAL CANOPY ABOVE.
15. PRE-CAST CONCRETE WHEEL STOP
16. Z GUARD
17. APPROXIMATE LOCATION OF ELECTRICAL ROOM

## FLOOR PLAN GENERAL NOTES

A. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS APPROX. 100' MAXIMUM. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYER SYSTEMS
B. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT
C. THE BUILDING FLOOR SLAB IS SLOPED. SEE "C" DRAWINGS FOR FINISH SURFACE ELEVATIONS.
D. PROVIDE 6" DIA. CONCRETE BOLLARD AT ALL FIRE RISER AND UNPROTECTED INTERIOR ROOF DRAIN
E. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO RECEIVE PRIMER ONLY. ALL CMU BD. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER
F. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL MANDOOR EXITS
G. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL GRIDLINE, OR FACE OF STUD U.N.O.
H. SEE CIVIL DRAWINGS FOR POINT OF CONNECTIONS TO OFF SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS PLUMBING/ELECTRICAL COORDINATION
I. FOR DOOR TYPES AND SIZES, SEE DETAIL SHEET A0.4. NOTE: ALL DOORS PER DOOR SCHEDULE ARE FINISH OPENINGS
J. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN. ALL EQUIPMENT TO BE DIAPERED, INCLUDING CARS AND TRUCKS
K. ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN HARDWARE
L. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING
M. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE SIGN WITH THE WORDS "EXIT". THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.
N. NON-ACCESSIBLE DOOR PROVIDE WARNING SIGN LOCATED IN THE INTERIOR SIDE PER CBC 11.3.3B.1.1.1
O. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCREENED FROM PUBLIC VIEW

## FLOOR SLAB & POUR STRIPS REQ.

THESE NOTES ARE VERY MIN. REQUIREMENT. SEE "S" DWGS FOR ADDITIONAL REQUIREMENTS

1. FLOOR COMPACTION - 95%
2. TRENCH COMPACTION - 90%
3. BUILDING FLOOR SLAB: SEE STRUCTURAL DRAWINGS
4. CONTRACTOR TO REVIEW FOR CLASS V FLOOR PER A.C.I. 302-1R-96
5. CONCRETE SLAB TO HAVE SMOOTH FLOAT HARD TROWEL FURNISHED FINISH
6. CONTRACTOR TO CURE SLAB TO BE WET CURING USING BURLENE FOR 7 DAYS MIN.
7. ALL EQUIPMENT & MOVING VEHICLES SHALL BE DIAPERED
8. NO CRANES, CONCRETE TRUCKS, OR ANYTHING HEAVIER WILL BE PLACED ON THE SLAB
9. SLAB TO BE F55 O F35, MEASURED WITHIN 24 HOURS
10. NO FLY ASH IN THE CONCRETE
11. WHERE [ ] INDICATED, PROVIDE VAPOR BARRIER (15MIL STEGO OR EQUAL) UNDER THE CONCRETE SLAB. PROVIDE SAND PER SOILS ENGINEER OR MANUFACTURERS RECOMMENDATION.

CONCRETE SLAB IN FUTURE OFFICE AREAS, WHERE SAND OVER VAPOREN ARE REQUIRED, SHALL BE NATURALLY HYDRATED WITHOUT USE OF BURLENE CURING COMPOUND, OR RELEASE AGENTS

CONTROL/CONSTRUCTION JOINTS SHALL NOT BE FILLED WITH MM-80 JOINT FILLER IN FUTURE OFFICE AREAS.

12. SEAL CONCRETE SLAB W/ "LIQUIDITH" SEALER

## ROOF PLAN KEYNOTES

1. CONCRETE PARAPET, SEE "S" DRAWINGS FOR THICKNESS
2. A/C UNIT. PROVIDE SUPPORT @ ROOF AS REQUIRED
3. 4' X 8' CURB MOUNTED SKYLIGHT/SMOKE HATCH.
4. ROOF ADDRESS PAINTED BLACK 4" HIGH W/ 1" WIDE STROKE PER LETTER
5. PROVIDE 4-PLY BUILT-UP ROOFING OVER ROOF SHEATHING OVER ROOF FRAMING U.N.O. ROOFING TO BE ND-74 CAP ROOFING BY JOHNS-MANVILLE OR EQUAL (CLASS A RATED) 10 YEAR NO DOLLAR LIMIT WARRANTY AND 2 YEAR LABOR GUARANTEE
6. APPROXIMATE LOCATION OF EXHAUST FAN.
7. APPROXIMATE LOCATION OF ROOF HATCH.
8. INTERIOR ROOF DRAIN WITH OVERFLOW SCUPPERS.
9. PARAPET BEYOND.
10. STRUCTURAL JOINT
11. EXTERIOR DOWNSPOUTS WITH OVERFLOW SCUPPERS.
12. INTERIOR ROOF DRAIN WITH OVERFLOW DRAIN

## ROOF LEGEND

- 4' X 8' CURB MOUNTED SKYLIGHT
- ROOF JOIST LINE SEE "S" DRAWINGS
- BUILDING PARAPET LINE.
- INTERIOR ROOF DRAIN W/ OVERFLOW SCUPPER
- EXTERIOR METAL DOWNSPOUT W/ OVERFLOW SCUPPER

CAUTION - IF THIS SHEET IS NOT A 24" X 36" IT IS A REDUCED PRINT

## ELEVATION KEYNOTES

1. CONCRETE TILT-UP PANEL.
2. PANEL JOINT.
3. PAINT METAL - ALL METALS TO HAVE A MIN. OF 3.0# COVERED PER SQ. FT. WITH PRIMER COMPLETE.
4. ALUMINUM STOREFRONT SYSTEM WITH GLAZING. SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS
5. CONCRETE RAMP W/ 42"HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDE OF RAMP
6. 3'-8"x5'-6"x4" THICK CONCRETE EXTERIOR LANDING AND TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. PRIVATE WALK TO PUBLIC WAY OR DRIVE WAY AS REQ BY CITY INSPECTOR
7. EXTERIOR CONCRETE STAIR W/ 42"HIGH CONC TILT-UP GUARD WALL OR BUILDING WALL ON BOTH SIDE OF RAMP
8. 9' X 10' TRUCK DOOR, SECTIONAL O.H., STANDARD GRADE
9. 4' X 8' LOUVERED OPENING FOR VENTILATION
10. DOCK DOOR BUMPER TYPICAL
11. 12' X 14' DRIVE THRU SECTIONAL O.H., STANDARD GRADE
12. 3' X 7' HOLLOW METAL EXTERIOR MAN DOOR
13. SCUPPER LINE ABOVE
14. CONC FILLED GUARD POST 4" DIA. U.N.O., 42"H.
15. METAL CANOPY ABOVE.
16. PRE-CAST CONCRETE WHEEL STOP
17. Z GUARD
18. APPROXIMATE LOCATION OF ELECTRICAL ROOM

## ELEVATION GENERAL NOTES

1. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
2. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
3. T.O.P. EL. = TOP OF PARAPET ELEVATION.
4. F.F. = FINISH FLOOR ELEVATION.
5. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST +- MPH EXPOSURE "C" WINDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
6. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
7. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
8. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH.
9. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
10. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON.

## ELEVATION COLOR LEGEND/SCHED.

1. PAINT. COLOR : SW7005 PURE WHITE
2. PAINT. COLOR : SW7071 GRAY SCREEN
3. PAINT. COLOR : SW7073 NETWORK GRAY
4. MULLIONS COLOR : CLEAR ANODIZED
5. GLAZING COLOR : BLUE REFLECTIVE

## GLAZING LEGEND

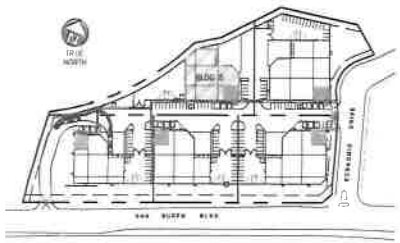
NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED.

- I: INSULATED VISION GLASS
- SC: SPANDREL GLASS WITH CONCRETE BEHIND
- V: SINGLE LITE VISION GLASS
- I: INSULATED VISION GLASS 1/4" VISTACOOL PACIFICA + 1/4" SOLARBAN 60 CLEAR + 1" INSULATED GLASS UNIT WITH 1/2" AIRSPACE AND 1/4" LITES U: 0.27 SHGC: 0.21 VLT: 38% MINIMUM VT TO BE 0.43 PER 2018 CEC TABLE 140.3-B
- SC: SPANDREL WITH CONCRETE BEHIND 1/4" VISTACOOL PACIFICA WITH HARMONY BLUE SPANDECOAT PAINTED ON REFLECTIVE INSTALLED ON CONCRETE
- V: VISION GLASS 1/4" VISTACOOL PACIFICA

MULLIONS: ANODIZED CLEAR.

---MAXIMUM ALLOWABLE OUTDOOR REFLECTANCE TO BE 25%

## KEYPLAN




## ROOF PLAN GENERAL NOTES

1. ALL DIMENSIONS ARE TO FACE OF CONCRETE WALL, GRIDLINE, OR FACE OF STUD. (U.N.O.)
2. VERIFY THAT ALL ROOF AREAS HAVE POSITIVE DRAINAGE (1/4" FT.) PRIOR TO ROOF INSULATION INSTALLATION.
3. REFER TO "S" DRAWINGS FOR ROOF HEIGHT ELEVATIONS IN REGARDS TO ROOF DRAINAGE.
4. CONTRACTOR TO VERIFY AND COORDINATE WITH ALL SUBCONTRACTORS, ALL LOCATIONS AND SIZES OF ROOF OPENINGS.
5. FOR TYP. ROOF PENETRATIONS, SEE DETAIL 6, 9, 10/AD.3. CONTRACTOR TO VERIFY ALL LOCATIONS WITH MECHANICAL AND PLUMBING DRAWINGS.
6. CONTRACTOR TO VERIFY ALL ROOF DRAIN DEPRESSIONS W/ "S" DRAWINGS.
7. CONTRACTOR TO COORDINATE EXACT SKYLIGHT LOCATION W/ FIRE SPRINKLER AND ROOF FRAMING SUBCONTRACTORS. LOCATIONS ON DRAWINGS ARE APPROPRIATE.
8. ALL SKYLIGHTS TO BE DESIGNED PER WIND SPEED DESIGN CRITERIA W/ STRONGER FRAMES, SUPPORTS AND DOMES. MANUFACTURER TO CONFIRM IN WRITING.
9. ROOF DRAINS AND OVERFLOW DRAINS TO BE A MIN. 8" DIA., SEE "P" DRAWINGS FOR EXACT SIZE.
10. PROVIDE SHAPED CRICKETS AS REQUIRED FOR PROPER ROOF DRAINAGE OF 1/4" PER FOOT (MIN.)
11. BUILT UP ROOFING TO BE DESIGNED FOR I 90 AND TO BE A U.L. CLASS A ROOF FLASHING: BAF TYPE 5MB MOPPED AP SHEET, U.L. TYPE 83 BUR.
12. ALL ROOFING FASTENERS SHALL MEET ALL CODE AND REGULATION REQUIREMENTS. PROPER REQUIREMENTS ARE IN PROJECTS JURISDICTION AND ALSO, FACTORY MUTUAL (FM) WIND UPLIFT PRESSURE REQUIREMENTS.
13. ALL SKYLIGHTS TO BE PLACED A MIN. OF 18'-0" FROM INSIDE FACE OF PARAPET.
14. USE WHITE SCRIM FOIL INSULATION IN THE WAREHOUSE AREA.
15. SMOKE VENTS SHALL BE REQUIRED IF AREAS FOR "POTENTIAL OFFICES" WILL BE USED FOR HIGH PILE COMBUSTIBLE STORAGE.
16. ROOF DRAINS, OVERFLOW DRAINS AND RAINWATER PIPING WITHIN THE INTERIOR OF THE BUILDING SHALL BE TESTED IN ACCORDANCE WITH THE PROVISIONS OF THE PLUMBING CODE FOR TESTING DRAIN, WASTE AND VENT SYSTEMS.
17. ROOF DRAINS, OVERFLOW PIPING WITHIN THE BUILDING SHALL UTILIZE APPROVED DRAINAGE FITTINGS.
18. MANUFACTURED ROOF DRAINS AND OVERFLOWS(FIXTURES) SHALL BE IAPMO LISTED.


HPA architecture
hpa, inc.
18831 bardeen avenue, ste. #100
irvine, ca
92612
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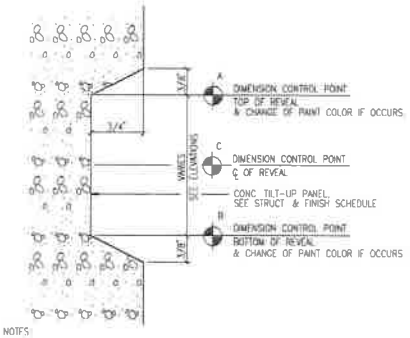
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MS PRIME SIX
Riverside, CA

Consultants:
SDH INC.
HUNTER LANDSCAPE

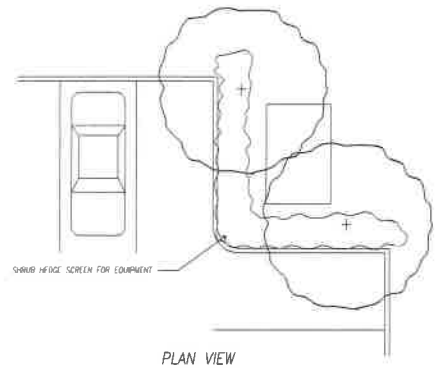
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Project Number: 16489
Drawn by: ML
Date: 04/05/17
Revision:

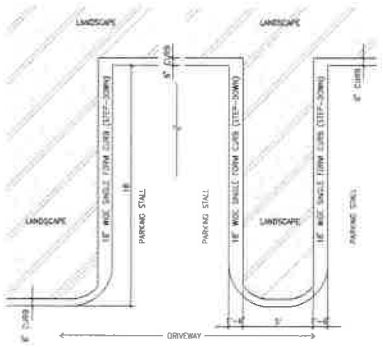
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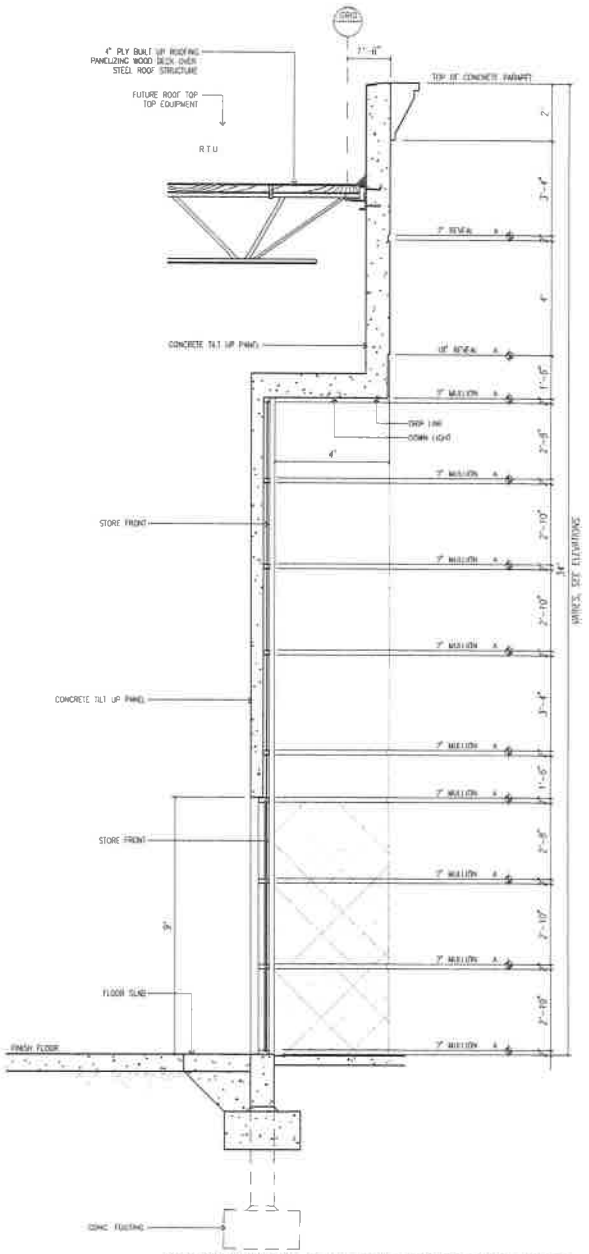

**TYP. CONCRETE REVEAL** (B) N.T.S.




**GROUND MOUNTED EQUIPMENT SCREENING, TYP.** (D) N.T.S.




**STEP-DOWN AT END PARKING STALL** (C) 1/8" = 1'-0"




**TYP. STOREFRONT ELEVATION AT BLDG. 1,2,3,4,5** (A) 1/2" = 1'-0"

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HPA architecture
hpa Inc.
18831 bardeen avenue, ste. #100
Irvine, ca
92612
tel: 949-863-1770
fax: 949-863-0851
email: hpa@hparchs.com

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SDM
101 HODENCAMP ROAD, STE 200
THOUSAND OAKS, CA 90703
TEL: (805) 494-1226

Project:
MS PRIME SIX
Riverside CA

Consultants:
SDM INC.
HUNTER LANDSCAPE

Title: Section
Project Number: 15489
Drawn by: ML
Date: 04/05/17
Revision:

Sheet:
A3.1

# Exhibit A 10

Fence and Screen Wall Exhibit

CAUTION: IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT

## Tabulation

| | BLDG 1 | BLDG 2 | BLDG 3 | BLDG 4 | BLDG 5 | TOTAL |
|---|---|---|---|---|---|---|
| SITE AREA | | | | | | |
| BUILDING AREA | | | | | | |
| COVERAGE | | | | | | |
| FAR | | | | | | |
| CLEAR HEIGHT | | | | | | |
| BUILDING HEIGHT | | | | | | |
| AUTO PARKING REQUIRED | | | | | | |
| AUTO PARKING PROVIDED | | | | | | |

ZONING ORDINANCE FOR CITY

MAXIMUM BUILDING HEIGHT ALLOWED

MAXIMUM FLOOR AREA RATIO

LANDSCAPE REQUIREMENT

LANDSCAPE PROVIDED

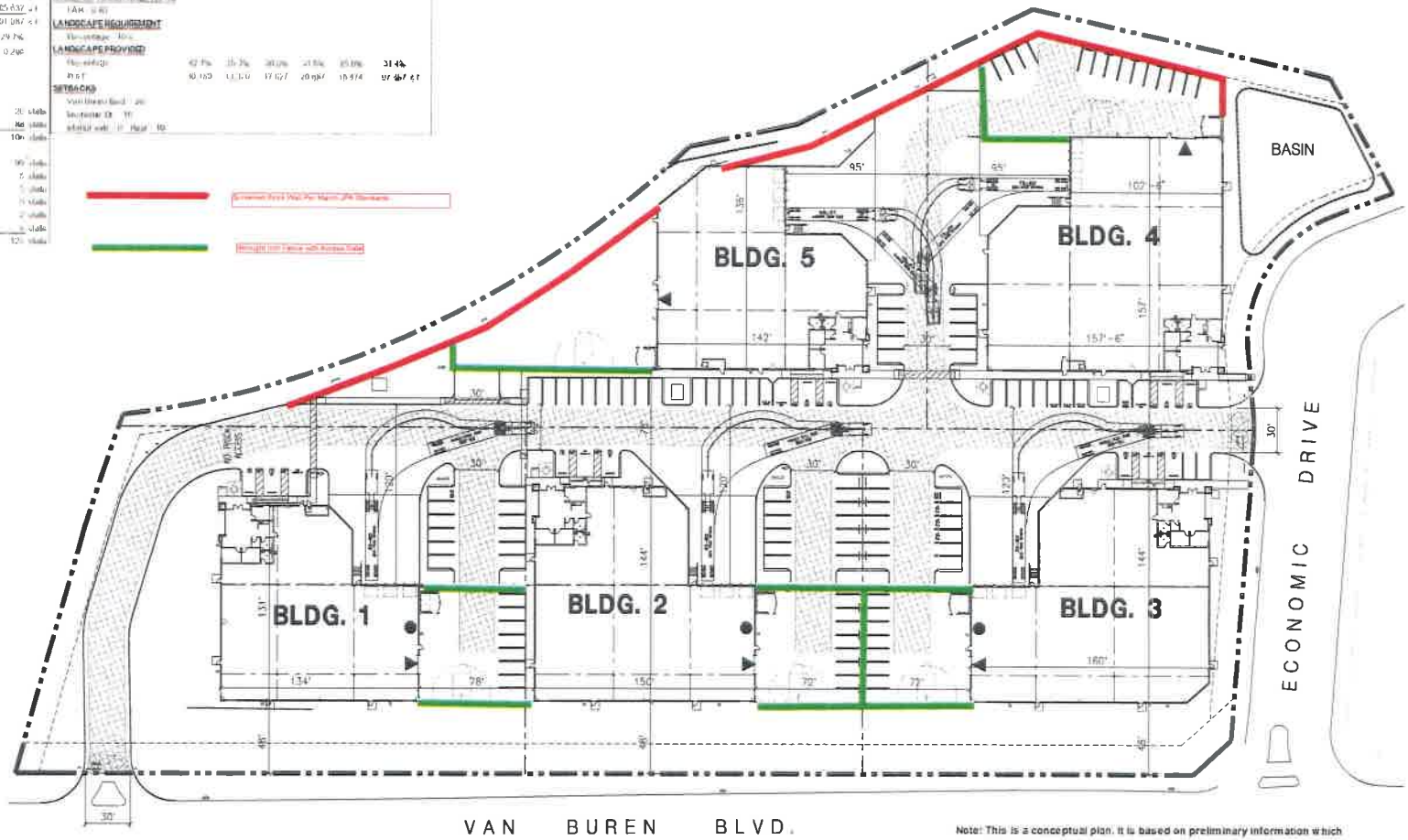
SETBACKS

## Aerial Map




## Legend

- POTENTIAL OFFICE
- WAREHOUSE
- ▼ DRIVE THRU DOOR
- ● DRIVE THRU DOOR KNOCK OUT




Note: This is a conceptual plan. It is based on preliminary information which is not fully verified and may be incomplete. It is meant as a comparative aid in examining alternate development strategies and any quantities indicated are subject to revision as more reliable information becomes available.

Conceptual Site Plan

# MS PRIME SIX

County of Riverside, CA

OCTOBER 7, 2019 / Job #16412

Scheme 20

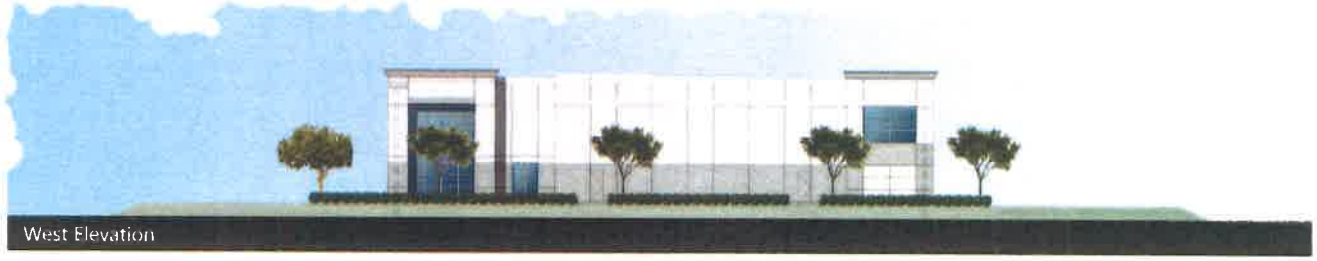
HPA architecture
18831 Bardeen Ave. - Ste. #100
Irvine, CA 92612
(949) 863-1770
www.hparchs.com

Lee & Associates
COMMERCIAL REAL ESTATE SERVICES

# Exhibit A 11

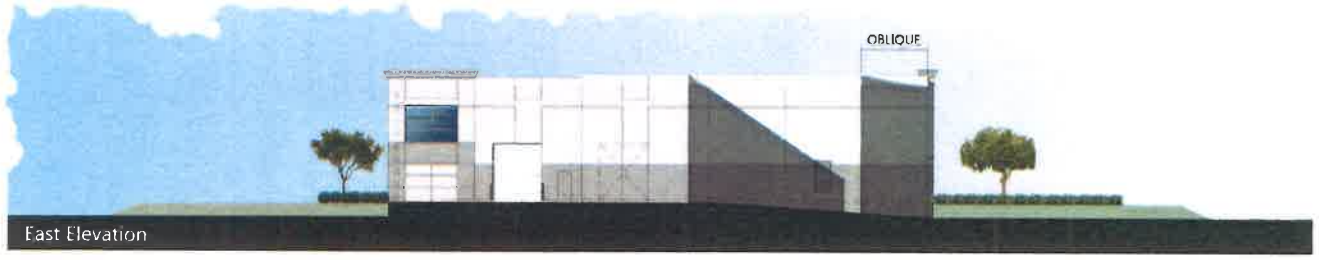
Proposed Colored Building Elevations










SDM

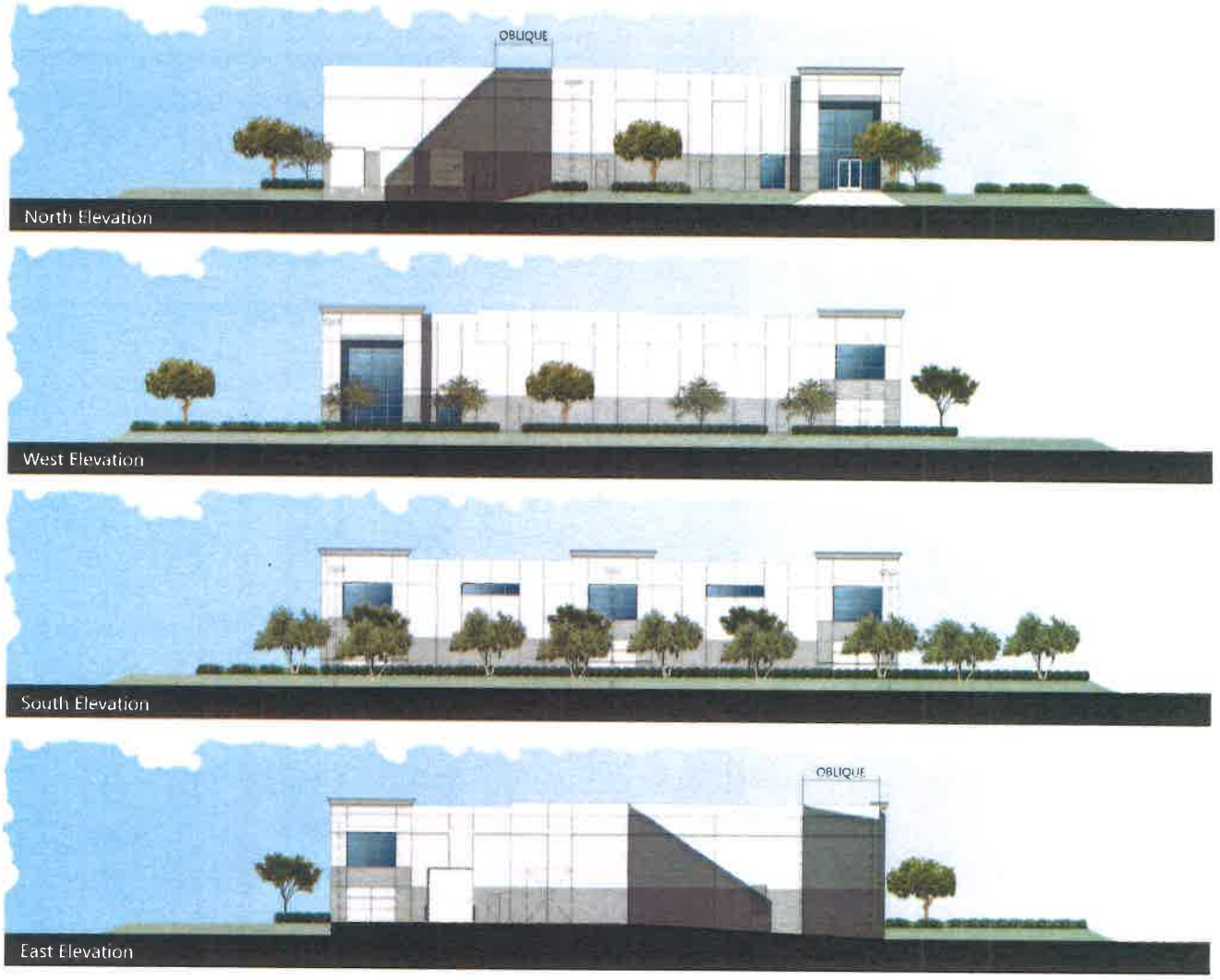
Lee & Associates
COMMERCIAL REAL ESTATE SERVICES

Job No. 16489.00
HPA architecture
10. 17. 2019

BUILDING 1 COLORED ELEVATION (24'-6" CLEAR/30'-6" T.O.P.)

# M S Development C -7.12 acres

county of Riverside, California




SDM

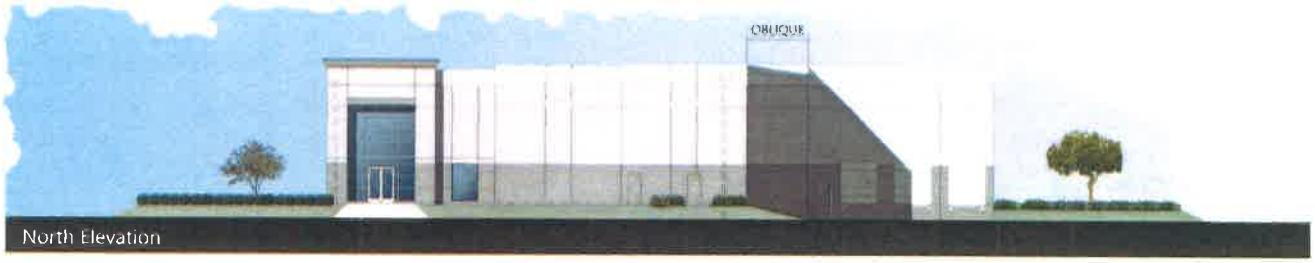
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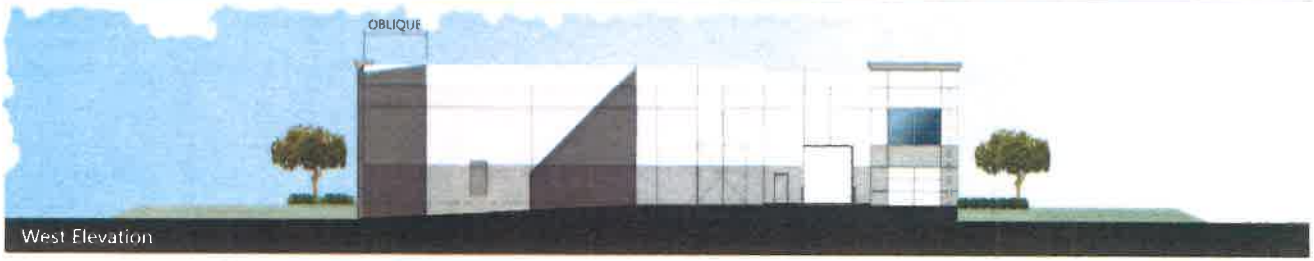
Job No. 16489.00
HPA architecture
10.17.2019

BUILDING 2 COLORED ELEVATION (25' CLEAR/31' T.O.P.)

# M S Development C -7.12 acres

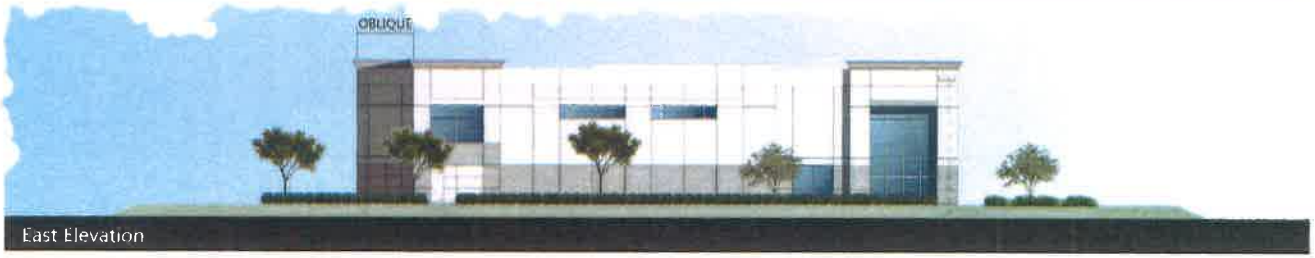
county of Riverside, California










SDM

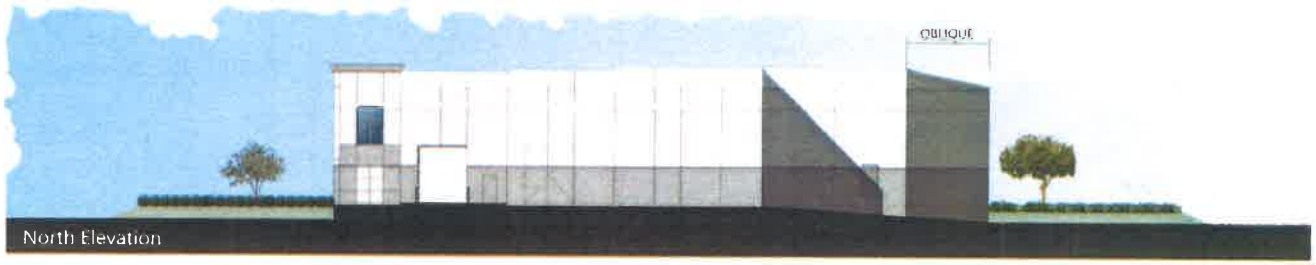
Lee & Associates
COMMERCIAL REAL ESTATE SERVICES

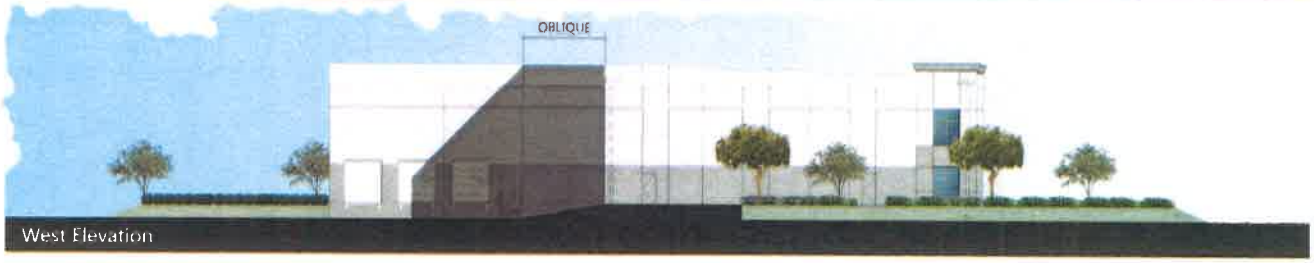
Job No. 16489.00
HPA architecture
10.17.2019

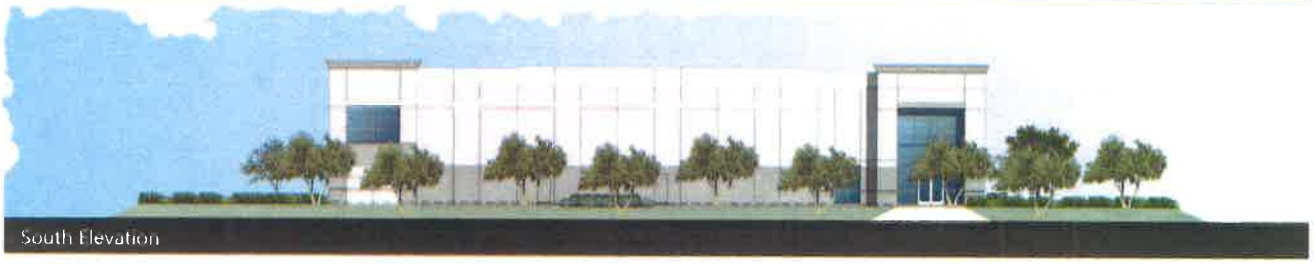
BUILDING 3 COLORED ELEVATION (27' CLEAR/33' T.O.P.)

# MS PRIME SIX

Riverside, CA







SDM

Lee & Associates

Job No. 16489.00

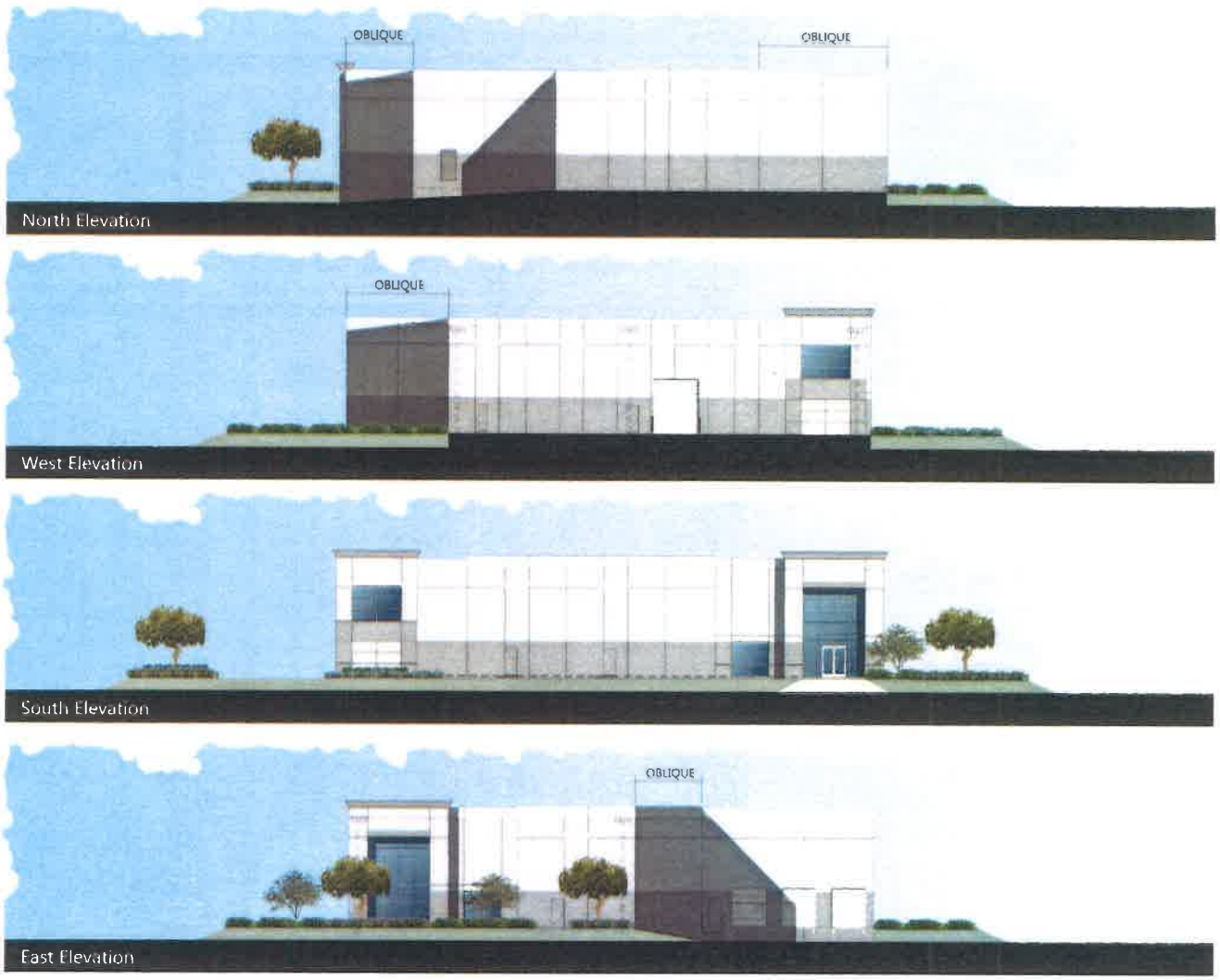
HPA architecture

10.17.2019

BUILDING 4 COLORED ELEVATION (27' CLEAR/33' T.O.P.)

# M S Development C -7.12 acres

county of Riverside, California




SDM

Lee & Associates
COMMERCIAL REAL ESTATE SERVICES

Job No. 16489.00
HPA architecture
10.17.2019

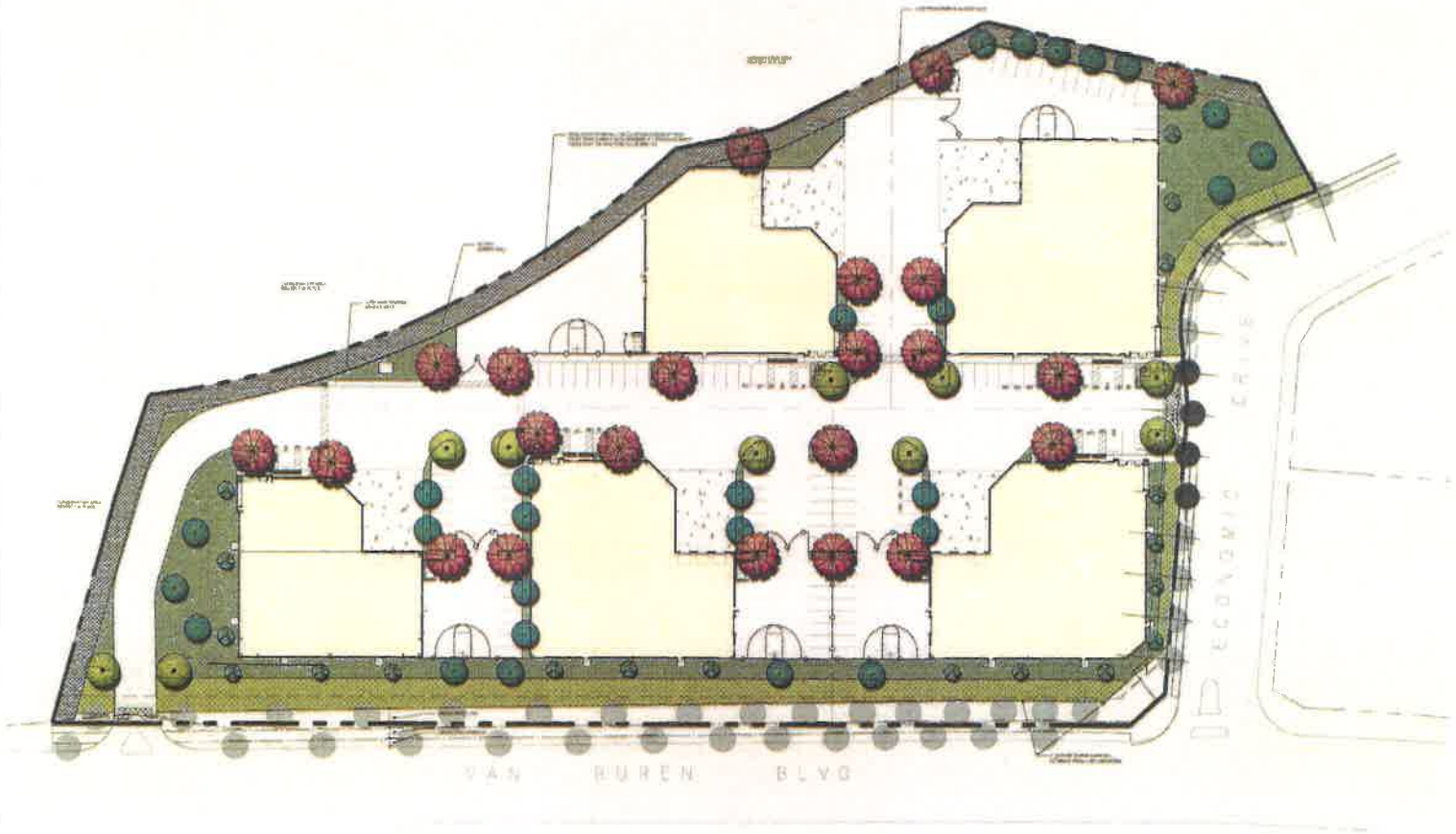
BUILDING 5 COLORED ELEVATION (25' CLEAR/31' T.O.P.)

# M S Development C -7.12 acres

county of Riverside, California

# Exhibit A 12

Proposed Landscape Plans






GENERAL NOTES

N

0 20' 40' 80'

# Meridian Development C

17-024

06.12.17 06.21.19 09.30.19
08.25.17 07.12.19
08.25.19 07.19.19

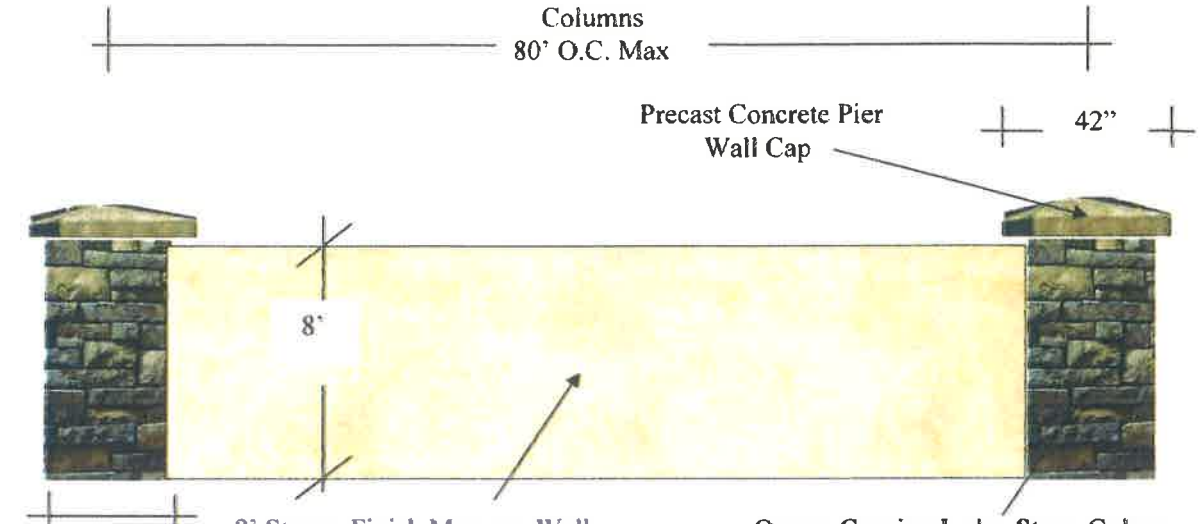
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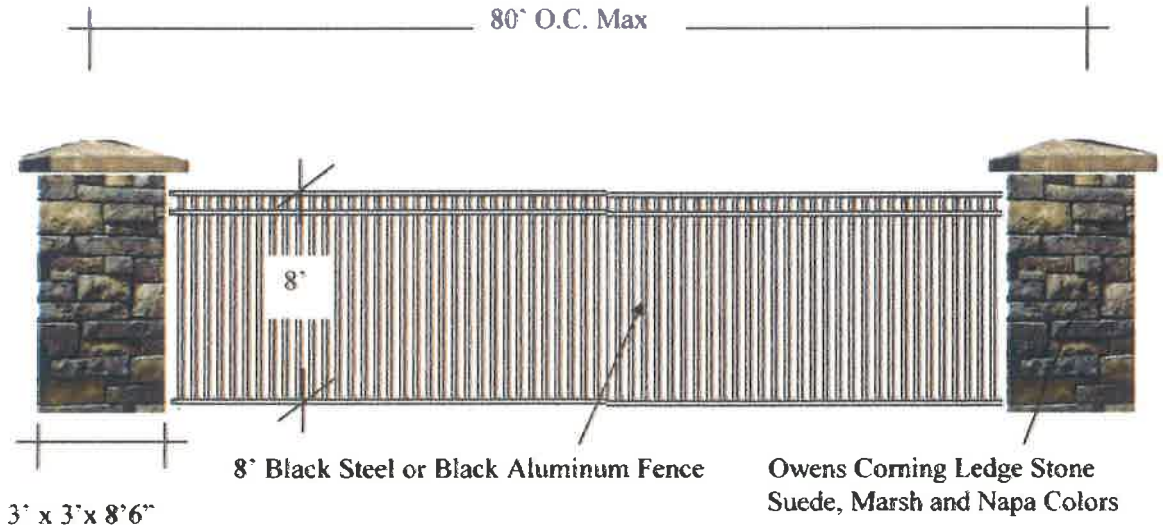
Riverside March JPA, California

HUNTER LANDSCAPE
711 FEE ANA STREET PLACENTIA, CA 92870
714.986.2400 FAX 714.986.2408

# Exhibit A 13

MJPA Standard Fence and Screen Wall Detail




Accessory Structures: The design of accessory structures shall be in accordance with Development Code section 9.08.030B, with the following modifications:

(1) Item 4: this regulation is applicable to *exterior* stairs.

(2) Item 7: screening requirement is modified as follows: "...screened from adjacent street frontage views and immediately adjacent residential developments"

(3) Item 8: screening requirement is modified as follows: "...screened from adjacent street frontage views"

# Exhibit A 14

Proposed Preliminary Grading and Drainage Plans

COUNTY OF RIVERSIDE, CA

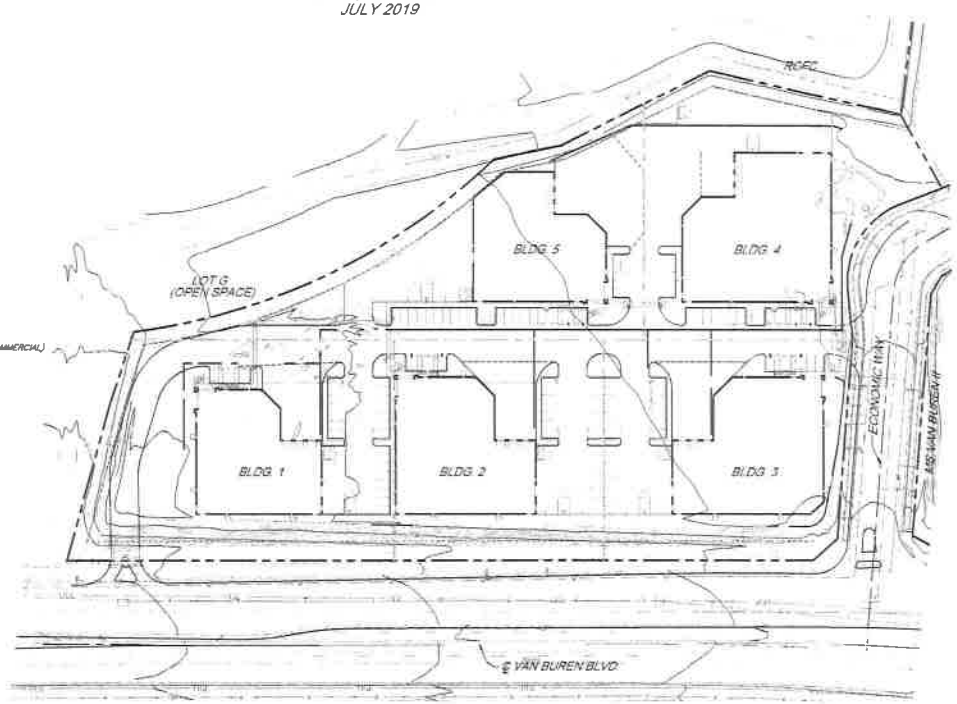
# PRELIMINARY GRADING PLAN - SITE C

LOT 12, TR 30857-4

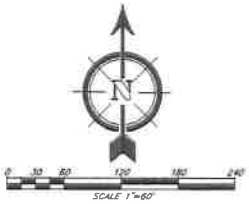
JULY 2019




VICINITY MAP
"NOT TO SCALE"
THOMAS GUIDE PG. 716, PORT. GRID H-5 & H-6




INDEX MAP
SCALE: 1"=100'




SCALE 1"=60'

## OWNER/APPLICANT

PRIME 6, LLC
101 HODENCAMP RD
THOUSAND OAKS, CA 91360
TEL: (805) 494-2704
ATTN: MOSHE SILAGI

## ENGINEER

SDH & ASSOCIATES, INC
14060 MERIDIAN PARKWAY
RIVERSIDE, CA. 92518
VOICE: (951) 683-3691
FAX: (951) 788-2314

## ARCHITECT

HPA ARCHITECTURE
18831 BARDEEN AVE. STE. #100
IRVINE, CA 92612
VOICE: (949) 863-1700

## LEGAL DESCRIPTION

PARCEL 12 OF TRACT 30857-4
MB 435/12

## PROJECT INFO

AREA OF SITE = 7.12 AC

## SHEET INDEX

SHEET 1: TITLE SHEET
SHEET 2: GRADING PLAN
SHEET 3: CROSS SECTIONS

## SURROUNDING ZONING

NORTH..... OPEN SPACE
EAST..... OFFICE (PROPOSED MIXED USE, OFFICE, COMMERCIAL)
SOUTH..... EX. VETERANS CEMETERY
WEST..... OPEN SPACE

## ZONING AND LAND USE

EXISTING ZONING..... OFFICE
PROPOSED ZONING..... MIXED USE/ BUSINESS ENTERPRISE
EXISTING LAND USE..... VACANT

## SURROUNDING LAND USE

NORTH..... OPEN SPACE
EAST..... VACANT
SOUTH..... EX. VETERANS CEMETERY
WEST..... OPEN SPACE

## EARTHWORK

RAW CUT= 15,000 C.Y.
RAW FILL= 15,000 C.Y.

## SCHOOL DISTRICT

RIVERSIDE UNIFIED
SCHOOL DISTRICT

## UTILITY PURVEYORS

WATER..... WMWD
GAS..... SOCAL GAS
ELECTRICAL..... SO. CAL EDISON
TELEPHONE..... FRONTIER
SEWER..... WMWD
CABLE..... FRONTIER

## LEGEND

T.C.B. - TOP CATCH BASIN
F.G. - FINISHED GRADE
F.L. - FLOW LINE
H.P. - HIGH POINT
EXIST. - EXISTING
P.E. - PAD ELEVATION
G.B. - GRADE BREAK

TRACT BOUNDARY
CENTERLINE
CURB AND GUTTER
1280 EXISTING CONTOUR LINE
LOT LINE
SLOPE

## CONSTRUCTION NOTES

1. CONSTRUCT A.C. OVER A.B. DRIVE ISLE & PARKING AREAS
2. CONSTRUCT 6" CURB ONLY
3. CONSTRUCT 6" CURB AND GUTTER
4. CONSTRUCT 12" GAP IN CURB FOR DRAINAGE CONVEYANCE
5. CONSTRUCT 3' WIDE RIBBON GUTTER
6. CONSTRUCT 4" P.C.C. SIDEWALK (FINISHED SURFACE PER ARCH. PLANS)
7. CONSTRUCT P.V.C. STORM DRAIN
8. CONSTRUCT 24" X 24" CATCH BASIN
9. CONSTRUCT RISER OVERFLOW INLET
10. CONSTRUCT COBBLE RIPRAP PAD (1/2 GROUTED) 6" DIA.±
11. CONSTRUCT 12" STEP OUT STRIP
12. CONSTRUCT RETAINING WALL
13. CONSTRUCT HANDICAP ACCESS RAMP
14. CONSTRUCT COMMERCIAL DRIVEWAY APPROACH

| REVISIONS | | | | DATE |
|---|---|---|---|---|
| MARK | DESCRIPTION | BY | APPR | DATE |
| DESIGNED BY: T.E. | DRAWN BY: E.J.S. | | | |
| CHECKED BY: R.V.Z. | PROJECT MANAGER: S.S. | | | |

PREPARED BY: ROBERT VAN ZANTEN
R.C.E. NO.: 62325 EXP. 6/30/18
DATE:

SEAL: REGISTERED PROFESSIONAL ENGINEER ROBERT C. VAN ZANTEN No. 62325 Exp. 6-30-18 CIVIL STATE OF CALIFORNIA

PREPARED BY: SDH & ASSOCIATES INC. 1220 Canyon Crest Drive 714/16 Riverside, California 92507 TEL: (951) 683-3691 FAX: (951) 784-2314

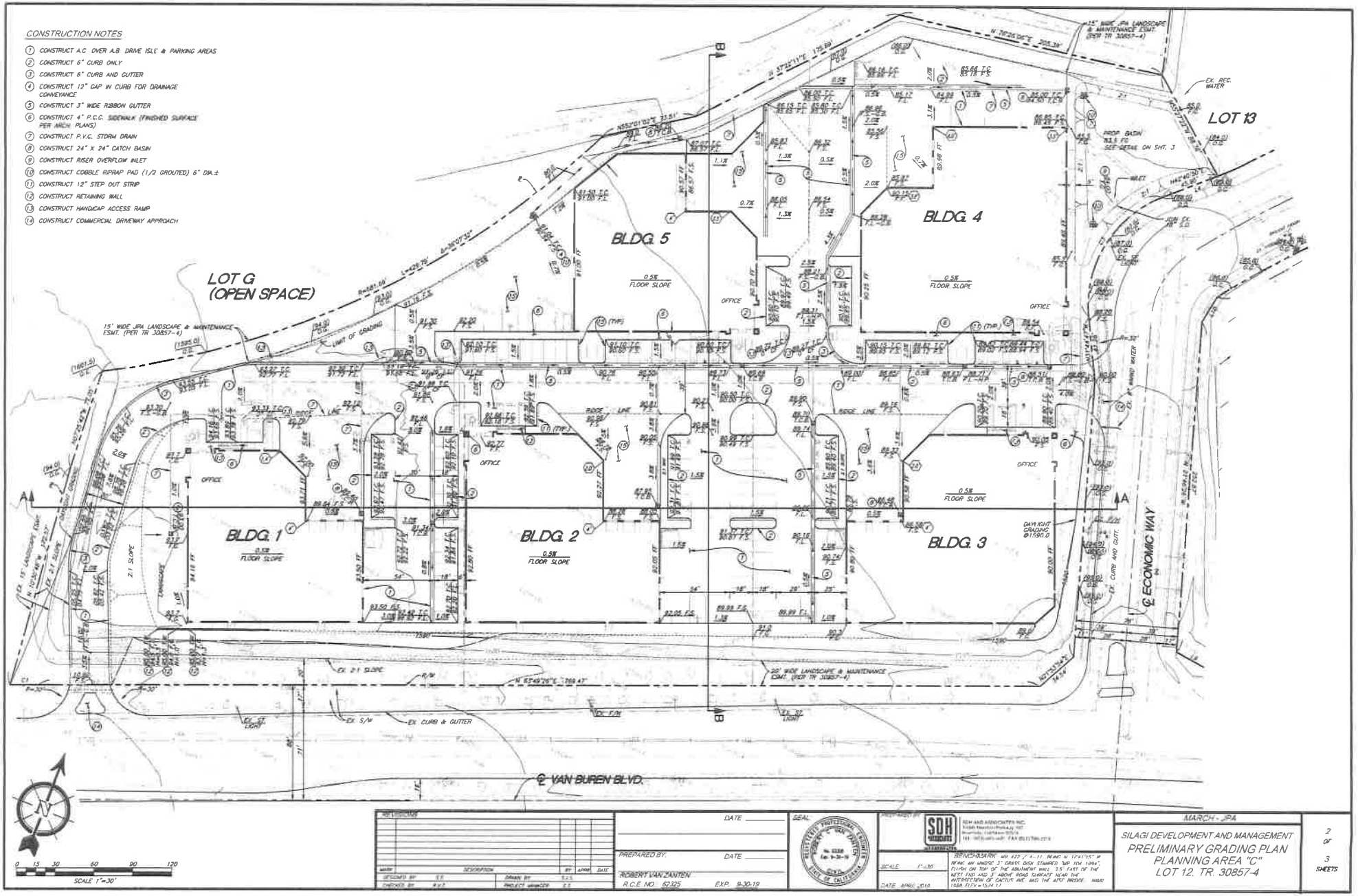
SCALE: 1"=60'
DATE: JULY 2019

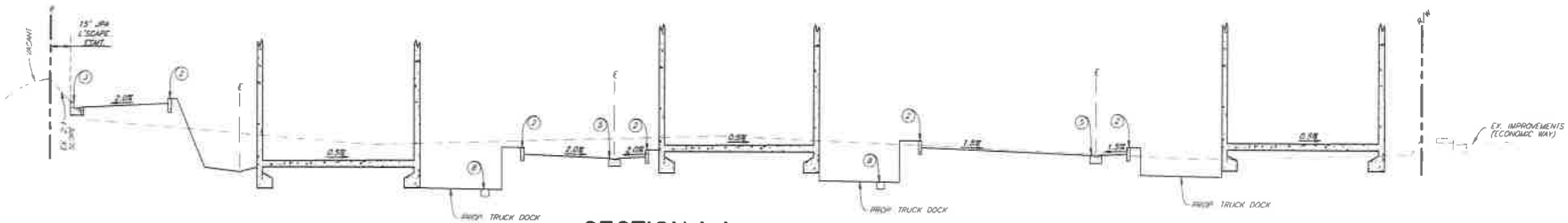
BENCHMARK: MID ASS / 4-1/2 SQUARE W. STAMPED "SDH 1994" AT INT. OF MERIDIAN PKWY. & VAN BUREN BLVD. 1.5' SOUTH OF THE CENTERLINE OF VAN BUREN BLVD. AND 1.5' EAST OF THE CENTERLINE OF MERIDIAN PKWY. ELEV. = 1324.17

MARCH - JPA

SILAGI DEVELOPMENT AND MANAGEMENT
PRELIMINARY GRADING PLAN
PLANNING AREA "C"
LOT 12 TRACT 30857-4

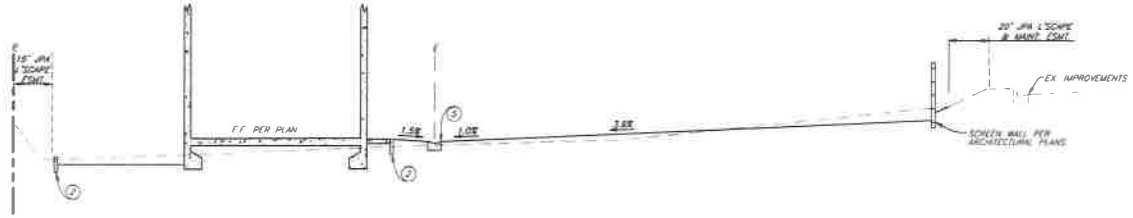
1 OF 3 SHEETS


CONSTRUCTION NOTES
1 CONSTRUCT A.C. OVER A.B. DRIVE ISLE & PARKING AREAS
2 CONSTRUCT 6" CURB ONLY
3 CONSTRUCT 6" CURB AND GUTTER
4 CONSTRUCT 12" GAP IN CURB FOR DRAINAGE CONVEYANCE
5 CONSTRUCT 3" WIDE RIBBON GUTTER
6 CONSTRUCT 4" P.C.C. SIDEWALK (FINISHED SURFACE PER ARCH. PLANS)
7 CONSTRUCT P.V.C. STORM DRAIN
8 CONSTRUCT 24" X 24" CATCH BASIN
9 CONSTRUCT RISER OVERFLOW INLET
10 CONSTRUCT COBBLE RIPRAP PAD (1/2 GROUTED) 6" DIA.±
11 CONSTRUCT 12" STEP OUT STRIP
12 CONSTRUCT RETAINING WALL
13 CONSTRUCT HANDICAP ACCESS RAMP
14 CONSTRUCT COMMERCIAL DRIVEWAY APPROACH
LOT G (OPEN SPACE)
LOT 13
BLDG. 1
BLDG. 2
BLDG. 3
BLDG. 4
BLDG. 5
0.5% FLOOR SLOPE
OFFICE
15' WIDE JPA LANDSCAPE & MAINTENANCE ESMT. (PER TR 30857-4)
LIMIT OF GRADING
EX. REC. WATER
PROP. BASIN
SEE DETAIL ON SHT. 3
DAYLIGHT GRADING
EX. CURB AND GUTT.
℄ ECONOMIC WAY
℄ VAN BUREN BLVD.
EX. CURB & GUTTER
EX. S/W
EX. 21 SLOPE
20' WIDE LANDSCAPE & MAINTENANCE ESMT. (PER TR 30857-4)
N 78°26'06"E 205.38'
N 57°22'11"E 175.89'
N 63°49'26"E 769.43'
SCALE 1"=30'
0 15 30 60 90 120
REVISIONS
DESCRIPTION
DESIGNED BY
DRAWN BY
CHECKED BY
PROJECT MANAGER
PREPARED BY:
ROBERT VAN ZANTEN
R.C.E. NO. 62325
EXP. 9-30-19
DATE
SEAL
PREPARED BY
SDH
SCALE 1"=30'
DATE APRIL 2018
BENCHMARK
MARCH - JPA
SILAGI DEVELOPMENT AND MANAGEMENT
PRELIMINARY GRADING PLAN
PLANNING AREA "C"
LOT 12. TR. 30857-4
2 OF 3 SHEETS




## SECTION A-A

NOT TO SCALE

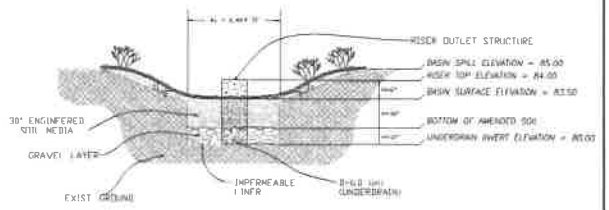



## SECTION B-B

NOT TO SCALE

### CONSTRUCTION NOTES

1. CONSTRUCT A.C. OVER A.B. DRIVE ISLE & PARKING AREAS
2. CONSTRUCT 8" CURB ONLY.
3. CONSTRUCT 6" CURB AND GUTTER
4. CONSTRUCT 12" GAP IN CURB FOR DRAINAGE CONVEYANCE
5. CONSTRUCT 3" WIDE RIBBON GUTTER
6. CONSTRUCT 4" P.C.C. SIDEWALK (FINISHED SURFACE PER ARCH. PLANS)
7. CONSTRUCT P.V.C. STORM DRAIN
8. CONSTRUCT 24" X 24" CATCH BASIN
9. CONSTRUCT RISER OVERFLOW INLET
10. CONSTRUCT COBBLE RIPRAP PAD (1/2 GROUTED) 6" DIA.±
11. CONSTRUCT 12" STEP OUT STRIP
12. CONSTRUCT RETAINING WALL
13. CONSTRUCT HANDICAP ACCESS RAMP
14. CONSTRUCT COMMERCIAL DRIVEWAY APPROACH




## BIOFILTRATION BASIN CROSS SECTION

NOT TO SCALE

| REVISIONS | | | | | |
|---|---|---|---|---|---|
| MARK | DESCRIPTION | | BY | APPR'D | DATE |
| DESIGNED BY: T.C. | DRAWN BY: T.J.S. | | | | |
| CHECKED BY: R.V.Z. | PROJECT MANAGER: C.C. | | | | |

DATE: _____

PREPARED BY: _____ DATE: _____

ROBERT VANZANTEN
R.C.E. NO. 62325 EXP. 9-30-19

SEAL

PREPARED BY:

SDH AND ASSOCIATES INC
14086 Riverlan Parkway STE
Riverlan, California 92557
PH. (951) 653-3041 FAX (951) 788-1214

SCALE: AS SHOWN

DATE: JULY, 2019

REVISIONS: ADD ADD. / 4-11 GRADE IN STA 11+55 W. REVISE ON MASTER 3" BRASS DISK STAMPED "MP SW 1886" REVISION ON TOP OF THE ABUTMENT WALL, 5.5' EAST OF THE WEST END AND 1' ABOVE ROAD SURFACE NEAR THE INTERSECTION OF ENTRY AVE. AND THE WEST SERVICE ROAD. NAVD 1988 DATUM = 1574.22

MARCH - JPA

SILAGI DEVELOPMENT AND MANAGEMENT
SECTIONS
PLANNING AREA "C"

3 OF 3 SHEETS

**Exhibit A 15**

Tentative Parcel Map 19-01

COUNTY OF RIVERSIDE, CA

# TENTATIVE PARCEL MAP 37744

LOT 12, TR 30857-4

APRIL 2019




VICINITY MAP

NOT TO SCALE

THOMAS GUIDE PG. 718, PGRT. GRID H-5 & H-6

## OWNER/APPLICANT

PRIME 6, LLC
101 HODENCAMP RD
THOUSAND OAKS, CA 91360
TEL: (805) 494-7704
ATTN: MOSHE SILAGI

## ENGINEER

SDH & ASSOCIATES, INC
14060 MERIDIAN PARKWAY
RIVERSIDE, CA 92518
VOICE: (951) 683-3691
FAX: (951) 788-2314

## LEGAL DESCRIPTION

PARCEL 12 OF TRACT 30857-4
MB 435/12

## SURROUNDING ZONING

NORTH..... OPEN SPACE
EAST..... OFFICE (PROPOSED MIXED USE, OFFICE, COMMERCIAL)
SOUTH..... EX. VETERANS CEMETERY
WEST..... OPEN SPACE

## ZONING AND LAND USE

EXISTING ZONING..... OFFICE
PROPOSED ZONING..... MIXED USE
EXISTING LAND USE..... VACANT

## SURROUNDING LAND USE

NORTH..... OPEN SPACE
EAST..... VACANT
SOUTH..... EX. VETERANS CEMETERY
WEST..... OPEN SPACE

## UTILITY PURVEYORS

WATER..... WMWD
GAS..... SOCAL GAS
ELECTRICAL..... SO. CAL EDISON
TELEPHONE..... FRONTIER
SEWER..... WMWD
CABLE..... FRONTIER

## EASEMENTS & COVENANTS

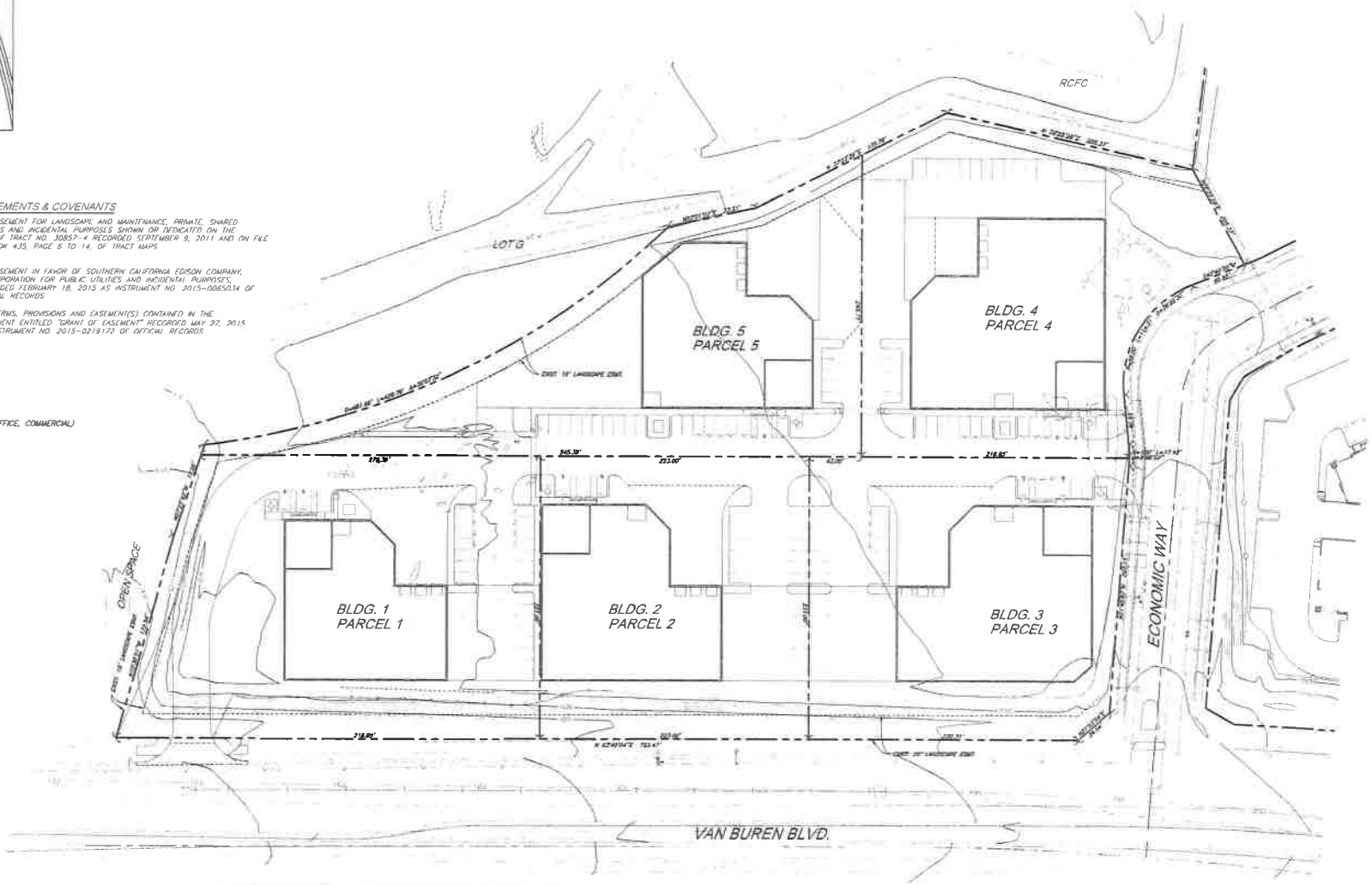
(29) AN EASEMENT FOR LANDSCAPE AND MAINTENANCE, PRIVATE, SHARED ACCESS AND INCIDENTAL PURPOSES SHOWN OR DEDICATED ON THE MAP OF TRACT NO. 30857-4 RECORDED SEPTEMBER 9, 2011 AND ON FILE IN BOOK 435, PAGE 6 TO 14, OF TRACT MAPS

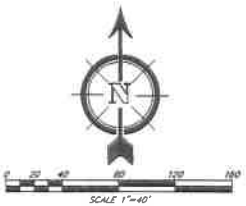
(31) AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 18, 2015 AS INSTRUMENT NO. 2015-0065014 OF OFFICIAL RECORDS

(32) THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "GRANT OF EASEMENT" RECORDED MAY 27, 2015 AS INSTRUMENT NO. 2015-0219172 OF OFFICIAL RECORDS

## LEGEND

- TRACT BOUNDARY
- CENTERLINE
- CURB AND GUTTER
- 1280 EXISTING CONTOUR LINE
- LOT LINE




SCALE 1"=40'

| REVISIONS | | | | |
|---|---|---|---|---|
| MARK | DESCRIPTION | BY | APPR | DATE |

DESIGNED BY: K.C. DRAWN BY: E.J.S.
CHECKED BY: R.V.Z. PROJECT MANAGER: K.S.

DATE _____

PREPARED BY: DATE _____

ROBERT VANZANTEN
R.C.E. NO. 62325 EXP. 9-30-19

SEAL

SURVEYED BY:

SDH AND ASSOCIATES INC
12/2 CANYON CREST DRIVE 71116
Riverside, California 92507
TEL: (951) 683-3691 FAX: (951) 788-2314

SCALE 1"=40'

DATE APRIL 2019

BENCHMARK

DESCRIPTION: MAG #22 / 4-33, BEING N 17°41'15" W BEING AN MAGNET "T" BRASS DISK STAMPED "MP 104 1984", FLUSH ON TOP OF THE ABUTMENT WALL, 1.5' EAST OF THE WEST END AND 3' ABOVE ROAD SURFACE NEAR THE INTERSECTION OF CACTUS AVE. AND THE SR91 BRIDGE. NAVD 1988 ELEV = 1574.17'

MARCH - JPA

TENTATIVE PARCEL MAP 37744
PRIME 6, LLC
LOT 12 TRACT 30857-4
PLANNING AREA "C"

1 OF 1 SHEETS

**Exhibit A 16**

Traffic Consistency Memo dated July 11, 2019

Kimley»Horn

# MEMORANDUM

To: Lauren Sotelo, Associate Planner, March Joint Powers Authority

From: Mychal Loomis, P.E., PTOE

Kimley-Horn and Associates, Inc.

Date: July 11, 2019

Subject: Meridian Unit 4, Lot 12 Traffic Consistency

---

Kimley-Horn has prepared this letter to provide an assessment of the proposed Unit 4, Lot 12 development's consistency with applicable traffic planning documents. In accordance with Meridian Specific Plan Amendment (SPA) Mitigation Monitoring and Reporting Program[1] Measure B-3, traffic volumes should be monitored periodically to assure that the transportation infrastructure provides sufficient capacity.

The proposed project would develop Unit 4, Lot 12 of the Meridian North Campus area with five separate buildings, totaling 92,000 square feet. The buildings would all be classified under the business park land use for traffic review purposes. A site plan is provided as an attachment. This lot is zoned as office and falls within Planning Region C, Planning Area 6 of the Meridian SPA. The proposed development is not consistent with its zoning and would require re-zoning of U4-12 to Mixed Use.

A traffic study update was prepared in August 2013 for the Meridian Business Park[2] that concluded current traffic volumes are below the approved trip generation rate and no changes to the traffic analysis for the undeveloped and unoccupied lots have been identified. Thus, no update to the traffic study prepared for the Meridian SPA was required.

As another method of monitoring traffic volumes, a log is kept with each new development to ensure trip estimates stay within the allocated trip thresholds for each Planning Region and Planning Area within the Meridian SPA. The current status of the traffic monitoring spreadsheet is provided as an attachment. As shown in the traffic monitoring spreadsheet, Planning Region C, Area 6 was allocated 7,539 external average daily trips (ADT) and 294

---

[1] Meridian Specific Plan Amendment (SP-5) Final Subsequent Environmental Impact Report, July 2010, Volume 1, Table XI-1

[2] Letter Memorandum dated August 12, 2013, from Kimley-Horn and Associates, Re: Meridian Business Park Traffic Study Update

truck trips. Within this planning area, development of U4-8, U4-9, U4-10, and U4-11 has been approved under a single project application for business park use that generate the equivalent of 5,773 passenger car trips. That project included an estimated 30 trucks to support business park use, but they were converted to passenger car equivalents and not taken from the total truck trip allocation for the planning area. A similar approach will be taken for this project's consistency.

As part of the approval of the U4-8, U4-9, U4-10, and U4-11 development, trips originally allocated to U4-12, the parcel for this proposed development, were transferred. This was agreed upon to allow that development to move forward with estimated trips in excess of original estimates. A total of 2,684 average daily trips (ADT) was transferred. This results in a maximum trip generation limit of 1,209 external ADT for U4-12.

With the proposed project re-zoning of U4-12 from office to mixed-use and proposal for a business park use, the potential users of the buildings become more diverse. The Institute of Transportation Engineers (ITE) defines Business Park (Land Use 770) as follows:

> *Business parks consist of a group of flex-type or incubator one- or two-story buildings served by a common roadway system. The tenant space is flexible and lends itself to a variety of uses; the rear side of the building is usually served by a garage door. Tenants may be start-up companies or small mature companies that require a variety of space. The space may include offices; retail and wholesale stores; restaurants; recreational areas; and warehousing, manufacturing, light industrial, or scientific research functions. The average mix is 20 to 30 percent office/commercial and 70 to 80 percent industrial/warehousing.*

Since the business park use often includes some small industrial/warehousing type of operations, it was assumed that 2% of business park trips would be delivery trucks and other smaller trucks that may be diesel powered. These were accounted for in the trip generation by using a passenger car equivalent of 2.0 per truck as part of the calculation for the overall passenger car count. The truck trips are included in the Meridian SPA traffic monitoring report attached to this document as trucks within the overall SPA area, but were not deducted from the available truck trips in the planning area. This was applied this way as there are available truck trips in the overall Meridian SPA area and the desire to not reduce available truck trips from the two remaining lots in Planning Area 6: Unit 4, Lot 13 and Unit 4, Lot 14.

Trip generation for the proposed development was calculated in accordance with the Meridian SPA, which used the Institute of Transportation Engineers, Trip Generation Manual, 8th Edition (ITE, 2008) and the Fontana Truck Trip Generation Study (2003). There has been a more recent version of the ITE Trip Generation Manual released since preparation of the Meridian SPA. A comparison of trip generation rates for the business park use associated with the

proposed project is shown below. The rate has decreased with the updated trip generation manual projections. As such, use of the Meridian SPA rates represents a similar but slightly more conservative analysis.

***Trip Generation Rate Comparison***

| Land Use Category | Meridian SPA Trip Rate (ITE 8th Edition) | Current Trip Rate (ITE 10th Edition) |
|---|---|---|
| Business Park | 12.76 per ksf | 12.44 per ksf |

As discussed on page IV-57 of the Meridian SPA SEIR, other land uses within the overall Meridian development are expected to "capture" 13 percent of daily passenger car trips. As a result, the total external ADT recorded in the traffic monitoring log would be less than the overall trip generation. Truck trips were accounted for in the trip generation by using a passenger car equivalent of 2.0 per truck as part of the calculation for the overall passenger car count. The resulting trip generation is provided as an attachment and summarized below.

***U4-12 Proposed Trip Generation***

| | Passenger Car ADT | Truck ADT | Gross ADT with PCE | External ADT with PCE |
|---|---|---|---|---|
| 92,000 sf Business Park | 1,151<br><br>(1,001 external) | 23<br><br>(46 external PCE) | *1,197* | *1,047* |

The traffic analysis for the Meridian SPA made assumptions on individual parcel trip generation in an effort to estimate traffic for the Amendment area. For this particular site, the assumption was a medical office building over 100,000 square feet. The proposed project results in significantly less trips than assumed, as shown below:

***Planning Area 6 Trip Generation Review***

| | Gross ADT | Truck Trips |
|---|---|---|
| Originally Assumed Trips for Parcel U4-12 | 3,893 | 0 |
| Trips transferred to U4-8/U4-9/U4-10/U4-11 Development | -2,684 | *-0* |
| **Remaining available trips for Parcel U4-12** | **1,209** | ***0*** |
| Proposed Trips for Parcel U4-12 (92,000 SF of Business Park) | 1,197 | *0* |
| Net Difference in Trips | 12 remaining | 0 |

The current status of the traffic monitoring spreadsheet is provided as an attachment. Based on the above information, the remaining trips for Planning Area 6 are anticipated to be enough for the remaining parcels in the planning area to be developed. With the assumed development of approved U4-8/U4-9/U4-10/U4-11 and U4-13/U4-14, there would be 1,185 external passenger car daily trips and 185 truck trips remaining for this project. This proposed U4-12 project generates 1,047 external passenger car daily trips. This would complete development of Planning Area 6.

Access to the site will be provided on Van Buren Boulevard and Economic Drive. The location of the driveway on Van Buren Boulevard was coordinated with County of Riverside staff to maximize spacing from the adjacent intersection in an effort to allow vehicles to slow down to make the right turn without severely impeding through traffic flow.

In conclusion, the proposed development would be consistent with traffic planning documents and mitigation measures identified in the Meridian SPA SEIR with the proposed development.

Please feel free to contact me at 619-744-0161 if you have any questions.

Sincerely,



Mychal Loomis, P.E.
CA PE 76101

Attachments:

Meridian SPA Land Use Plan

Proposed Site Plan

Trip Generation Calculations

Meridian SPA Traffic Monitoring Spreadsheet (Existing)

Meridian SPA Traffic Monitoring Spreadsheet (With Project)

Excerpt from Appendix G of the Traffic Impact Study for the Meridian SPA

County of Riverside Correspondence

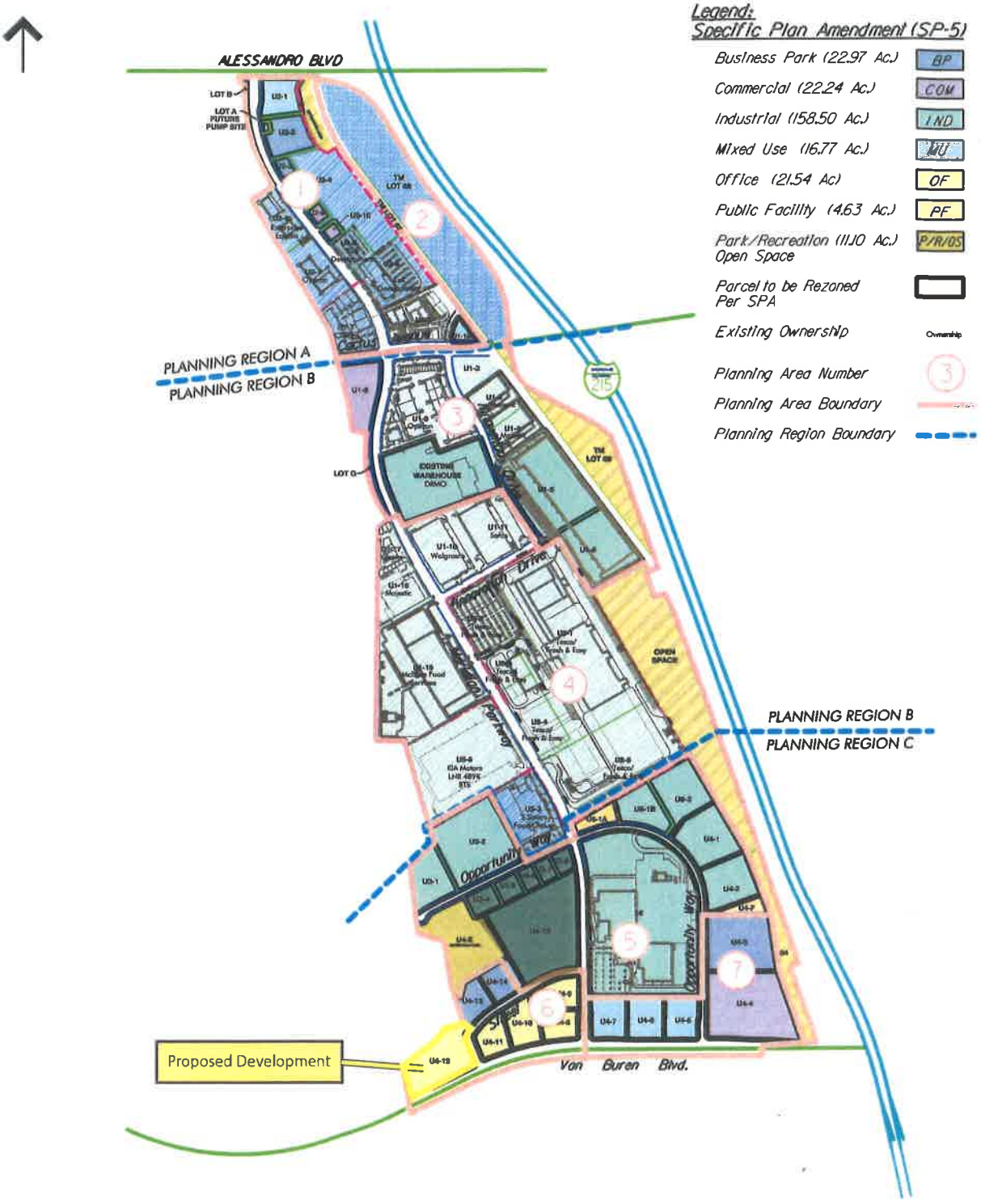
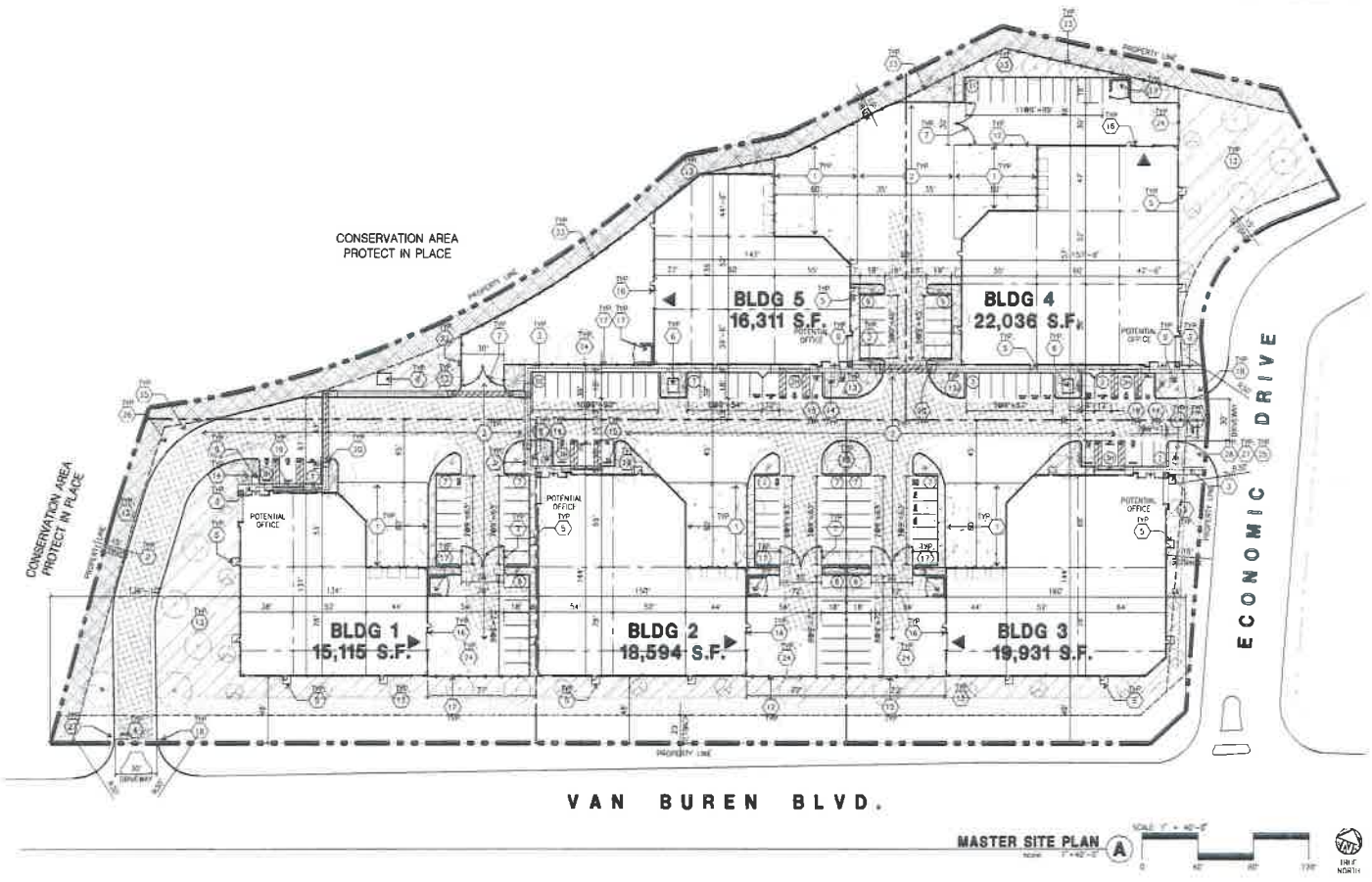
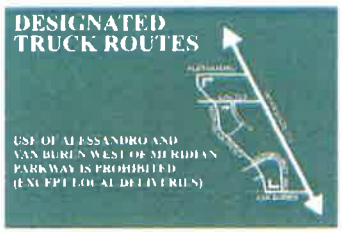



Figure I

LOT AND PROPERTY OWNER




MASTER SITE PLAN (A)




9'-0" x 3'-0" x .080" ALUM PANELS LAMINATED W/ GREEN HP VINYL W/ WHITE HP VINYL COPY & GRAPHIC PANELS TO BE COATED W/ ANTI-GRAFFITI SHEETING PANELS TO COME W/ A 2-3/4" GALVANIZED POST & MOUNTING HARDWARE

TRUCK ROUTE SIGN (B)

## SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONCRETE PAVEMENT
2. ASPHALT CONCRETE (AC) PAVING
3. CONCRETE WALKWAY, MEDIUM BROOM FINISH
4. DRIVEWAY ARROWS TO BE CONSTRUCTED
5. 5'-6"W X 5'-6"H THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY AS REQ. BY CITY INSPECTOR.
6. APPROXIMATE LOCATION OF TRANSFORMER. CONTRACTOR TO VERIFY WITH S.C.E.
7. PROVIDE 8' HIGH METAL GATES W/ KNOX-BOX PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY
8. CONCRETE RAMP W/ 42" HIGH CONCRETE WALL
9. EXTERIOR BIKE RACK TYPICAL
10. 12" HIGH TILT-UP SCREEN WALL TO COMPLY WITH MARCH BUSINESS CENTER DESIGN GUIDELINE
11. EXTERIOR CONCRETE STAIR
12. 6' H METAL FENCE
13. LANDSCAPE. ALL LANDSCAPE AREAS INDICATED BY SHADING
14. EMPLOYEE BREAK AREA
15. PRE-CAST CONCRETE WHEEL STOP
16. CONCRETE FILLED GUARD POST 6" DIA. U.N.O. 42" H.
17. TRASH ENCLOSURE W/ 6' HIGH WALLS PER CITY STANDARD
18. ACCESSIBLE ENTRY SIGN.
19. ACCESSIBLE PARKING STALL SIGN.
20. TRUNCATED DOME.
21. APPROXIMATE LOCATION OF FIRE HYDRANT.
22. PEDESTRIAN-SCALE LIGHTING WILL BE PROVIDED WITHIN THE PUBLIC ROW SIDEWALK FRONTING VAN BUREN
23. 6' H METAL SCREEN FENCE
24. AMENITY BASKETBALL COURT
25. TRUCK ROUTE SIGN. SEE DETAIL B
26. NO TRUCK ACCESS SIGN.
27. STOP SIGN
28. TRUCKS NO RIGHT TURN SIGN

## SITE LEGEND

- CONCRETE PAVING SEE "C" DRWGS FOR THICKNESS
- STANDARD PARKING STALL 9' X 18'
- LANDSCAPED AREA
- 24' WIDE FIRELANE
- METAL FENCE
- METAL SCREEN FENCE
- HANDICAP PARKING STALL (9' X 18') W/ 5' ACCESSIBLE AISLE
- HANDICAP PARKING STALL (VAN) (12' X 18') W/ 5' ACCESSIBLE AISLE
- PATH OF TRAVEL
- GRADE LEVEL DOOR

- NOTE
- ALL ROOF MOUNTED EQUIPMENT TO BE SCREENED FROM ON AND OFF SITE VIEW
- FIRE HYDRANT LOCATIONS WILL BE PROVIDED AT LATER STAGE PER RIVERSIDE FIRE DEPARTMENT REQUIREMENTS.
- PER MASTER DEVELOPER, CHAINLINK FENCE WILL BE PROVIDED PRIOR TO THE ROUGH GRADING STAGE PER COMPENSATORY MITIGATION AND MONITORING PLAN
- PEDESTRIAN CIRCULATION LIGHTING WILL BE PROVIDED FROM PARKING AREAS / PEDESTRIAN PATHS TO BUILDING ENTRIES PER SECTION 7.5.1 OF WDCG.
- ALL ENTRY AREAS ARE TO BE LIT PROVIDING AN INVITING GLOW FROM INTERIOR PER SECTION 7.6.2 OF WDCG.
- PROJECT TO PROVIDE CONSISTENT THEME LIGHTING, SUBJECT TO REVIEW AND APPROVAL BY MARCH JPA SHALL BE PROVIDED WITHIN LOTS FRONTING VAN BUREN BOULEVARD AS PER PAGE III-19

## VICINITY MAP




## PROJECT DATA

| | BLDG 1 | BLDG 2 | BLDG 3 | BLDG 4 | BLDG 5 | TOTAL |
|---|---|---|---|---|---|---|
| SITE AREA | | | | | | |
| BUILDING AREA | | | | | | |
| COVERAGE | | | | | | |
| F.A.R. | | | | | | |
| FLOOR HEIGHT | | | | | | |
| AUTO PARKING PROVIDED | | | | | | |
| PARKING CALCULATION CITY | | | | | | |
| MAXIMUM BUILDING HEIGHT ALLOWED | | | | | | |
| MAXIMUM FLOOR AREA RATIO | | | | | | |
| LANDSCAPE REQUIREMENT | | | | | | |
| LANDSCAPE PROVIDED | | | | | | |
| SETBACKS | | | | | | |

## SITE PLAN GENERAL NOTES

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY: TBD
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES.
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6'-0" O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA WAY. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH U.N.O.
11. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
12. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
13. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
14. ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES ON AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
15. ALL VERTICAL MOUNTING POLES OF CHAIN LINK FENCING SHALL BE CAPPED.
16. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB.

CAUTION : IF THIS SHEET IS NOT A 24" X 36" IT IS A REDUCED PRINT

HPA architecture
hpa, inc.
18831 bardeen avenue, ste. #100
irvine, ca
92612
tel: 949-863-1770
fax: 949-863-0851
email: hpa@hparchs.com

Owner:
SDM
101 HODENCAMP ROAD, STE 200
THOUSAND OAKS, CA 90703
TEL: (805) 494-1226

Project:
MS PRIME SIX
Riverside, CA

Consultants:
SDH INC.
HUNTER LANDSCAPE

Title: Master Site Plan
Project Number: 16489
Drawn by: ML
Date: 04/05/17
Revision:
Sheet: A1.1

| Land Use Designation | ITE Code | Square Footage (ksf) | Total Trip Rate | Truck Trip Rate | Passenger Car ADT | Truck ADT | Truck ADT w PCE | Total Gross ADT | Passenger Car External ADT | Truck External ADT | Total External ADT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Allocated Trips | | | | | | | | | | | |
| General Office Building | 710 | 88.000 | ln(T)=0.77ln(x)+3.65 | 0 | 1,209 | 0 | 0 | 1,209 | | | |
| Proposed Revised Concept Trips | | | | | | | | | | | |
| Business Park | 770 | 92.000 | 12.76 | 2% of ADT | 1,151 | 23 | 46 | 1,197 | 1,001 | 46 | 1,047 |
| Comparison w/ Allocated Trips | | | | | | | | (12) | | | |

*Meridian SPA Traffic Monitoring Spreadsheet*
*Existing 07/11/2019*

| Planning Area | Lot | Land Use Designation | User | External ADT | Truck Trips | Notes |
|---|---|---|---|---|---|---|
| | | | ***Planning Region A*** | | | |
| *1* | U1-19 | MU | | | | |
| | U2-1 | MU | | 382 | 153* | *converted truck trips to PCEs |
| | U2-2 | BP | | 4041 | 0 | 60,980 sf general light industrial, 90,840 sf business park & 14,140 sf general office building |
| | U2-3 | BP | | | | |
| | U2-9 | COM | | | | |
| | U2-10 | COM | | | | |
| | | | **Calculated Trip Generation:** | **4,423** | - | |
| | | | **Planning Area Allowance:** | **7,333** | - | |
| | | | **Remaining Trips:** | **2,910** | - | |
| | | | ***Planning Region B*** | | | |
| *3* | U1-5 | IND | New Castle | 1914 | **432** | |
| | U1-6 | IND | New Castle | -- | -- | Combined with U1-5 |
| | U1-8 | COM | | | | |
| | DRMO | IND | | 704 | 404 | Classified as Truck Terminal |
| | | | **Calculated Trip Generation:** | **2,618** | **836** | |
| | | | **Planning Area Allowance:** | **8,303** | **1,836** | |
| | | | **Remaining Trips:** | **5,685** | **1,000** | |
| | | | ***Planning Region C*** | | | |
| *5* | U3-1 | IND | | | | |
| | U3-2 | IND | | | | |
| | U3-4 | IND | | -- | -- | Combined with U4-15 |
| | U3-5 | IND | | -- | -- | Combined with U4-15 |
| | U3-6 | IND | | -- | -- | Combined with U4-15 |
| | U3-7 | IND | | -- | -- | Combined with U4-15 |
| | U3-8 | IND | | -- | -- | Combined with U4-15 |
| | U4-15 | IND | | 1551 | 350 | 486,000 sf warehouse |
| | U6-1A | PF | | | | |
| | U6-1B | IND | | -- | -- | Combined with U4-2 |
| | U6-2 | IND | | -- | -- | Combined with U4-2 |
| | U4-1 | IND | | -- | -- | Combined with U4-2 |
| | U4-2 | IND | | 1627 | 367 | 510,000 sf warehouse |
| | Lot 16 | IND | Sysco | 1644 | 371 | 515,223 sf warehouse |
| | | | **Calculated Trip Generation:** | **4,822** | **1,088** | |
| | | | **Planning Area Allowance:** | **6,080** | **1,760** | |
| | | | **Remaining Trips:** | **1,258** | **672** | |
| *6* | U4-8 | OF | | 5713 | | 32,628 sf office; 6,584 sf retail; 5,937 sf restaurant/café: & 116,892 sf business park |
| | U4-9 | OF | | | | |
| | U4-10 | OF | | | | |
| | U4-11 | OF | | 60 | 30* | |
| | U4-12 | OF | | | | |
| | U4-13 | BP | | 581 | 109 | 124,523 sf light manufacturing |
| | U4-14 | BP | | | | Combined with U4-13 |
| | | | **Calculated Trip Generation:** | **6,354** | **109** | |
| | | | **Planning Area Allowance:** | **7,539** | **294** | |
| | | | **Remaining Trips:** | **1,185** | **185** | |
| *7* | U4-3 | BP | | 542 | | 192,468 sf business park |
| | | | | 1043 | 401* | *converted truck trips to PCEs |
| | U4-4 | COM | | 9468 | 0 | Retail Site - variety of uses |
| | U4-5 | MU | | 723 | | 162,660 sf warehouse & 8,000 sf retail |
| | U4-6 | MU | | | | |
| | U4-7 | MU | | 308 | 121* | *converted truck trips to PCEs |
| | | | **Calculated Trip Generation:** | **12,084** | - | |
| | | | **Planning Area Allowance:** | **16,164** | - | |
| | | | **Remaining Trips:** | **4,080** | - | |
| | | | ***GRAND TOTAL, ALL PLANNING AREAS*** | | | |
| | | | **Calculated Trip Generation:** | **28,568** | **2,738** | *Truck trips for these parcels are included in Grand Total for Truck Trips, not as PCEs |
| | | | **Planning Area Allowance:** | **45,419** | **3,890** | |
| | | | **Remaining Trips:** | **16,851** | **1,152** | |

## *Meridian SPA Traffic Monitoring Spreadsheet*
## *With Proposed Unit 4 Lot 12*

| Planning Area | Lot | Land Use Designation | User | External ADT | Truck Trips | Notes |
|---|---|---|---|---|---|---|
| | | | ***Planning Region A*** | | | |
| *1* | U1-19 | MU | | | | |
| | U2-1 | MU | | 382 | 153* | *converted truck trips to PCEs |
| | U2-2 | BP | | 4041 | 0 | 60,980 sf general light industrial, 90,840 sf business park & 14,140 sf general office building |
| | U2-3 | BP | | | | |
| | U2-9 | COM | | | | |
| | U2-10 | COM | | | | |
| | | | **Calculated Trip Generation:** | **4,423** | - | |
| | | | **Planning Area Allowance:** | **7,333** | - | |
| | | | **Remaining Trips:** | **2,910** | - | |
| | | | ***Planning Region B*** | | | |
| *3* | U1-5 | IND | New Castle | 1914 | 432 | |
| | U1-6 | IND | New Castle | -- | -- | Combined with U1-5 |
| | U1-8 | COM | | | | |
| | DRMO | IND | | 704 | 404 | Classified as Truck Terminal |
| | | | **Calculated Trip Generation:** | **2,618** | **836** | |
| | | | **Planning Area Allowance:** | **8,303** | **1,836** | |
| | | | **Remaining Trips:** | **5,685** | **1,000** | |
| | | | ***Planning Region C*** | | | |
| *5* | U3-1 | IND | | | | |
| | U3-2 | IND | | | | |
| | U3-4 | IND | | -- | -- | Combined with U4-15 |
| | U3-5 | IND | | -- | -- | Combined with U4-15 |
| | U3-6 | IND | | -- | -- | Combined with U4-15 |
| | U3-7 | IND | | -- | -- | Combined with U4-15 |
| | U3-8 | IND | | -- | -- | Combined with U4-15 |
| | U4-15 | IND | | 1551 | 350 | 486,000 sf warehouse |
| | U6-1A | PF | | | | |
| | U6-1B | IND | | -- | -- | Combined with U4-2 |
| | U6-2 | IND | | -- | -- | Combined with U4-2 |
| | U4-1 | IND | | -- | -- | Combined with U4-2 |
| | U4-2 | IND | | 1627 | 367 | 510,000 sf warehouse |
| | Lot 16 | IND | Sysco | 1644 | 371 | 515,223 sf warehouse |
| | | | **Calculated Trip Generation:** | **4,822** | **1,088** | |
| | | | **Planning Area Allowance:** | **6,080** | **1,760** | |
| | | | **Remaining Trips:** | **1,258** | **672** | |
| *6* | U4-8 | OF | | 5713 | | 32,628 sf office; 6,584 sf retail; 5,937 sf restaurant/café. & 116.892 sf business park |
| | U4-9 | OF | | | | |
| | U4-10 | OF | | 60 | 30* | |
| | U4-11 | OF | | | | |
| | U4-12 | OF | | 1047 | 23* | 92,000 SF Business Park |
| | U4-13 | BP | | 581 | 109 | 124,523 sf light manufacturing |
| | U4-14 | BP | | -- | -- | Combined with U4-13 |
| | | | **Calculated Trip Generation:** | **7,401** | **109** | |
| | | | **Planning Area Allowance:** | **7,539** | **294** | |
| | | | **Remaining Trips:** | **138** | **185** | |
| *7* | U4-3 | BP | | 542 | | 192,468 sf business park |
| | | | | 1043 | 401* | *converted truck trips to PCEs |
| | U4-4 | COM | | 9468 | 0 | Retail Site - variety of uses |
| | U4-5 | MU | | 723 | | 162,660 sf warehouse & 8,000 sf retail |
| | U4-6 | | | | | |
| | U4-7 | | | 308 | 121* | *converted truck trips to PCEs |
| | | | **Calculated Trip Generation:** | **12,084** | - | |
| | | | **Planning Area Allowance:** | **16,164** | - | |
| | | | **Remaining Trips:** | **4,080** | - | |
| | | | ***GRAND TOTAL, ALL PLANNING AREAS*** | | | |
| | | | **Calculated Trip Generation:** | **29,615** | **2,761** | *Truck trips for these parcels are included in Grand Total for Truck Trips, not as PCEs |
| | | | **Planning Area Allowance:** | **45,419** | **3,890** | |
| | | | **Remaining Trips:** | **15,804** | **1,129** | |

*Meridian* *North Campus*

**March 31, 2010**

| TAZ | Lot # | Gross Acreage | Land Use Grouping | Land Use Designation | FAR | Square Footage | Status | Trip Rate | ADT | AM Peak-Hour % of ADT | AM Peak-Hour In Out Ratio | AM In | AM Out | AM Total | PM Peak-Hour % of ADT | PM Peak-Hour In Out Ratio | PM In | PM Out | PM Total | ITE Trip Rate | ITE Truck ADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Unit 1** | | | | | | | | | | | | | | | | | | | | |
| 1 | 1-1 | 8.00 | Mixed Use | General Office Building | 6.5% | 78,900 | Spec Office Dev VDA | 11.01 | 648 | 14% | 0.88 | 0.12 | 80 | 11 | 91 | 14% | 12% | 88% | 15 | 78 | 93 | 0 | 10 |
| 1 | | | Mixed Use | General Light Industrial | 19.1% | 27,120 | Spec Showroom/VDA | 1.6 | | 13% | 0.88 | 0.12 | - | - | 0 | 14% | 12% | 88% | - | - | - | 2.51 | - |
| 1 | 1-2 | 3.23 | Industrial | Warehousing | 31.7% | 44,800 | Spec Dev VDA | 5 | 223 | 11% | 0.79 | 0.21 | 21 | 5 | 25 | 10% | 25% | 75% | 5 | 15 | 32 | 0.72 | 17 |
| 1 | 1-3 | 5.24 | Industrial | High-Cube Warehouse | 37.2% | 85,000 | Spec Dev Majestic (U/C) | 1.18 | 99 | 6% | 0.65 | 0.35 | 4 | 2 | 6 | 7% | 33% | 67% | 5 | 2 | 7 | 0.53 | 26 |
| 1 | 1-4 | 4.35 | Industrial | High-Cube Warehouse | 66.0% | 125,000 | Spec Dev Majestic (U/C) | 1.6 | 200 | 6% | 0.65 | 0.35 | 8 | 4 | 13 | 7% | 33% | 67% | 9 | 5 | 14 | 0.53 | 46 |
| 1 | 1-5 | 16.35 | Industrial | Manufacturing | 42.0% | 299,127 | LNR Planned | 3.82 | 1,143 | 19% | 0.78 | 0.22 | 170 | 48 | 218 | 19% | 36% | 64% | 62 | 140 | 218 | 2.93 | 876 |
| 1 | 1-6 | 10.55 | Industrial | Warehousing | 45.0% | 206,801 | LNR Planned | 3.56 | 736 | 8% | 0.79 | 0.21 | 49 | 13 | 62 | 9% | 25% | 75% | 17 | 50 | 66 | 0.72 | 149 |
| 1 | 1-7 | 6.81 | Business Park | General Light Industrial | 37.0% | 106,535 | Spec Dev Clifford (built) | 6.97 | 746 | 13% | 0.88 | 0.12 | 87 | 12 | 99 | 14% | 12% | 88% | 12 | 91 | 104 | 2.51 | 90 |
| 1 | 1-8 | 5.85 | Commercial | Business Hotel | 35.0% | 89,189 | Planned retail (127 room hotel) | 7.27 | 923 | 8% | 0.59 | 0.41 | 43 | 30 | 74 | 9% | 60% | 40% | 47 | 31 | 79 | 0 | - |
| 1 | 1-8a | | Commercial | Fast-Food Restaurant w/ D.T. | 1.2% | 3,000 | | 496.12 | 1,488 | 10% | 0.51 | 0.49 | 76 | 73 | 148 | 7% | 52% | 48% | 53 | 49 | 102 | 0 | - |
| 1 | 1-8b | | Commercial | Fast-Food Restaurant w/ D.T. | 1.2% | 3,000 | | 496.12 | 1,488 | 10% | 0.51 | 0.49 | 76 | 73 | 148 | 7% | 52% | 48% | 53 | 49 | 102 | 0 | - |
| 1 | 1-8c | | Commercial | High Turn over (sit down) Restaur | 3.1% | 8,000 | 8K restaurant | 127.15 | 1,017 | 9% | 0.52 | 0.48 | 48 | 44 | 92 | 9% | 59% | 41% | 53 | 37 | 89 | 0 | - |
| 1 | 1-8d | | Commercial | Specialty Retail Center | 3.9% | 5,000 | Retail | 44.32 | 222 | 0% | 0.00 | 0.00 | - | - | 0 | 6% | 44% | 56% | 6 | 8 | 14 | 0 | - |
| 1 | 1-9 | 17.14 | Mixed Use | General Light Industrial | 26.9% | 200,482 | Spec Dev Operon (built) | 6.46 | 1,295 | 13% | 0.88 | 0.12 | 150 | 21 | 171 | 14% | 12% | 88% | 22 | 159 | 180 | 2.51 | 140 |
| 1 | 1-9a | | Mixed Use | General Office Building | 3.4% | 25,298 | Spec Dev Operon (built) | 11.01 | 279 | 14% | 0.88 | 0.12 | 35 | 5 | 39 | 14% | 17% | 83% | 5 | 31 | 36 | 0 | - |
| 1 | 1-9b | | Mixed Use | General Office Building | 2.0% | 15,275 | Spec Dev Operon (built) | 11.01 | 168 | 14% | 0.88 | 0.12 | 21 | 3 | 24 | 14% | 17% | 83% | 4 | 19 | 23 | 0 | - |
| 1 | 1-10 | 1.05 | Industrial | General Light Industrial | 45.0% | 20,582 | Combined with DRMO | 6.97 | 143 | 13% | 0.88 | 0.12 | 17 | 2 | 19 | 14% | 12% | 88% | 2 | 18 | 20 | 2.51 | 52 |
| 1 | 1-DRMO | 16.53 | Industrial | General Light Industrial | 42.0% | 302,420 | Redeveloped DRMO | 6.97 | 2,108 | 13% | 0.88 | 0.12 | 245 | 33 | 278 | 13% | 12% | 88% | 35 | 258 | 293 | 2.51 | 759 |
| 1 | 1-11 | 8.80 | Industrial | General Light Industrial | 45.0% | 180,000 | | 4.99 | 942 | 13% | 0.88 | 0.12 | 108 | 15 | 124 | 14% | 12% | 88% | 16 | 115 | 131 | 2.51 | 170 |
| 1 | 1-15 | 28.41 | Industrial | Warehousing | 21.9% | 280,038 | McLane Foodservices (built) | 2.4 | 672 | 8% | 0.79 | 0.21 | 45 | 12 | 57 | 8% | 25% | 75% | 15 | 45 | 60 | 0.72 | 120 |
| 1 | 1-15 R | | Industrial | Warehousing | 0.9% | 11,600 | Truck Maint, McLane | 4.96 | 58 | 8% | 0.79 | 0.21 | 4 | 1 | 5 | 8% | 25% | 75% | 1 | 4 | 5 | 0.72 | - |
| 1 | 1-16 | 5.63 | Industrial | Warehousing | 42.8% | 105,000 | Spec Dev Majestic (built) | 5 | 525 | 8% | 0.79 | 0.21 | 35 | 9 | 44 | 8% | 25% | 75% | 12 | 35 | 47 | 0.72 | 35 |
| 1 | 1-17 | 3.03 | Industrial | General Light Industrial | 35.4% | 46,784 | Spec Dev Yocum | 6.97 | 315 | 13% | 0.88 | 0.12 | 37 | 5 | 42 | 14% | 12% | 88% | 5 | 39 | 44 | 2.51 | 36 |
| 1 | 1-18 | 10.81 | Industrial | High-Cube Warehouse | 45.7% | 215,000 | Walgreens (built) | 1.01 | 217 | 6% | 0.65 | 0.35 | 9 | 5 | 14 | 7% | 33% | 67% | 5 | 10 | 15 | 0.53 | 38 |
| 1 | 1-19 | 1.0 | Mixed Use | Specialty Retail Center | 30.0% | 13,068 | | 44.32 | 579 | 0% | 0.00 | 0.00 | - | - | 0 | 6% | 44% | 56% | 15 | 20 | 35 | 0 | - |
| 1 | Lot G | 1.30 | Business Park | General Light Industrial | 45.0% | | | | 0 | 13% | 0.88 | 0.12 | - | - | 0 | 14% | 12% | 88% | - | - | - | 2.51 | - |
| | **Subtotal** | 154.88 | Total SF | | | 2,506,819 | | | | | | | | | | | | | | | | | |
| | | 51.27 | | | SPA only | 942,186 | | | 16,235 | | | | | 425 | 1,791 | | | | 485 | 1,312 | 1,796 | | 2,537 |
| | **Unit 2** | | | | | | | | | | | | | | | | | | | | |
| 1 | 2-1 | 3.77 | Mixed Use | Specialty Retail Center | 6.3% | 7,500 | Projected | 44.32 | 332 | 0% | 0.00 | 0.00 | - | - | 0 | 6% | 44% | 56% | 9 | 11 | 20 | 0 | - |
| | 2-1 | | Mixed Use | Coffee/Donut Shop w/ D.T. | 1.2% | 2,000 | Projected | 818.58 | 1,637 | 14% | 0.51 | 0.49 | 113 | 109 | 222 | 5% | 50% | 50% | 43 | 43 | 86 | | |
| | 2-1 | | Mixed Use | Bread/Donut/Bagel Shop w/ D.T. | 1.2% | 2,000 | Projected | 300.84 | 602 | 12% | 0.50 | 0.50 | 37 | 37 | 74 | 7% | 50% | 50% | 20 | 20 | 39 | | |
| | 2-1 | | Mixed Use | General Office Building | 22.0% | 36,129 | Projected | 6.09 | 609 | ln(T)=0.77ln(x)+3.65 | | | | | | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 73 | 10 | 83 | t=1.12x+78.81 | 17% | 83% | 20 | 99 | 119 | | |
| 1 | 2-2 | 4.45 | Business Park | General Office Building | 35.0% | 67,845 | Retail & Office | 9.90 | 990 | ln(T)=0.77ln(x)+3.65 | | | | | | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 121 | 17 | 138 | t=1.12x+78.81 | 17% | 83% | 26 | 128 | 155 | 0 | - |
| 1 | 2-3 | 0.92 | Business Park | General Office Building | 35.0% | 14,026 | Office | 2.94 | 294 | ln(T)=0.77ln(x)+3.65 | | | | | | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 34 | 5 | 39 | t=1.12x+78.81 | 17% | 83% | 16 | 78 | 95 | 0 | - |
| 1 | 2-4 | 14.47 | Business Park | Light Rail Transit Station w/ Parkir | 0.0% | | Metrolink Station(1200 spots) | | 230 | | | | | 64 | 17 | 101 | | | | 26 | 103 | 129 | 0 | - |
| 1 | 2-5 | 2.82 | Business Park | General Office Building | 0.0% | - | Spec Dev Koll (parking only) | 11.01 | - | 14% | 0.88 | 0.12 | - | - | 0 | 14% | 17% | 83% | - | - | - | 0 | - |
| 1 | 2-6 | 8.54 | Business Park | General Office Building | 42.7% | 159,000 | Spec Dev Koll | 11.01 | 1,749 | 14% | 0.88 | 0.12 | 217 | 30 | 247 | 14% | 17% | 83% | 40 | 196 | 237 | 0 | - |
| 1 | 2-7 | 6.57 | Business Park | General Office Building | 38.4% | 110,000 | Spec Dev Operon | 11.01 | 1,210 | 14% | 0.88 | 0.12 | 150 | 20 | 171 | 14% | 17% | 83% | 28 | 136 | 164 | 0 | - |
| 1 | 2-8 | 4.95 | Business Park | General Office Building | 18.6% | 40,000 | BTS Dev Enterprise | 8 | 360 | 14% | 0.88 | 0.12 | 45 | 6 | 51 | 14% | 17% | 83% | 8 | 40 | 48 | 0 | - |
| 1 | 2-9 | 0.85 | Commercial | Specialty Retail Center | 24.6% | 9,108 | Office | 44.32 | 404 | 0% | 0.00 | 0.00 | - | - | 0 | 6% | 44% | 56% | 11 | 14 | 25 | 0 | - |
| | | | Commercial | Coffee/Donut Shop w/o D.T. | 5.2% | 1,925 | Projected Retail | 841.48 | 1,620 | 14% | 0.51 | 0.49 | 115 | 111 | 226 | 5% | 50% | 50% | 39 | 39 | 78 | | |
| 1 | 2-10 | 0.70 | Commercial | Specialty Retail Center | 23.4% | 7,135 | Office | 44.32 | 316 | 0% | 0.00 | 0.00 | - | - | 0 | 6% | 44% | 56% | 9 | 11 | 19 | 0 | - |
| | | | Commercial | Bread/Donut/Bagel Shop w/o D.T. | 6.6% | 2,000 | Projected Retail | 523.17 | 1,046 | 13% | 0.47 | 0.53 | 66 | 74 | 140 | 5% | 50% | 50% | 28 | 28 | 56 | | |
| 3 | 2-11 | 2.97 | Public Facility | Business Park | 0.0% | - | Detention Basin | 12.76 | - | 11% | 0.84 | 0.16 | - | - | 0 | 10% | 23% | 77% | - | - | - | 0 | - |
| 3 | Lot A | 0.23 | Public Facility | Business Park | 0.0% | - | Pump Site | 12.76 | - | 11% | 0.84 | 0.16 | - | - | 0 | 10% | 23% | 77% | - | - | - | 0 | - |
| 3 | Lot B | 0.58 | Public Facility | Business Park | 0.0% | - | Projected | 12.76 | - | 11% | 0.84 | 0.16 | - | - | 0 | 10% | 23% | 77% | - | - | - | 0 | - |
| | **Subtotal** | 51.62 | Total SF | | | 458,669 | | | | | | | | | | | | | | | | | |
| | | 11.50 | | | SPA only | 148,669 | | | 11,189 | | | | | 989 | 435 | 1,490 | | | | 323 | 947 | 1,270 | | 16 |
| | **Unit 5** | | | | | | | | | | | | | | | | | | | | |
| 2 | 5-1 to 5-5 | 88.30 | Industrial | Warehousing | 50.0% | 1,921,428 | Tesoo Fresh & Easy (built) | 1.46 | 10,457 | 8% | 0.79 | 0.21 | 415 | 217 | 632 | 9% | 25% | 75% | 97 | 612 | 709 | 0.72 | 2,196 |
| 2 | | | Industrial | Warehousing | 0.0% | - | Tesco Expension | - | - | 8% | 0.79 | 0.21 | - | - | 0 | 9% | 24% | 76% | - | - | - | 0.72 | - |
| 2 | 5-6 | 23.81 | Industrial | High-Cube Warehouse | 47.1% | 489,000 | LNR BTS (Kia) (Built) | 1.63 | 798 | 6% | 0.65 | 0.35 | 32 | 17 | 50 | 7% | 33% | 67% | 18 | 37 | 55 | 0.53 | 185 |
| | **Subtotal** | 112.1 | Total SF | | | 2,410,428 | | | | | | | | | | | | | | | | | |
| | | | | | SPA only | 0 | | | 11,255 | | | | | 447 | 234 | 682 | | | | 115 | 649 | 764 | | 2,381 |
| | **Unit 3** | | | | | | | | | | | | | | | | | | | | |
| 2 | 3-1 | 5.00 | Industrial | Warehousing | 45.0% | 98,010 | Ridge Spec | 3.56 | 349 | 8% | 0.79 | 0.21 | 23 | 6 | 29 | 9% | 25% | 75% | 8 | 24 | 31 | 0.72 | 71 |
| 2 | 3-2 | 13.53 | Industrial | Warehousing | 45.0% | 265,215 | Ridge Spec | 3.56 | 944 | 8% | 0.79 | 0.21 | 63 | 17 | 80 | 9% | 25% | 75% | 21 | 64 | 85 | 0.72 | 191 |
| 2 | 3-3 | 10.27 | Business Park | Manufacturing | 21.3% | 95,270 | 2 Sisters Food Group (U/C) | 4.87 | 489 | 19% | 0.78 | 0.22 | 73 | 21 | 93 | 19% | 36% | 64% | 34 | 60 | 93 | 2.93 | 132 |
| 2 | | | Business Park | Manufacturing | 18.8% | 84,230 | 2 Sisters Food Group Expension | 3.40 | 365 | 19% | 0.78 | 0.22 | 57 | 18 | 74 | 19% | 36% | 64% | 26 | 47 | 74 | 2.93 | 107 |
| 2 | 3-4 | 2.00 | Industrial | Warehousing | 45.0% | 39,204 | Projected | 3.56 | 140 | 8% | 0.79 | 0.21 | 9 | 2 | 12 | 9% | 25% | 75% | 3 | 9 | 13 | 0.72 | 28 |
| 2 | 3-5 | 1.65 | Industrial | Warehousing | 45.0% | 32,343 | Projected | 3.56 | 115 | 8% | 0.79 | 0.21 | 8 | 2 | 10 | 9% | 25% | 75% | 3 | 8 | 10 | 0.72 | 23 |
| 2 | 3-6 | 1.17 | Industrial | Warehousing | 45.0% | 22,934 | Projected | 3.56 | 82 | 8% | 0.79 | 0.21 | 5 | 1 | 7 | 9% | 25% | 75% | 2 | 6 | 7 | 0.72 | 17 |
| 2 | 3-7 | 1.17 | Industrial | Warehousing | 45.0% | 22,934 | Projected | 3.56 | 82 | 8% | 0.79 | 0.21 | 5 | 1 | 7 | 9% | 25% | 75% | 2 | 6 | 7 | 0.72 | 17 |
| 2 | 3-8 | 1.35 | Industrial | Warehousing | 45.0% | 26,463 | Projected | 3.56 | 94 | 8% | 0.79 | 0.21 | 6 | 2 | 8 | 9% | 25% | 75% | 2 | 6 | 8 | 0.72 | 19 |
| | **Subtotal** | 35.1 | Total SF | | | 686,604 | | | | | | | | | | | | | | | | | |
| | | | | | SPA only | 387,304 | | | 2,679 | | | | | 250 | 69 | 319 | | | | 101 | 229 | 329 | | 389 |
| | **Unit 6** | | | | | | | | | | | | | | | | | | | | |
| 3 | 6-1a | 2.12 | Public Facility | Business Park | 16.2% | 15,000 | Fire Station | | 50 | 8% | 0.30 | 0.70 | 1 | 3 | 4 | 10% | 70% | 30% | 4 | 2 | 5 | 0 | 20 |
| 3 | 6-1b | 4.82 | Industrial | Warehousing | 32.0% | 67,184 | | 3.56 | 239 | 8% | 0.79 | 0.21 | 15 | 4 | 20 | 8% | 25% | 75% | 5 | 16 | 21 | 0.72 | 48 |
| 2 | 6-2 | 6.90 | Industrial | Manufacturing | 42.0% | 126,227 | LNR Planned Industrial | 3.82 | 482 | 19% | 0.78 | 0.22 | 72 | 20 | 92 | 19% | 36% | 64% | 33 | 59 | 92 | 2.93 | 370 |
| | **Unit 4** | | | | | | | | | | | | | | | | | | | | |
| 3 | 4-1 | 7.23 | Industrial | High-Cube Warehouse | 45.0% | 141,722 | Projected | 1.44 | 204 | 6% | 0.65 | 0.35 | 8 | 4 | 13 | 7% | 33% | 67% | 5 | 9 | 14 | 0.53 | 75 |
| 3 | 4-2 | 6.30 | Industrial | Warehousing | 45.0% | 123,493 | Projected | 3.56 | 440 | 8% | 0.79 | 0.21 | 29 | 8 | 37 | 9% | 25% | 75% | 10 | 30 | 40 | 0.72 | 89 |
| 3 | 4-3 | 9.90 | Business Park | General Office Building | 35.0% | 150,935 | Projected | 6.09 | 1,832 | ln(T)=0.77ln(x)+3.65 | | | | | | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 229 | 31 | 261 | t=1.12x+78.81 | 17% | 83% | 42 | 206 | 248 | 0 | - |
| 3 | 4-4 | 14.84 | Commercial | Business Hotel | 2.1% | 46,000 | 60 Room hotel | 7.27 | 436 | 8% | 0.59 | 0.41 | 21 | 14 | 35 | 9% | 60% | 40% | 22 | 15 | 37 | 0 | - |
| 3 | | | Commercial | Business Hotel | 4.9% | 108,000 | 90 room hotel | 7.27 | 654 | 8% | 0.59 | 0.41 | 31 | 21 | 52 | 9% | 60% | 40% | 33 | 22 | 56 | 0 | - |
| 3 | | | Commercial | Quality Restaurant | 0.2% | 8,000 | 8K restaurant | 89.95 | 720 | 0% | 0.00 | 0.00 | - | - | 0 | 8% | 67% | 33% | 40 | 20 | 60 | 0 | - |
| 3 | | | Commercial | Gasoline Station w/ Convenience Market | | - | 12 fueling station | 162.78 | 1,953 | 6% | 0.50 | 0.50 | 61 | 61 | 122 | 8% | 50% | 50% | 80 | 80 | 161 | 0 | - |
| 3 | | | Commercial | Fast-Food Restaurant w/ D.T. | 0.5% | 3,000 | 3.0 K fast food | 496.12 | 1,488 | 10% | 0.51 | 0.49 | 76 | 73 | 148 | 7% | 52% | 48% | 53 | 49 | 102 | 0 | - |
| 3 | | | Commercial | Specialty Retail Center | 6.5% | 38,500 | Retail | 44.32 | 1,706 | 0% | 0.00 | 0.00 | - | - | 0 | 6% | 44% | 56% | 46 | 58 | 104 | 0 | - |
| 3 | 4-5 | 3.80 | Mixed Use | Specialty Retail Center | 6.0% | 10,000 | Projected | 44.32 | 443 | 0% | 0.00 | 0.00 | - | - | 0 | 6% | 44% | 56% | 12 | 15 | 27 | 0 | - |
| 3 | | | Mixed Use | Coffee/Donut Shop w/ D.T. | 1.2% | 2,000 | Projected | 818.58 | 1,637 | 14% | 0.51 | 0.49 | 113 | 109 | 222 | 5% | 50% | 50% | 43 | 43 | 86 | | |
| 3 | | | Mixed Use | Bread/Donut/Bagel Shop w/ D.T. | 1.2% | 2,000 | Projected | 300.84 | 602 | 12% | 0.50 | 0.50 | 37 | 37 | 74 | 7% | 50% | 50% | 20 | 20 | 39 | | |
| 3 | | | Mixed Use | General Office Building | 22.4% | 37,000 | Projected | 6.09 | 620 | ln(T)=0.77ln(x)+3.65 | | | | | | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 75 | 10 | 85 | t=1.12x+78.81 | 17% | 83% | 20 | 100 | 120 | | |
| 3 | 4-6 | 4.20 | Mixed Use | Specialty Retail Center | 5.5% | 10,000 | Projected | 44.32 | 443 | 0% | 0.00 | 0.00 | - | - | 0 | 6% | 44% | 56% | 12 | 15 | 27 | 0 | - |
| 3 | | | Mixed Use | Coffee/Donut Shop w/ D.T. | 1.0% | 1,900 | Projected | 818.58 | 1,555 | 14% | 0.51 | 0.49 | 107 | 103 | 210 | 5% | 50% | 50% | 41 | 41 | 82 | | |
| 3 | | | Mixed Use | Bread/Donut/Bagel Shop w/ D.T. | 1.0% | 1,900 | Projected | 300.84 | 572 | 12% | 0.50 | 0.50 | 35 | 35 | 70 | 7% | 50% | 50% | 19 | 19 | 37 | | |
| 3 | | | Mixed Use | General Office Building | 23.1% | 42,252 | Projected | 6.09 | 687 | ln(T)=0.77ln(x)+3.65 | | | | | | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 83 | 11 | 94 | t=1.12x+78.81 | 17% | 83% | 21 | 105 | 126 | | |
| 3 | 4-7 | 4.00 | Mixed Use | Specialty Retail Center | 5.7% | 10,000 | Projected | 44.32 | 443 | 0% | 0.00 | 0.00 | - | - | 0 | 6% | 44% | 56% | 12 | 15 | 27 | 0 | - |
| 3 | | | Mixed Use | Coffee/Donut Shop w/ D.T. | 1.1% | 1,900 | Projected | 818.58 | 1,555 | 14% | 0.51 | 0.49 | 107 | 103 | 210 | 5% | 50% | 50% | 41 | 41 | 82 | | |
| 3 | | | Mixed Use | Bread/Donut/Bagel Shop w/ D.T. | 1.1% | 1,900 | Projected | 300.84 | 572 | 12% | 0.50 | 0.50 | 35 | 35 | 70 | 7% | 50% | 50% | 19 | 19 | 37 | | |
| 3 | | | Mixed Use | General Office Building | 23.0% | 40,000 | Projected | 6.09 | 659 | ln(T)=0.77ln(x)+3.65 | | | | | | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 79 | 11 | 90 | t=1.12x+78.81 | 17% | 83% | 21 | 103 | 124 | | |
| 3 | 4-8 | 3.46 | Office | General Office Building | 32.5% | 48,983 | Projected | 6.09 | 770 | ln(T)=0.77ln(x)+3.65 | | | | | | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 83 | 13 | 156 | t=1.12x+78.81 | 17% | 83% | 23 | 111 | 134 | 0 | - |
| 3 | 4-9 | 2.97 | Office | General Office Building | 32.5% | 42,046 | Projected | 6.09 | 685 | ln(T)=0.77ln(x)+3.65 | | | | | | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 83 | 11 | 94 | t=1.12x+78.81 | 17% | 83% | 21 | 104 | 126 | 0 | - |
| 3 | 4-10 | 4.31 | Office | General Office Building | 32.5% | 61,017 | Projected | 6.09 | 912 | ln(T)=0.77ln(x)+3.65 | | | | | | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 111 | 15 | 126 | t=1.12x+78.81 | 17% | 83% | 25 | 122 | 147 | 0 | - |
| 3 | 4-11 | 3.07 | Office | Medical Office | 32.0% | 42,793 | Projected | 36.13 | 1,546 | 6% | 0.79 | 0.21 | 78 | 21 | 98 | 10% | 27% | 73% | 40 | 108 | 148 | 0 | - |
| 3 | 4-12 | 7.73 | Office | Medical Office | 32.0% | 107,750 | Projected | 36.13 | 3,893 | 6% | 0.79 | 0.21 | 196 | 52 | 248 | 10% | 27% | 73% | 101 | 272 | 373 | 0 | - |
| 3 | 4-13 | 3.00 | Business Park | General Light Industrial | 42.0% | 54,886 | Projected | 6.97 | 383 | 13% | 0.88 | 0.12 | 44 | 6 | 50 | 14% | 12% | 88% | 6 | 47 | 53 | 2.51 | 138 |
| 3 | 4-14 | 3.40 | Business Park | General Light Industrial | 42.0% | 62,204 | Projected | 6.97 | 434 | 13% | 0.88 | 0.12 | 50 | 7 | 57 | 14% | 12% | 88% | 7 | 53 | 60 | 2.51 | 156 |
| 3 | 4-15 | 17.90 | Industrial | High-Cube Warehouse | 45.0% | 350,876 | Projected | 1.44 | 505 | 6% | 0.65 | 0.35 | 21 | 11 | 32 | 7% | 33% | 67% | 12 | 24 | 35 | 0.53 | 186 |
| 3 | 4-16 | 45.00 | Industrial | Warehousing | 43.0% | 842,886 | Projected | 3.56 | 3,001 | 8% | 0.79 | 0.21 | 200 | 53 | 253 | 9% | 25% | 75% | 67 | 202 | 270 | 0.72 | 607 |

Land use is subject to change and should not be expected to be developed as shown here.

*Meridian* *North Campus*

**March 31, 2010**

| TAZ | Lot # | Gross Acreage | Land Use Grouping | Land Use Designation | FAR | Square Footage | Status | Trip Rate | ADT | AM Peak-Hour % of ADT[1] | AM In/Out Ratio[1] | AM In | AM Out | AM Total | PM Peak-Hour % of ADT[1] | PM In/Out Ratio[1] | PM In | PM Out | PM Total | Trip Rate | Truck ADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3 | 4-E | 11.10 | Park/Recreation/Open S | Business Park | 0.0% | - | Detention Basin | 12.76 | - | 11% | 0.84 | 0.16 | - | - | 0 | 10% | 23% | 77% | - | - | - | 0 | - |
| | 4-F | 1.7 | Public Facility | | | | Pump Station | | | | | | | | | | | | | | | | |
| | Subtotal | 167.9 | Total SF | | | 2,602,377 | | | 32,121 | | | | 2,091 | 883 | 2,974 | | | | 956 | 2,143 | 3,099 | | 1,689 |
| | | | | | SPA only | 2,602,377 | | | | | | | | | | | | | | | | | |
| | **Unit 7 (TM Lot 68)** | | | | | | | | | | | | | | | | | | | | | | |
| 1 | TM 68 | 33.8 | Business Park | New Car Sales | 0.0% | - | Projected Parking | 33.34 | - | 6% | 0.74 | 0.26 | - | - | 0 | 6% | 39% | 61% | - | - | - | 0 | - |
| 1 | | | Business Park | New Car Sales | 0.0% | - | Projected | 33.34 | - | 6% | 0.74 | 0.26 | - | - | 0 | 6% | 39% | 61% | - | - | - | 0 | - |
| 1 | | | Business Park | New Car Sales | 0.0% | - | Projected Parking | 33.34 | - | 6% | 0.74 | 0.26 | - | - | 0 | 6% | 39% | 61% | - | - | - | 0 | - |
| 1 | | | Business Park | New Car Sales | 0.0% | - | Projected | 33.34 | - | 6% | 0.74 | 0.26 | - | - | 0 | 6% | 39% | 61% | - | - | - | 0 | - |
| | Subtotal | 33.8 | Total SF | | | - | | | | | | | | | | | | | | | | | |
| | **Other** | | | | | | | | | | | | | | | | | | | | | | |
| 2 | TM 84 | 7.80 | Park/Recreation/Open S | Utilities | 0.0% | | | 0.0 | - | 0% | 0.00 | 0.00 | - | - | 0 | 0% | 0% | 0% | - | - | - | 0 | - |
| 2 | Detention Basin | 34.10 | Park/Recreation/Open Space | | | | | | | | | | | | | | | | | | | | |
| 2 | TM 68 | 13.40 | Park/Recreation/Open Space | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | - | | | | - | - | - | | | | - | - | - | | - |
| | Gr. Total | 611.6 | | | | 8,664,895 | | | | | | | | | | | | | | | | | |
| | | ACRES | | | | SF | | | | | | | | | | | | | | | | | |
| | | | | | SPA only | 4,201,335 | | | | | | | | | | | | | | | | | |

| | | | |
|---|---|---|---|
| Proposed (total) | 73,691 | | |
| Proposed (external) | 64,644 | | |
| Permitted (external) | 44,966 | | |
| Net Increase | 19,678 | | |

| | | | |
|---|---|---|---|
| Proposed (total) | 5,145 | 2,047 | 7,256 |
| Proposed (external) | 4,499 | 1,786 | 6,286 |
| Permitted (external) | 3,882 | 1,016 | 4,898 |
| Net Increase | 617 | 770 | 1,388 |

| | | | |
|---|---|---|---|
| Proposed (total) | 1,900 | 5,279 | 7,360 |
| Proposed (external) | 1,713 | 4,555 | 6,268 |
| Permitted (external) | 1,276 | 3,865 | 5,141 |
| Net Increase | 437 | 690 | 1,127 |

7,812
7,607
14,619
TRUCK ADT

Land uses are subject to change and should not be expected to be developed as shown here.

## Loomis, Mychal

**From:** Vombaur, Susan <SVOMBAUR@rctlma.org>
**Sent:** Thursday, January 26, 2017 1:13 PM
**To:** 'Lauren Sotelo'
**Cc:** Tsang, Kevin; MCalvillo@leeriverside.com; Washkowiak, Mike; Loomis, Mychal
**Subject:** RE: MS Development site A
**Attachments:** Scanned from a Xerox Multifunction Printer.pdf

Lauren,

I did discuss the driveway with Lawrence. If we can design/locate it such that 1) sight distance exiting the driveway is not impaired due to the grade of the driveway, and 2) the curb adjacent lane is wide enough for a westbound right turning vehicle to not block the through movement, then the driveway could be allowed. The attached exhibit shows the station on the KHA plans that I believe would achieve this.

In addition to these conceptual approvals, we will also be looking to see the traffic study to confirm that we will have acceptable levels of service with the proposed development and site access for each of the 3 developments.

Let me know if you have any questions.

Thanks,
Susan

**From:** Lauren Sotelo [mailto:sotelo@marchjpa.com]
**Sent:** Wednesday, January 25, 2017 8:11 AM
**To:** Vombaur, Susan <SVOMBAUR@rctlma.org>
**Cc:** Tsang, Kevin <KTSANG@rctlma.org>; MCalvillo@leeriverside.com; Mike.Washkowiak@kimley-horn.com; mychal.loomis@kimley-horn.com
**Subject:** RE: MS Development site A

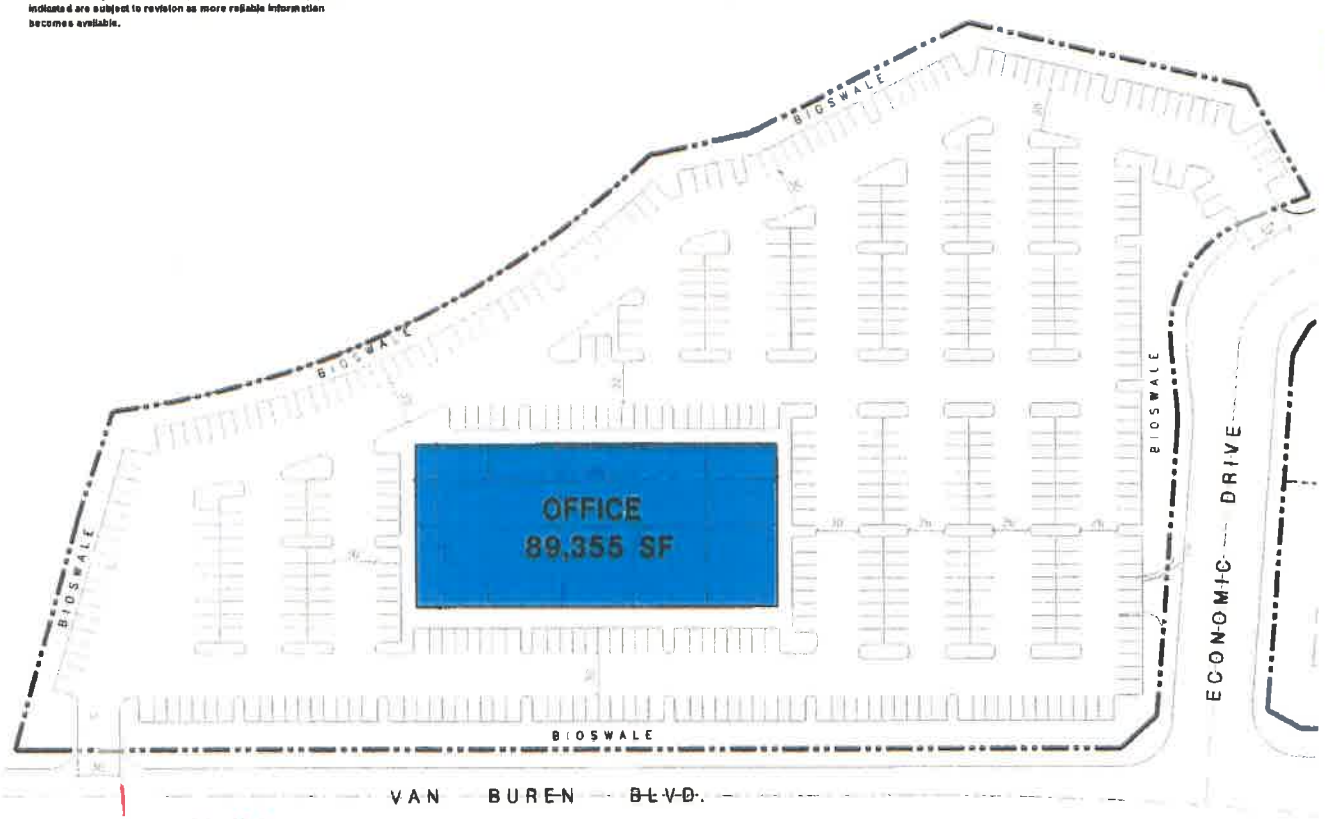
Good morning Susan,

Thank you for providing your comments. I would also like to inquire on the proposed access to Development C along Van Buren Boulevard. When we met last, you mentioned that you would like to discuss further with Lawrence. Could you provide the developer's team some feedback on their driveway proposal? I have the site plan attached for reference.

Thank you,

**Lauren Sotelo**
Associate Planner
**March Joint Powers Authority**
14205 Meridian Parkway, Suite 140
Riverside, CA | 92518
Phone: (951) 656-7000
sotelo@marchjpa.com

Note: This is a conceptual plan. It is based on preliminary information which is not fully verified and may be incomplete. It is meant as a comparative aid in examining alternate development strategies and any quantities indicated are subject to revision as more reliable information becomes available.




@ STA 667+40
PER RHA STREET PLANS
PROVIDES 24' LANE (18' + 6' BIKE LANE) TO CURB FACE

north

## Aerial Map




## Tabulation

| | OFFICE |
|---|---|
| SITE AREA | |
| In s f | 309 955 s f |
| In acres | 7 12 ac |
| BUILDING AREA | |
| Office - 1st floor | 29 785 s f |
| Office - 2nd floor | 29 785 s f |
| Office - 3rd floor | 29 785 s f |
| TOTAL | 89,355 s f |
| COVERAGE | 28 8% |
| AUTO PARKING REQUIRED | |
| Office 4/1 000 s.f. | 536 stalls |
| AUTO PARKING PROVIDED | |
| Standard ( 9 x 18' ) | 537 stalls |
| ZONING ORDINANCE FOR CITY | |
| Zoning Designation - Mixed Use (MU) | |
| MAXIMUM BUILDING HEIGHT ALLOWED | |
| Height - 50', 75' requires approval pursuant to Section 18 35 | |
| MAXIMUM FLOOR AREA RATIO | |
| FAR - to be verified | |
| LANDSCAPE REQUIREMENT | |
| Percentage - 10% | |
| LANDSCAPE PROVIDED | |
| Percentage - | 22 0% |
| In s f | 68 083 s f |

## Legend

3 STORY OFFICE BUILDING

HPA ARCHITECTURE

18831 Bardeen Ave. Ste #100
Irvine, CA 92612
(949) 863-1770
www.hparchs.com

Conceptual Site Plan

# M S Development C - 7.12 acres

County of Riverside, CA

Lee & Associates
COMMERCIAL REAL ESTATE SERVICES

October 12, 2016 / Job #16412
Scheme 1

Kimley»Horn

# MEMORANDUM

To: Lauren Sotelo, Associate Planner, March Joint Powers Authority

From: Mychal Loomis, P.E., PTOE

Kimley-Horn and Associates, Inc.

Date: January 16, 2019

Subject: MS Van Buren Site B (Unit 4, Lot 8,9,10,11) Revised Plan Traffic Consistency

---

Kimley-Horn has prepared this letter to provide an assessment of the proposed modification to the site plan for the MS Van Buren Site B development and consistency with previously approved traffic planning documents.

The proposed project would develop Unit 4, Lot 8, 9, 10, and 11 (U4-8,9,10,11) as a mixed-use site, consisting of a combination of retail, office, and business park. A site plan is provided as an attachment.

An Initial Study was prepared and approved for the MS Van Buren Site B project in September 2018. As part of the Initial Study, a traffic assessment, *Meridian Unit 4, Lots 8, 9, 10, 11 Traffic Consistency Memorandum* was prepared for the proposed project by Kimley-Horn and Associates (May 2018). The traffic consistency report is provided as an attachment. Based on the analysis and evaluation provided in the Initial Study (Supplemental Addendum to the Meridian SP-5 SEIR), no new significant impacts were found to occur as a result of the proposed project. The project site plan has been slightly modified since the preparation of the Initial Study. The project is consistent with all aspects of the approved Initial Study, but it was requested to document the traffic generation.

Table 1 summarizes the allocated trips for the project, the originally approved trip generation, and the revised site plan trip generation. The allocated trips include the trips originally assumed for these sites in the Meridian SP-5 SEIR plus an approved trip transfer letter that allowed trips to be moved from Unit 4, Lot 12 to this project. The trip transfer letter is included as an attachment. The originally approved trip generation is what was included in the Initial Study's Traffic Consistency Memorandum. The revised site plan trip generation uses the same trip generation rates and assumptions, but with the modified square footage of buildings.

As shown in Table 1, the revised site plan is within the approved trip generation included in the September 2018 Initial Study for MS Van Buren Site B. The project is consistent with previous planning documents and the approved Initial Study for MS Van Buren Site B.

**Table 1. Trip Generation Comparison**

| Land Use Designation | Square Feet | Total Trip Rate per ksf | Truck Trip Rate | Car ADT | Truck ADT | Truck ADT w PCE | Total Gross ADT |
|---|---|---|---|---|---|---|---|
| **Allocated External Trips** | | | | 6597 | | - | **6,597** |
| SP-5 Assumptions for U4-8,U4-9,U4-10, and U4-11 | | | | | | | 3,913 |
| Trip Transfer from U4-12 | | | | | | | 2,684 |
| **Approved Concept External Trips** | | | | 5,713 | | 60 | **5,773** |
| Business Park | 116,892 | 12.76 | 2% of ADT | 1,492 | 30 | 60 | 1,551 |
| Restaurant / Café | 5,937 | 716 | 0 | 4,251 | - | - | 4,251 |
| Specialty Retail | 6,584 | 44.32 | 0 | 292 | - | - | 292 |
| General Office Building | 32,628 | ln(T)=0.77ln(x)+3.65 | 0 | 563 | - | - | 563 |
| Subtotal | 162,041 | | | 6,567 | 30 | 60 | 6,627 |
| Internal Reduction | | | | (854) | | 60 | (794) |
| **Approved Comparison w/ Allocated Trips** | | | | | | | **(824)** |
| **Proposed Revised Concept External Trips** | | | | 4,255 | | 61 | **4,316** |
| Business Park | 118,926 | 12.76 | 2% of ADT | 1,517 | 30 | 61 | 1,578 |
| Restaurant / Café | 3,627 | 716 | 0 | 2,597 | - | - | 2,597 |
| Specialty Retail | 5,427 | 44.32 | 0 | 241 | - | - | 241 |
| General Office Building | 32,870 | ln(T)=0.77ln(x)+3.65 | 0 | 566 | - | - | 566 |
| Subtotal | 160,850 | | | 4,891 | 30 | 61 | 4,952 |
| Internal Reduction | | | | (636) | | 61 | (575) |
| **Proposed Comparison w/ Allocated Trips** | | | | | | | **(2,335)** |

Attachments:

Proposed Site Plan

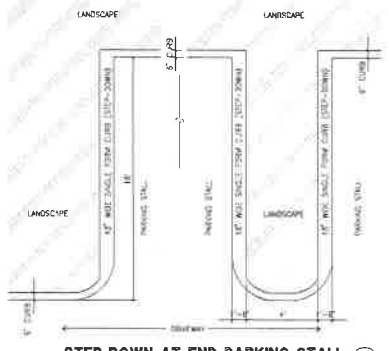
Meridian Unit 4, Lots 8, 9, 10, 11 Traffic Consistency Memorandum

Trip Transfer Letter

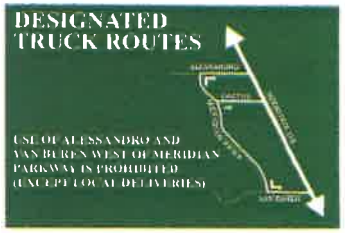



OVERALL SITE PLAN (C)




STEP-DOWN AT END PARKING STALL (A)




3'-0" X 3'-0" X .080" ALUM PANELS LAMINATED W/ GREEN HP VINYL W/ WHITE HP VINYL COPY & GRAPHIC PANELS TO BE COATED W/ ANTI-GRAFFITI SHEETING. PANELS TO COME W/ A 2-3/8" GALVANIZED POST & MOUNTING HARDWARE.

TRUCK ROUTE SIGN (B)

## TABULATION



## SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONCRETE PAVEMENT
2. ASPHALT CONCRETE (AC) PAVING
3. CONCRETE WALKWAY, MEDIUM BROOM FINISH
4. CONCRETE DRIVEWAY APRONS TO BE CONSTRUCTED
5. 4'-0"X5'-0"X 6" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL ENTRANCE MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY AS REQ'D BY CITY INSPECTOR
6. APPROXIMATE LOCATION OF TRANSFORMER. CONTRACTOR TO VERIFY WITH S.C.E.
7. NOT USED
8. CONCRETE RAMP W/ 42" HIGH CONCRETE WALL
9. EXTERIOR BIKE RACK TYPICAL
10. EMPLOYEE SHARED BREAK AREA
11. EXTERIOR CONCRETE STAIR
12. NOT USED
13. LANDSCAPE, ALL LANDSCAPE AREAS INDICATED BY SHADING
14. TRUCK ROUTE SIGN, SEE DETAIL "B"
15. PRE-CAST CONCRETE WHEEL STOP.
16. CONCRETE FILLED GUARD POST 6" DIA U.N.O. 42" H.
17. TRASH ENCLOSURE W/ 6' HIGH WALLS PER CITY STANDARD.
18. ACCESSIBLE ENTRY SIGN
19. ACCESSIBLE PARKING STALL SIGN
20. TRUNCATED DOME
21. APPROXIMATE LOCATION OF FIRE HYDRANT.
22. WALL MOUNTED LIGHTING FIXTURE TO COMPLY WITH MARCH BUSINESS CENTER DESIGN GUIDELINE

## SITE LEGEND

- CONCRETE PAVING SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL 9' X 18'
- LANDSCAPED AREA
- 24' WIDE FIRELANE
- HANDICAP PARKING STALL (9' X 18') W/ 5' ACCESSIBLE AISLE
- HANDICAP PARKING STALL (VAN) (12' X 18') W/ 5' ACCESSIBLE AISLE
- PATH OF TRAVEL

* NOTE
- ALL ROOF MOUNTED EQUIPMENT TO BE SCREENED FROM ON AND OFF SITE VIEW

- FIRE HYDRANT LOCATIONS WILL BE PROVIDED AT LATER STAGE PER RIVERSIDE FIRE DEPARTMENT REQUIREMENTS

CAUTION : IF THIS SHEET IS NOT A 24" X 36" IT IS A REDUCED PRINT

HPA architecture
hpa, inc.
18831 bardeen avenue, ste. #100
irvine, ca
92612
tel: 949-863-1770
fax: 949-863-0851
email: hpa@hparchs.com

Owner:
SDH
101 HODENCAMP ROAD, STE 200
THOUSAND OAKS, CA 90703
TEL: (805) 494-1226

Project:
Riverside
Meridan
Site B
Riverside, CA

Consultants:
SDH INC.
HUNTER LANDSCAPE

Title: Overall site plan
Project Number: 16488
Drawn by: ML
Date: 07.25.17
Revision:
Sheet: A1.1

Kimley»Horn

# MEMORANDUM

To: Lauren Sotelo, Associate Planner, March Joint Powers Authority

From: Mychal Loomis, P.E.

Kimley-Horn and Associates, Inc.

Date: May 1, 2018

Subject: Meridian Unit 4, Lot 8,9,10,11 Traffic Consistency

---

Kimley-Horn has prepared this letter to provide an assessment of the proposed Unit 4, Lots 8, 9, 10, and 11 development's consistency with applicable traffic planning documents. In accordance with Meridian Specific Plan Amendment (SPA) Mitigation Monitoring and Reporting Program[1] Measure B-3, traffic volumes should be monitored periodically to assure that the transportation infrastructure provides sufficient capacity.

The proposed project would develop Unit 4, Lot 8, 9, 10, and 11 (U4-8,9,10,11) as a mixed-use site, consisting of a combination of retail, office, and business park. A site plan is provided as an attachment. U4-8,9,10,11 falls within Planning Region C, Planning Area 6 of the Meridian SPA, and is zoned as Office. The proposed development is not fully consistent with its zoning. The project would require re-zoning of U4-8, U4-10, and U4-11 to Mixed Use.

A traffic study update was prepared in August 2013 for the Meridian Business Park[2] that concluded current traffic volumes are below the approved trip generation rate and no changes to the traffic analysis for the undeveloped and unoccupied lots have been identified. Thus, no update to the traffic study prepared for the Meridian SPA was required.

As another method of monitoring traffic volumes, a log is kept with each new development to ensure trip estimates stay within the allocated trip thresholds for each Planning Region and Planning Area within the Meridian SPA. As shown in the traffic monitoring spreadsheet, Planning Region C, Area 6 was allocated 7,539 external average daily trips (ADT) and 294 truck trips.

---

[1] Meridian Specific Plan Amendment (SP-5) Final Subsequent Environmental Impact Report, July 2010, Volume 1, Table XI-1

[2] Letter Memorandum dated August 12, 2013, from Kimley-Horn and Associates, Re: Meridian Business Park Traffic Study Update

Lots U4-8,9,10,11 are currently zoned as Office and were originally assumed in the SPA as a combination of general office building (131,029 square feet) and medical office (42,793 square feet). Accordingly, 3,913 daily trips were originally assumed in the SPA traffic study for these lots.

With the proposed project re-zoning of U4-8, U4-10, and U4-11 from office to mixed-use, the potential users of the buildings become more diverse. The proposed project includes business park users for Buildings 1 through 9, a stand-alone retail building, and a stand-alone office building. However, a combination of business park, retail, and office may be allowable depending on the resulting trip generation of the mix, available parking on site, and consistency with all other factors evaluated in the environmental documentation.

Trip generation for the proposed development was calculated in accordance with the Meridian SPA, which used the Institute of Transportation Engineers, Trip Generation Manual, 8th Edition (ITE, 2008) and the Fontana Truck Trip Generation Study (2003).

There has been more recent versions of the ITE Trip Generation Manual released since preparation of the Meridian SPA. A comparison of current trip generation rates for the uses associated with the proposed project is shown below. The rates stayed the same or reduced with the updated trip generation manual projections. As such, use of the Meridian SPA rates represent more conservative information and were carried forward into this consistency evaluation.

| Land Use Category | Meridian SPA Trip Rate (ITE 8th Edition) | Current Trip Rate (ITE 10th Edition) |
|---|---|---|
| Business Park | 12.76 per ksf | 12.44 per ksf |
| Specialty Retail Center* | 44.32 per ksf | 44.32 per ksf* |
| Fast-Food Restaurant without Drive-Through Window | 716 per ksf | 346.23 per ksf |
| General Office Building | Ln(t)=0.77ln(x)+3.65 (t = trips, x = ksf) | Ln(t)=0.97ln(x)+2.50 (t = trips, x = ksf) |

*Specialty Retail Center is not included in the ITE 10th Edition; ITE 9th Edition is used for evaluation and comparison to remain consistent with original SPA assumptions.

The Institute of Transportation Engineers (ITE) defines Business Park (Land Use 770) as follows:

> *Business parks consist of a group of flex-type or incubator one- or two-story buildings served by a common roadway system. The tenant space is flexible and lends itself to a variety of uses; the rear side of the building is usually served by a garage door. Tenants may be start-up companies or small mature companies that require a variety*

*of space. The space may include offices; retail and wholesale stores; restaurants; recreational areas; and warehousing, manufacturing, light industrial, or scientific research functions. The average mix is 20 to 30 percent office/commercial and 70 to 80 percent industrial/warehousing.*

Since the business park use often includes some small industrial/warehousing type of operations, it was assumed that 2% of business park trips would be delivery trucks and other smaller trucks that may be diesel powered. These were accounted for in the trip generation by using a passenger car equivalent of 2.0 per truck as part of the calculation for the overall passenger car count. The truck trips are included in the Meridian SPA traffic monitoring report attached to this document as trucks within the overall SPA area, but were not deducted from the available truck trips in the planning area. This was applied this way as there are available truck trips in the overall Meridian SPA area and the desire to not reduce available truck trips from the two remaining lots in Planning Area 6: Unit 4, Lot 13 and Unit 4, Lot 14.

As discussed on page IV-57 of the Meridian SPA SEIR, non-truck trips within the overall Meridian development are expected to "capture" 13 percent of daily passenger car trips. As a result, the total external ADT recorded in the traffic monitoring log would be less than the overall trip generation.

While the proposed project encompasses a variety of potential users, additional analysis was conducted to quantify the amount of retail-specific square footage that could be allowed on this site rather than using a pre-determined site mix. This allows flexibility in end users for the site. The addition of retail components is encouraged to support internal capture trip patterns within North Campus.

To determine maximum intensities allowed, a maximum trip generation must first be established. Each of the parcels within Planning Area 6 of Planning Region C were evaluated for available trips:

- As noted previously, 3,913 daily trips were originally assumed for the project's parcels (U4-8,9,10,11) and remain available for this development.
- U4-12 has been approved for 74,922 square feet of general office building which equates to 1,068 total gross ADT and 929 external ADT being generated. Additional trips are being reserved for U4-12 for potential development of a general office building up to 88,000 square feet, equal to 1,209 total gross ADT and 1,051 external ADT being generated. Estimates in the Specific Plan Amendment for U4-12 assumed 3,893 total gross ADT. This results in 2,684 gross trips that were not used by that development and are available for use on other lots within the planning area.
- At the time of this evaluation, there were no specifics for a proposed development on U4-13 or U4-14. Therefore, it is assumed that the original allocated trips for those two

parcels would still provide a realistic and feasible development. No trips would be available for transfer from these sites.

As a result, adding the 3,913 allocated trips for U4-8,9,10,11 with the 2,684 excess trips from U4-12, there is assumed to be 6,597 gross ADT available for build-out of the proposed U4-8,9,10,11 site. A summary of this evaluation is shown below:

| Lot | Land Use Designation | Original ADT Allocated | Original Truck Trips Allocated | Estimated ADT Developed | Estimated Truck Trips Developed | Notes |
|---|---|---|---|---|---|---|
| U4-8 | OF | 770 | 0 | **6,597** | **0** | **Calculated remaining ADT available** |
| U4-9 | OF | 685 | 0 | | | |
| U4-10 | OF | 912 | 0 | | | |
| U4-11 | OF | 1546 | 0 | | | |
| U4-12 | OF | 3893 | 0 | 1,209 | 0 | Assumes 88,000 sf Office |
| U4-13 | BP | 383 | 138 | 817 | 294 | Assumes 117,000 general light industrial; retaining all original allocated trips |
| U4-14 | BP | 434 | 156 | | | |
| TOTAL | | *8,623* | *294* | ***8,623*** | ***294*** | |

*Note: All calculations are gross trips and do not include the 13% reduction for internal capture

Five potential mixes of land use were determined with the 6,597 daily trip limit in place. Truck trips were accounted for in the trip generation by using a passenger car equivalent of 2.0 per truck as part of the calculation for the overall passenger car count. Further, the current ALUC limits the restaurant dining area space to 1,235 square feet in the project's dedicated retail building. It was assumed that the overall restaurant square footage allowed in the retail building is twice that number, 2,470 square feet, to account for the non-dining areas of the restaurant.

Based on the building layouts and specifications and direction from the applicant, it was determined that business enterprise was not a realistic use of this site. As such, combinations of business park, general retail, restaurant/café, and office were evaluated. The following tables summarize the five different scenarios and resulting trip generation. Detailed trip generation calculations are provided as an attachment.

***Scenario 1 – All Business Park in Buildings 1-9***

| | Total Gross ADT | Truck ADT | Passenger Car ADT | External ADT with PCE |
|---|---|---|---|---|
| 120,359 sf Business Park<br>2,470 sf Restaurant/Café<br>6,584 sf Retail<br>32,628 sf Office | 4,159 | 31<br>(62 external PCE) | 4,128<br>(3,591 external) | *3,653* |

***Scenario 2 – 25% of Mixed-Use Parcels as Retail***

| | Total Gross ADT | Truck ADT | Passenger Car ADT | External ADT with PCE |
|---|---|---|---|---|
| 97,060 sf Business Park<br>32,353 sf Retail<br>32,628 sf Office | 3,236 | 25<br>(50 external PCE) | 3,211<br>(2,794 external) | *2,844* |

***Scenario 3 – Maximum Restaurant in Retail Building and Outside of Retail Building***

| | Total Gross ADT | Truck ADT | Passenger Car ADT | External ADT with PCE |
|---|---|---|---|---|
| 116,892 sf Business Park<br>5,937 sf Restaurant/Café<br>6,584 sf Retail<br>32,628 sf Office | 6,597 | 30<br>(60 external PCE) | 6,567<br>(5,713 external) | *5,773* |

***Scenario 4 – Maximum Restaurant Outside of Retail Building Only***

| | Total Gross ADT | Truck ADT | Passenger Car ADT | External ADT with PCE |
|---|---|---|---|---|
| 114,534 sf Business Park<br>5,825 sf Restaurant/Café<br>9,054 sf Retail<br>32,628 sf Office | 6,597 | 29<br>(58 external PCE) | 6,568<br>(5,714 external) | *5,772* |

***Scenario 5 – All Office in Buildings 1 - 9***

| | Total Gross ADT | Truck ADT | Passenger Car ADT | External ADT with PCE |
|---|---|---|---|---|
| 2,470 sf Restaurant/Café<br>6,584 sf Retail<br>152,987 sf Office | 4,162 | 0 | 4,162<br>(3,621 external) | *3,621* |

Based on the trip generation evaluation performed, the most conservative mix of uses was selected to move forward with the permitting process. "Conservative" in this case means the combination of uses that generates the highest net trips on the network. Based on the trip generation estimates, **Scenario 3** uses the maximum number of external trips available and generates the highest truck volume. Scenario 3 is selected as the most conservative and will be carried forward in environmental analyses.

The current status of the traffic monitoring spreadsheet is provided as an attachment. With the assumed development of approved U4-12, previously described, and the most conservative development mix assume for the proposed project, there would be 715 external passenger car daily trips and 294 truck trips remaining for U4-13 and U4-14, greater than or equal to the 710 external passenger cars and 294 truck trips originally assumed for those two parcels combined.

| | External ADT | Truck Trips |
|---|---|---|
| Existing Remaining Planning Area Allowance (Planning Region C, Area 6) | 7,539 | 294 |
| *Proposed Mixed-Use Site (Scenario 3)* | 5,862 | *30** |
| *Unit 4, Lot 12 development* | *1,051* | *0* |
| After Project Remaining Planning Area Allowance (Planning Region C, Area 6) | 715 | 294 |

*Truck trips were converted to PCEs and are included both in the external passenger car ADT count and in the grand total for truck trips in the overall Specific Plan Amendment monitoring, but were not applied to the planning area's total to preserve the original trips allocated for Unit 4, lot 13 and Unit 4, Lot 14.

In conclusion, the proposed development would not be fully consistent with the zoning original assumed in the Meridian SPA SEIR and would require re-zoning. Using a mix of 116,892 sf of Business Park; 5,937 sf Restaurant/Café, 6,584 sf Retail, and 32,628 sf Office, or a combination of mixes that results in equal to or less daily trips, the proposed development would be considered consistent with traffic planning documents and mitigation measures identified in the Meridian SPA SEIR.

Please feel free to contact me at 619-744-0161 if you have any questions.

Sincerely,

Mychal Loomis, P.E.
CA PE 76101

Attachments:

Meridian SPA Land Use Plan

Proposed Site Plan

Trip Generation Calculations

Meridian SPA Traffic Monitoring Spreadsheet (Existing)

Meridian SPA Traffic Monitoring Spreadsheet (With Project)

Excerpt from Appendix G of the Traffic Impact Study for the Meridian SPA




Figure 1

LOT AND PROPERTY OWNER

## Tabulation

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |

Scenario B1 *All Business Park in Buildings 1-9*

| Unit & Lot # | Gross Acreage | Land Use Grouping | Building | Land Use Designation | ITE Code | FAR | Square Footage | Trip Rate | Total ADT | Truck Trip Rate | Truck ADT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 4-8,10,11 | 10.84 | Office* | Building 1 | Business Park | 770 | 5.80% | 27,378 | 12.76 | 349 | 2% of ADT | 7 |
| | | | Buildings 2 - 5 | Business Park | 770 | 8.41% | 39,720 | 12.76 | 507 | 2% of ADT | 10 |
| | | | Building 6 | Business Park | 770 | 2.03% | 9,600 | 12.76 | 122 | 2% of ADT | 2 |
| | | | Building 7 | Business Park | 770 | 2.54% | 12,000 | 12.76 | 153 | 2% of ADT | 3 |
| | | | Building 8 | Business Park | 770 | 2.54% | 12,000 | 12.76 | 153 | 2% of ADT | 3 |
| | | | Building 9 | Business Park | 770 | 4.16% | 19,661 | 12.76 | 251 | 2% of ADT | 5 |
| | | | Retail Building | Restaurant / Café | 933 | 0.52% | 2,470 | 716 | 1,769 | 0 | - |
| | | | | Specialty Retail | 826 | 1.39% | 6,584 | 44.32 | 292 | 0 | - |
| U4-9 | 2.97 | Office | Office Building | General Office Building | 710 | 25.22% | 32,628 | ln(T)=0.77ln(x)+3.65 | 563 | 0 | - |
| | | | | | | | 162,041 | | **4,159** | | **31** |

*Project would require re-zoning to mixed-use

**ALUC limits dining area to maximum of 1,235 square feet; assumed 2,470 square feet for total restaurant to account for non-dining area of restaurant

| | | | |
|---|---|---|---|
| Mixed-Use SF | 129,413 | Total passenger cars = | 4,128 |
| Max Retail SF in Mixed-Use (25%) | 32,353 | External passenger cars after 13% internal capture = | 3,591 |

Scenario B2 *Max Retail (25%); Retail Only*

| Unit & Lot # | Gross Acreage | Land Use Grouping | Building | Land Use Designation | ITE Code | FAR | Square Footage | Trip Rate | Total ADT | Truck Trip Rate | Truck ADT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 4-8,10,11 | 10.84 | Office* | Building 1 | Business Park | 770 | 0.86% | 4,079 | 12.76 | 52 | 2% of ADT | 1 |
| | | | | Specialty Retail | 826 | 4.93% | 23,299 | 44.32 | 1,033 | 0 | - |
| | | | Buildings 2 - 5 | Business Park | 770 | 8.41% | 39,720 | 12.76 | 507 | 2% of ADT | 10 |
| | | | Building 6 | Business Park | 770 | 2.03% | 9,600 | 12.76 | 122 | 2% of ADT | 2 |
| | | | Building 7 | Business Park | 770 | 2.54% | 12,000 | 12.76 | 153 | 2% of ADT | 3 |
| | | | Building 8 | Business Park | 770 | 2.54% | 12,000 | 12.76 | 153 | 2% of ADT | 3 |
| | | | Building 9 | Business Park | 770 | 4.16% | 19,661 | 12.76 | 251 | 2% of ADT | 5 |
| | | | Retail Building | Specialty Retail | 826 | 1.92% | 9,054 | 44.32 | 401 | 0 | - |
| U4-9 | 2.97 | Office | Office Building | General Office Building | 710 | 25.22% | 32,628 | ln(T)=0.77ln(x)+3.65 | 563 | 0 | - |
| | | | | | | | 162,041 | | **3,236** | | **25** |

*Project would require re-zoning to mixed-use

| | | | |
|---|---|---|---|
| Mixed-Use SF | 129,413 | Total passenger cars = | 3,211 |
| Max Retail SF in Mixed-Use (25%) | 32,353 | External passenger cars after 13% internal capture = | 2,794 |

Scenario B3 *Maximum Restaurant in Retail Building Plus Outside Retail Building*

| Unit & Lot # | Gross Acreage | Land Use Grouping | Building | Land Use Designation | ITE Code | FAR | Square Footage | Trip Rate | Total ADT | Truck Trip Rate | Truck ADT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 4-8,10,11 | 10.84 | Office* | Building 1 | Business Park | 770 | 5.06% | 23,911 | 12.76 | 305 | 2% of ADT | 6 |
| | | | | Restaurant / Café | 933 | 0.73% | 3,467 | 716 | 2,482 | 0 | - |
| | | | Buildings 2 - 5 | Business Park | 770 | 8.41% | 39,720 | 12.76 | 507 | 2% of ADT | 10 |
| | | | Building 6 | Business Park | 770 | 2.03% | 9,600 | 12.76 | 122 | 2% of ADT | 2 |
| | | | Building 7 | Business Park | 770 | 2.54% | 12,000 | 12.76 | 153 | 2% of ADT | 3 |
| | | | Building 8 | Business Park | 770 | 2.54% | 12,000 | 12.76 | 153 | 2% of ADT | 3 |
| | | | Building 9 | Business Park | 770 | 4.16% | 19,661 | 12.76 | 251 | 2% of ADT | 5 |
| | | | Retail Building | Restaurant / Café | 933 | 0.52% | 2,470 | 716 | 1,769 | 0 | - |
| | | | | Specialty Retail | 826 | 1.39% | 6,584 | 44.32 | 292 | 0 | - |
| U4-9 | 2.97 | Office | Office Building | General Office Building | 710 | 25.22% | 32,628 | ln(T)=0.77ln(x)+3.65 | 563 | 0 | - |
| *Project would require re-zoning to mixed-use | | | | | | | 162,041 | | **6,597** | | **30** |

| | | | |
|---|---|---|---|
| Mixed-Use SF | 129,413 | Total passenger cars = | 6,567 |
| Max Retail SF in Mixed-Use (25%) | 32,353 | External passenger cars after 13% internal capture = | 5,713 |

Scenario B4 *Maximum Restaurant in Buildings 1-9*

| Unit & Lot # | Gross Acreage | Land Use Grouping | Building | Land Use Designation | ITE Code | FAR | Square Footage | Trip Rate | Total ADT | Truck Trip Rate | Truck ADT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 4-8,10,11 | 10.84 | Office* | Building 1 | Business Park | 770 | 4.56% | 21,553 | 12.76 | 275 | 2% of ADT | 6 |
| | | | | Restaurant / Café | 933 | 1.23% | 5,825 | 716 | 4,171 | 0 | - |
| | | | Buildings 2 - 5 | Business Park | 770 | 8.41% | 39,720 | 12.76 | 507 | 2% of ADT | 10 |
| | | | Building 6 | Business Park | 770 | 2.03% | 9,600 | 12.76 | 122 | 2% of ADT | 2 |
| | | | Building 7 | Business Park | 770 | 2.54% | 12,000 | 12.76 | 153 | 2% of ADT | 3 |
| | | | Building 8 | Business Park | 770 | 2.54% | 12,000 | 12.76 | 153 | 2% of ADT | 3 |
| | | | Building 9 | Business Park | 770 | 4.16% | 19,661 | 12.76 | 251 | 2% of ADT | 5 |
| | | | Retail Building | Specialty Retail | 826 | 1.92% | 9,054 | 44.32 | 401 | 0 | |
| U4-9 | 2.97 | Office | Office Building | General Office Building | 710 | 25.22% | 32,628 | ln(T)=0.77ln(x)+3.65 | 563 | 0 | - |
| | | | | | | | 162,041 | | **6,597** | | **29** |

*Project would require re-zoning to mixed-use

| | | | |
|---|---|---|---|
| Mixed-Use SF | 129,413 | Total passenger cars = | 6,568 |
| Max Retail SF in Mixed-Use (25%) | 32,353 | External passenger cars after 13% internal capture = | 5,714 |

Scenario B5 *All Office in Buildings 1-9*

| Unit & Lot # | Gross Acreage | Land Use Grouping | Building | Land Use Designation | ITE Code | FAR | Square Footage | Trip Rate | Total ADT | Truck Trip Rate | Truck ADT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 4-8,10,11 | 10.84 | Office* | Building 1 - 9 | General Office Building | 710 | 25.49% | 120,359 | ln(T)=0.77ln(x)+3.65 | 1,539 | 0 | - |
| | | | Retail Building | Specialty Retail | 826 | 1.39% | 6,584 | 44.32 | 292 | 0 | - |
| | | | | Restaurant / Café | 933 | 0.52% | 2,470 | 716 | 1,769 | 0 | - |
| U4-9 | 2.97 | Office | Office Building | General Office Building | 710 | 25.22% | 32,628 | ln(T)=0.77ln(x)+3.65 | 563 | 0 | - |
| | | | | | | | 162,041 | | 4,162 | | - |

*Project would require re-zoning to mixed-use

| | |
|---|---|
| Total passenger cars = | 4,162 |
| External passenger cars after 13% internal capture = | 3,621 |

*Meridian SPA Traffic Monitoring Spreadsheet*
*Existing 05/01/2018*

| Planning Area | Lot | Land Use Designation | User | External ADT | Truck Trips | Notes |
|---|---|---|---|---|---|---|
| | | | ***Planning Region A*** | | | |
| *1* | U1-19 | MU | | | | |
| | U2-1 | MU | | **317** | **127*** | ***converted truck trips to PCEs** |
| | U2-2 | BP | | | | |
| | U2-3 | BP | | **1529** | **0** | **50,576 sf general light industrial, 92,657 sf business park & 14,280 sf general office building** |
| | U2-9 | COM | | | | |
| | U2-10 | COM | | | | |
| | | | **Calculated Trip Generation:** | **1,846** | **-** | |
| | | | **Planning Area Allowance:** | **7,333** | **-** | |
| | | | **Remaining Trips:** | **5,487** | **-** | |
| | | | ***Planning Region B*** | | | |
| *3* | U1-5 | IND | New Castle | 1914 | 432 | |
| | U1-6 | IND | New Castle | -- | -- | Combined with U1-5 |
| | U1-8 | COM | | | | |
| | DRMO | IND | | 704 | 404 | Classified as Truck Terminal |
| | | | **Calculated Trip Generation:** | **2,618** | **836** | |
| | | | **Planning Area Allowance:** | **8,303** | **1,836** | |
| | | | **Remaining Trips:** | **5,685** | **1,000** | |
| | | | ***Planning Region C*** | | | |
| *5* | U3-1 | IND | | 288 | 65 | 90,000 sf warehouse |
| | U3-2 | IND | | 837 | 189 | 262,260 sf warehouse |
| | U3-4 | IND | | -- | -- | Combined with U4-15 |
| | U3-5 | IND | | -- | -- | Combined with U4-15 |
| | U3-6 | IND | | -- | -- | Combined with U4-15 |
| | U3-7 | IND | | -- | -- | Combined with U4-15 |
| | U3-8 | IND | | -- | -- | Combined with U4-15 |
| | U4-15 | IND | | 1551 | 350 | 486,000 sf warehouse |
| | U6-1A | PF | | | | |
| | U6-1B | IND | | -- | -- | Combined with U4-2 |
| | U6-2 | IND | | -- | -- | Combined with U4-2 |
| | U4-1 | IND | | -- | -- | Combined with U4-2 |
| | U4-2 | IND | | 1627 | 367 | 510,000 sf warehouse |
| | Lot 16 | IND | Sysco | 1644 | 371 | 515,223 sf warehouse |
| | | | **Calculated Trip Generation:** | **5,947** | **1,342** | |
| | | | **Planning Area Allowance:** | **6,080** | **1,760** | |
| | | | **Remaining Trips:** | **133** | **418** | |
| *6* | U4-8 | OF | | | | |
| | U4-9 | OF | | | | |
| | U4-10 | OF | | | | |
| | U4-11 | OF | | | | |
| | U4-12 | OF | | 1051 | 0 | Reserved 88,000 sf Office |
| | U4-13 | BP | | | | |
| | U4-14 | BP | | | | |
| | | | **Calculated Trip Generation:** | **1,051** | **-** | |
| | | | **Planning Area Allowance:** | **7,539** | **294** | |
| | | | **Remaining Trips:** | **6,488** | **294** | |
| *7* | U4-3 | BP | | 542 | | 192,468 sf business park |
| | | | | 1043 | 401* | *converted truck trips to PCEs |
| | U4-4 | COM | | 9468 | 0 | Retail Site - variety of uses |
| | U4-5 | MU | | 3886 | | 167,960 sf warehouse & 8,000 sf retail |
| | U4-6 | MU | | | | |
| | U4-7 | MU | | 1053 | 422* | *converted truck trips to PCEs |
| | | | **Calculated Trip Generation:** | **15,992** | **-** | |
| | | | **Planning Area Allowance:** | **16,164** | **-** | |
| | | | **Remaining Trips:** | **172** | **-** | |
| | | | ***GRAND TOTAL, ALL PLANNING AREAS*** | | | |
| | | | **Calculated Trip Generation:** | **25,041** | **3,128** | *Truck trips from U2-1, U4-3, and U4-5/6/7 are included in Grand Total for Truck Trips |
| | | | **Planning Area Allowance:** | **45,419** | **3,890** | |
| | | | **Remaining Trips:** | **20,378** | **762** | |

## *Meridian SPA Traffic Monitoring Spreadsheet*
## *With Proposed Unit 4 Lot 8/9/10/11*

| Planning Area | Lot | Land Use Designation | User | External ADT | Truck Trips | Notes |
|---|---|---|---|---|---|---|
| | | | ***Planning Region A*** | | | |
| *1* | U1-19 | MU | | | | |
| | U2-1 | MU | | **317** | **127*** | ***converted truck trips to PCEs** |
| | U2-2 | BP | | | | |
| | U2-3 | BP | | **1529** | **0** | **50,576 sf general light industrial, 92,657 sf business park & 14,280 sf general office building** |
| | U2-9 | COM | | | | |
| | U2-10 | COM | | | | |
| | | | **Calculated Trip Generation:** | **1,846** | **-** | |
| | | | **Planning Area Allowance:** | **7,333** | **-** | |
| | | | **Remaining Trips:** | **5,487** | **-** | |
| | | | ***Planning Region B*** | | | |
| *3* | U1-5 | IND | New Castle | 1914 | 432 | |
| | U1-6 | IND | New Castle | -- | -- | Combined with U1-5 |
| | U1-8 | COM | | | | |
| | DRMO | IND | | 704 | 404 | Classified as Truck Terminal |
| | | | **Calculated Trip Generation:** | **2,618** | **836** | |
| | | | **Planning Area Allowance:** | **8,303** | **1,836** | |
| | | | **Remaining Trips:** | **5,685** | **1,000** | |
| | | | ***Planning Region C*** | | | |
| *5* | U3-1 | IND | | 288 | 65 | 90,000 sf warehouse |
| | U3-2 | IND | | 837 | 189 | 262,260 sf warehouse |
| | U3-4 | IND | | -- | -- | Combined with U4-15 |
| | U3-5 | IND | | -- | -- | Combined with U4-15 |
| | U3-6 | IND | | -- | -- | Combined with U4-15 |
| | U3-7 | IND | | -- | -- | Combined with U4-15 |
| | U3-8 | IND | | -- | -- | Combined with U4-15 |
| | U4-15 | IND | | 1551 | 350 | 486,000 sf warehouse |
| | U6-1A | PF | | | | |
| | U6-1B | IND | | -- | -- | Combined with U4-2 |
| | U6-2 | IND | | -- | -- | Combined with U4-2 |
| | U4-1 | IND | | -- | -- | Combined with U4-2 |
| | U4-2 | IND | | 1627 | 367 | 510,000 sf warehouse |
| | Lot 16 | IND | Sysco | 1644 | 371 | 515,223 sf warehouse |
| | | | **Calculated Trip Generation:** | **5,947** | **1,342** | |
| | | | **Planning Area Allowance:** | **6,080** | **1,760** | |
| | | | **Remaining Trips:** | **133** | **418** | |
| *6* | U4-8 | OF | | **5713** | | **32,628 sf office; 6,584 sf retail; 5,937 sf restaurant/café; & 116,892 sf business park** |
| | U4-9 | OF | | | | |
| | U4-10 | OF | | | | |
| | U4-11 | OF | | **60** | **30*** | |
| | U4-12 | OF | | 1051 | 0 | Reserved 88,000 sf Office |
| | U4-13 | BP | | | | |
| | U4-14 | BP | | | | |
| | | | **Calculated Trip Generation:** | **6,824** | **-** | |
| | | | **Planning Area Allowance:** | **7,539** | **294** | |
| | | | **Remaining Trips:** | **715** | **294** | |
| *7* | U4-3 | BP | | 542 | | 192,468 sf business park |
| | | | | 1043 | 401* | *converted truck trips to PCEs |
| | U4-4 | COM | | 9468 | 0 | Retail Site - variety of uses |
| | U4-5 | MU | | 3886 | | 162,660 sf warehouse & 8,000 sf retail |
| | U4-6 | MU | | | | |
| | U4-7 | MU | | 1053 | 422* | *converted truck trips to PCEs |
| | | | **Calculated Trip Generation:** | **15,992** | **-** | |
| | | | **Planning Area Allowance:** | **16,164** | **-** | |
| | | | **Remaining Trips:** | **172** | **-** | |
| | | | ***GRAND TOTAL, ALL PLANNING AREAS*** | | | |
| | | | **Calculated Trip Generation:** | **30,814** | **3,158** | *Truck trips from U2-1, U4-3, U4-5/6/7, and U4-8/9/10/11 are included in Grand Total for Truck Trips |
| | | | **Planning Area Allowance:** | **45,419** | **3,890** | |
| | | | **Remaining Trips:** | **14,605** | **732** | |

*Meridian* *North Campus* **March 31, 2010**

| TAZ | Lot # | Gross Acreage | Land Use Grouping | Land Use Designation | FAR | Square Footage | Status | Trip Rate | ADT | AM Peak-Hour: % of ADT | AM: In/Out Ratio | AM: In | AM: Out | AM: Total | PM Peak-Hour: % of ADT | PM: In/Out Ratio | PM: In | PM: Out | PM: Total | Trip Rate | Truck ADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Unit 1** | | | | | | | | | | | | | | | | | | | | |
| 1 | 1-1 | 8.00 | Mixed Use | General Office Building | 6.5% | 78,900 | Spec Office Dev VDA | 11.01 | 648 | 14% | 0.88 | 0.12 | 80 | 11 | 91 | 14% | 14% | 83% | 12 | 2 | 88 | 0 | 10 |
| 1 | | | Mixed Use | General Light Industrial | 19.1% | 27,120 | Spec ShowroomVDA | 1.8 | | 13% | 0.88 | 0.12 | - | - | 0 | 14% | 12% | 88% | - | - | - | 2.51 | |
| 1 | 1-2 | 3.23 | Industrial | Warehousing | 31.7% | 44,600 | Spec Dev VDA | 5 | 223 | 11% | 0.79 | 0.21 | 21 | 5 | 25 | 10% | 25% | 75% | 9 | 23 | 32 | 0.72 | 17 |
| 1 | 1-3 | 5.24 | Industrial | High-Cube Warehouse | 37.2% | 85,000 | Spec Dev Majestic (U/C) | 1.16 | 99 | 6% | 0.65 | 0.35 | 4 | 2 | 6 | 7% | 33% | 67% | 5 | 7 | 0.53 | 28 |
| 1 | 1-4 | 4.35 | Industrial | High-Cube Warehouse | 86.0% | 125,000 | Spec Dev Majestic (U/C) | 1.6 | 200 | 6% | 0.65 | 0.35 | 8 | 4 | 13 | 7% | 33% | 67% | 9 | 14 | 0.53 | 46 |
| 1 | 1-5 | 16.35 | Industrial | Manufacturing | 42.0% | 299,127 | LNR Planned | 3.82 | 1,143 | 19% | 0.78 | 0.22 | 170 | 48 | 218 | 19% | 36% | 64% | 140 | 218 | 2.93 | 876 |
| 1 | 1-6 | 10.55 | Industrial | Warehousing | 45.0% | 206,801 | LNR Planned | 3.56 | 736 | 8% | 0.79 | 0.21 | 49 | 13 | 62 | 9% | 25% | 75% | 17 | 50 | 0.72 | 149 |
| 1 | 1-7 | 6.61 | Business Park | General Light Industrial | 37.0% | 106,535 | Spec Dev Clifford (built) | 6.97 | 746 | 13% | 0.88 | 0.12 | 87 | 12 | 99 | 14% | 12% | 88% | 12 | 91 | 2.51 | 60 |
| 1 | 1-8 | 5.85 | Commercial | Business Hotel | 35.0% | 89 189 | Planned retail (127 room hotel) | 7.27 | 923 | 8% | 0.59 | 0.41 | 43 | 30 | 74 | 9% | 60% | 40% | 47 | 31 | 79 | 0 | - |
| 1 | 1-8a | | Commercial | Fast-Food Restaurant w/ D.T | 1.2% | 3.000 | | 496.12 | 1,488 | 10% | 0.51 | 0.49 | 76 | 73 | 148 | 7% | 52% | 48% | 53 | 49 | 102 | 0 | - |
| 1 | 1-8b | | Commercial | Fast-Food Restaurant w/ D.T | 1.2% | 3,000 | | 496.12 | 1,488 | 10% | 0.51 | 0.49 | 76 | 73 | 148 | 7% | 52% | 48% | 53 | 49 | 102 | 0 | - |
| 1 | 1-8c | | Commercial | High Turn over (sit down) Restaur | 3.1% | 8.000 | 8K restaurant | 127.15 | 1,017 | 9% | 0.52 | 0.48 | 48 | 44 | 92 | 9% | 59% | 41% | 53 | 37 | 89 | 0 | - |
| 1 | 1-8d | | Commercial | Specialty Retail Center | 3.9% | 5.000 | Retail | 44.32 | 222 | 0% | 0.00 | 0.00 | - | - | 0 | 6% | 44% | 56% | 6 | 8 | 14 | 0 | - |
| 1 | 1-9 | 17.14 | Mixed Use | General Light Industrial | 26.8% | 200,482 | Spec Dev Operon (built) | 6.46 | 1,295 | 13% | 0.88 | 0.12 | 150 | 21 | 171 | 14% | 12% | 88% | 22 | 159 | 180 | 2.51 | 140 |
| 1 | 1-9a | | Mixed Use | General Office Building | 3.4% | 25,298 | Spec Dev Operon (built) | 11.01 | 278 | 14% | 0.88 | 0.12 | 35 | 5 | 39 | 14% | 17% | 83% | 6 | 31 | 38 | 0 | - |
| 1 | 1-9b | | Mixed Use | General Office Building | 2.0% | 15,275 | Spec Dev Operon (built) | 11.01 | 168 | 14% | 0.88 | 0.12 | 21 | 3 | 24 | 14% | 17% | 83% | 4 | 19 | 23 | 0 | - |
| 1 | 1-10 | 1.05 | Industrial | General Light Industrial | 45.0% | 20.582 | Combined with DRMO | 6.97 | 143 | 13% | 0.88 | 0.12 | 17 | 2 | 19 | 14% | 12% | 88% | 2 | 18 | 20 | 2.51 | 52 |
| 1 | 1-DRMO | 16.53 | Industrial | General Light Industrial | 42.0% | 302.420 | Redeveloped DRMO | 6.97 | 2,108 | 13% | 0.88 | 0.12 | 245 | 33 | 278 | 14% | 12% | 88% | 35 | 258 | 293 | 2.51 | 759 |
| 1 | 1-11 | 8.80 | Industrial | General Light Industrial | 45.0% | 190,000 | | 4.96 | 942 | 13% | 0.88 | 0.12 | 109 | 15 | 124 | 14% | 12% | 88% | 16 | 115 | 131 | 2.51 | 170 |
| 1 | 1-15 | 29.41 | Industrial | Warehousing | 21.8% | 280,036 | McLane Foodservices (built) | 2.4 | 672 | 8% | 0.79 | 0.21 | 45 | 12 | 58 | 9% | 25% | 75% | 15 | 45 | 60 | 0.72 | 120 |
| 1 | 1-15 R | | Industrial | Warehousing | 0.9% | 11,800 | Truck Maint. McLane | 4.96 | 58 | 8% | 0.79 | 0.21 | 4 | 1 | 5 | 9% | 25% | 75% | 1 | 4 | 5 | 0.72 | |
| 1 | 1-16 | 5.83 | Industrial | Warehousing | 42.8% | 105,000 | Spec Dev Majestic (built) | 5 | 525 | 8% | 0.79 | 0.21 | 38 | 9 | 47 | 9% | 25% | 75% | 12 | 35 | 47 | 0.72 | 35 |
| 1 | 1-17 | 3.03 | Industrial | General Light Industrial | 35.4% | 46,784 | Spec Dev Yocum | 6.97 | 315 | 13% | 0.88 | 0.12 | 37 | 5 | 43 | 14% | 12% | 88% | 5 | 38 | 44 | 2.51 | 36 |
| 1 | 1-18 | 10.81 | Industrial | High-Cube Warehouse | 45.7% | 215,000 | Walgreens (built) | 1.01 | 217 | 8% | 0.65 | 0.35 | 9 | 5 | 14 | 7% | 33% | 67% | 5 | 10 | 15 | 0.53 | 39 |
| 1 | 1-19 | 1.0 | Mixed Use | Specialty Retail Center | 30.0% | 13.068 | | 44.32 | 579 | 0% | 0.00 | 0.00 | - | - | 0 | 6% | 44% | 56% | 16 | 20 | 35 | 0 | - |
| 1 | Lot G | 1.30 | Business Park | General Light Industrial | 45.0% | | | | 0 | 13% | 0.88 | 0.12 | - | - | 0 | 14% | 12% | 88% | - | - | - | 2.51 | - |
| | **Subtotal** | **154.88** | Total SF | | | **2,506,818** | | | | | | | | | | | | | | | |
| | | 51.33 | | SPA only | | 942,186 | | | 16,235 | | | | 1,741 | 426 | 1,791 | | | | 485 | 1,312 | 1,796 | | 2,537 |
| | **Unit 2** | | | | | | | | | | | | | | | | | | | | |
| 1 | 2-1 | 3.77 | Mixed Use | Specialty Retail Center | 6.3% | 7.500 | Projected | 44.32 | 332 | 0% | 0.00 | 0.00 | - | - | 0 | 6% | 44% | 56% | 9 | 11 | 20 | 0 | - |
| | 2-1 | | Mixed Use | Coffee/Donut Shop w/ D.T. | 1.2% | 2,000 | Projected | 816.58 | 1,637 | 14% | 0.51 | 0.49 | 113 | 109 | 222 | 5% | 50% | 50% | 43 | 43 | 86 | | |
| | 2-1 | | Mixed Use | Bread/Donut/Bagel Shop w/ D.T. | 1.2% | 2,000 | Projected | 300.84 | 602 | 12% | 0.50 | 0.50 | 37 | 37 | 74 | 7% | 50% | 50% | 20 | 20 | 39 | | |
| | 2-1 | | Mixed Use | General Office Building | 22.0% | 36,129 | Projected | ln(T)=0.77ln(x)+3.65 | 609 | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 73 | 10 | 83 | t=1.12x+78.81 | 17% | 83% | 20 | 99 | 119 | | |
| 1 | 2-2 | 4.45 | Business Park | General Office Building | 35.0% | 67,845 | Retail & Office | ln(T)=0.77ln(x)+3.65 | 990 | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 121 | 17 | 138 | t=1.12x+78.81 | 17% | 83% | 26 | 128 | 155 | 0 | - |
| 1 | 2-3 | 0.92 | Business Park | General Office Building | 35.0% | 14,026 | Office | ln(T)=0.77ln(x)+3.65 | 294 | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 34 | 5 | 39 | t=1.12x+78.81 | 17% | 83% | 16 | 79 | 95 | 0 | - |
| 1 | 2-4 | 14.47 | Business Park | Light Rail Transit Station w/ Parkir | 0.0% | | Metrplink Station(1200 spots) | | 230 | | | | 84 | 17 | 101 | | | | 26 | 103 | 129 | 0 | - |
| 1 | 2-5 | 2.82 | Business Park | General Office Building | 0.0% | - | Spec Dev Koll (parking only) | 11.01 | - | 14% | 0.88 | 0.12 | - | - | 0 | 14% | 17% | 83% | - | - | - | 0 | - |
| 1 | 2-6 | 8.54 | Business Park | General Office Building | 42.7% | 159,000 | Spec Dev Koll | 11.01 | 1,749 | 14% | 0.88 | 0.12 | 217 | 30 | 247 | 14% | 17% | 83% | 40 | 196 | 237 | 0 | 3 |
| 1 | 2-7 | 6.57 | Business Park | General Office Building | 38.4% | 110,000 | Spec Dev Operon | 11.01 | 1,210 | 14% | 0.88 | 0.12 | 150 | 20 | 171 | 14% | 17% | 83% | 28 | 136 | 164 | 0 | 2 |
| 1 | 2-8 | 4.95 | Business Park | General Office Building | 18.6% | 40,000 | BTS Dev Enterprise | 9 | 360 | 14% | 0.88 | 0.12 | 45 | 6 | 51 | 14% | 17% | 83% | 8 | 40 | 48 | 0 | 11 |
| 1 | 2-9 | 0.85 | Commercial | Specialty Retail Center | 24.6% | 9.108 | Office | 44.32 | 404 | 0% | 0.00 | 0.00 | - | - | 0 | 6% | 44% | 56% | 11 | 14 | 25 | 0 | - |
| | | | Commercial | Coffee/Donut Shop w/o D.T. | 5.2% | 1,925 | Projected Retail | 641.46 | 1,820 | 14% | 0.51 | 0.49 | 115 | 111 | 226 | 5% | 50% | 50% | 39 | 39 | 78 | | |
| 1 | 2-10 | 0.70 | Commercial | Specialty Retail Center | 23.4% | 7,135 | Office | 44.32 | 316 | 0% | 0.00 | 0.00 | - | - | 0 | 6% | 44% | 56% | 8 | 11 | 19 | 0 | - |
| | | | Commercial | Bread/Donut/Bagel Shop w/o D.T. | 6.6% | 2,000 | Projected Retail | 523.17 | 1,046 | 13% | 0.47 | 0.53 | 66 | 74 | 140 | 5% | 50% | 50% | 28 | 28 | 56 | | |
| 3 | 2-11 | 2.97 | Public Facility | Business Park | 0.0% | - | Detention Basin | 12.76 | - | 11% | 0.84 | 0.16 | - | - | 0 | 10% | 23% | 77% | - | - | - | 0 | - |
| 3 | Lot A | 0.23 | Public Facility | Business Park | 0.0% | - | Pump Site | 12.76 | - | 11% | 0.84 | 0.16 | - | - | 0 | 10% | 23% | 77% | - | - | - | 0 | - |
| 3 | Lot B | 0.58 | Public Facility | Business Park | 0.0% | - | Projected | 12.76 | - | 11% | 0.84 | 0.16 | - | - | 0 | 10% | 23% | 77% | - | - | - | 0 | - |
| | **Subtotal** | **51.62** | Total SF | | | **459,669** | | | | | | | | | | | | | | | |
| | | 11.50 | | SPA only | | 149 669 | | | 11,199 | | | | 989 | 435 | 1,490 | | | | 323 | 947 | 1,270 | | 16 |
| | **Unit 5** | | | | | | | | | | | | | | | | | | | | |
| 2 | 5-1 to 5-5 | 88.30 | Industrial | Warehousing | 50.0% | 1,921,426 | Tesco Fresh & Easy (built) | 3.56 | 10,457 | 8% | 0.79 | 0.21 | 415 | 217 | 632 | 9% | 25% | 75% | 97 | 612 | 709 | 0.72 | 2,196 |
| 2 | | | Industrial | Warehousing | 0.0% | - | Tesco Expansion | | - | 8% | 0.79 | 0.21 | - | - | 0 | 9% | 24% | 76% | - | - | - | 0.72 | - |
| 2 | 5-6 | 23.81 | Industrial | High-Cube Warehouse | 47.1% | 489,000 | LNR BTS (Kia) (Built) | 1.63 | 799 | 6% | 0.65 | 0.35 | 32 | 17 | 50 | 7% | 33% | 67% | 18 | 37 | 55 | 0.53 | 185 |
| | **Subtotal** | **112.1** | Total SF | | | **2,410,426** | | | | | | | | | | | | | | | |
| | | | | SPA only | | 0 | | | 11,256 | | | | 447 | 234 | 682 | | | | 115 | 649 | 764 | | 2,381 |
| | **Unit 3** | | | | | | | | | | | | | | | | | | | | |
| 2 | 3-1 | 5.00 | Industrial | Warehousing | 45.0% | 98.010 | Ridge Spec | 3.56 | 349 | 8% | 0.79 | 0.21 | 23 | 6 | 29 | 9% | 25% | 75% | 8 | 24 | 31 | 0.72 | 71 |
| 2 | 3-2 | 13.53 | Industrial | Warehousing | 45.0% | 265.215 | Ridge Spec | 3.56 | 944 | 8% | 0.79 | 0.21 | 63 | 17 | 80 | 9% | 25% | 75% | 21 | 64 | 85 | 0.72 | 191 |
| 2 | 3-3 | 10.27 | Business Park | Manufacturing | 21.3% | 95.270 | 2 Sisters Food Group (U/C) | 4.61 | 489 | 19% | 0.78 | 0.22 | 73 | 21 | 93 | 19% | 36% | 64% | 34 | 60 | 93 | 2.93 | 12 |
| 2 | | | Business Park | Manufacturing | 18.8% | 84,230 | 2 Sisters Food Group Expansion | 3.82 | 365 | 19% | 0.78 | 0.22 | 57 | 16 | 74 | 19% | 36% | 64% | 26 | 47 | 74 | 2.93 | 12 |
| 2 | 3-4 | 2.00 | Industrial | Warehousing | 45.0% | 39.204 | Projected | 3.56 | 140 | 8% | 0.79 | 0.21 | 9 | 2 | 12 | 9% | 25% | 75% | 3 | 9 | 13 | 0.72 | 28 |
| 2 | 3-5 | 1.65 | Industrial | Warehousing | 45.0% | 32,343 | Projected | 3.56 | 115 | 8% | 0.79 | 0.21 | 8 | 2 | 10 | 9% | 25% | 75% | 3 | 8 | 10 | 0.72 | 23 |
| 2 | 3-6 | 1.17 | Industrial | Warehousing | 45.0% | 22.934 | Projected | 3.56 | 82 | 8% | 0.79 | 0.21 | 5 | 1 | 7 | 9% | 25% | 75% | 2 | 6 | 7 | 0.72 | 17 |
| 2 | 3-7 | 1.17 | Industrial | Warehousing | 45.0% | 22.934 | Projected | 3.56 | 82 | 8% | 0.79 | 0.21 | 5 | 1 | 7 | 9% | 25% | 75% | 2 | 6 | 7 | 0.72 | 17 |
| 2 | 3-8 | 1.35 | Industrial | Warehousing | 45.0% | 26.463 | Projected | 3.56 | 94 | 8% | 0.79 | 0.21 | 6 | 2 | 8 | 9% | 25% | 75% | 2 | 6 | 8 | 0.72 | 19 |
| | **Subtotal** | **36.1** | Total SF | | | **686,504** | | | | | | | | | | | | | | | |
| | | | | SPA only | | 597,104 | | | 2,679 | | | | 250 | 69 | 319 | | | | 101 | 229 | 329 | | 389 |
| | **Unit 6** | | | | | | | | | | | | | | | | | | | | |
| 3 | 6-1a | 2.12 | Public Facility | Business Park | 16.2% | 15.000 | Fire Station | | 50 | 8% | 0.30 | 0.70 | 1 | 3 | 4 | 10% | 70% | 30% | 4 | 2 | 5 | 0 | 20 |
| | 6-1b | 4.82 | Industrial | Warehousing | 32.0% | 67.185 | | 3.56 | 239 | 8% | 0.79 | 0.21 | 16 | 4 | 20 | 9% | 25% | 75% | 5 | 16 | 21 | 0.72 | 48 |
| 2 | 6-2 | 6.90 | Industrial | Manufacturing | 42.0% | 126.239 | LNR Planned Industrial | 3.82 | 482 | 19% | 0.78 | 0.22 | 72 | 20 | 92 | 18% | 36% | 64% | 33 | 59 | 92 | 2.93 | 370 |
| | **Unit 4** | | | | | | | | | | | | | | | | | | | | |
| 3 | 4-1 | 7.23 | Industrial | High-Cube Warehouse | 45.0% | 141.722 | Projected | 1.44 | 204 | 6% | 0.65 | 0.35 | 8 | 4 | 13 | 7% | 33% | 67% | 5 | 9 | 14 | 0.53 | 75 |
| 3 | 4-2 | 6.30 | Industrial | Warehousing | 45.0% | 123.463 | Projected | 3.56 | 440 | 8% | 0.79 | 0.21 | 29 | 8 | 37 | 9% | 25% | 75% | 10 | 30 | 40 | 0.72 | 89 |
| 3 | 4-3 | 9.90 | Business Park | General Office Building | 35.0% | 150.935 | Projected | ln(T)=0.77ln(x)+3.65 | 1,832 | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 229 | 31 | 261 | t=1.12x+78.81 | 17% | 83% | 42 | 206 | 248 | 0 | - |
| 3 | 4-4 | 14.84 | Commercial | Business Hotel | 1.2% | 45.000 | 60 Room hotel | 7.27 | 436 | 8% | 0.59 | 0.41 | 21 | 14 | 35 | 9% | 60% | 40% | 22 | 15 | 37 | 0 | - |
| 3 | | | Commercial | Business Hotel | 45.0% | 108.000 | 90 room hotel | 7.27 | 654 | 8% | 0.59 | 0.41 | 31 | 21 | 52 | 9% | 60% | 40% | 33 | 22 | 56 | 0 | - |
| 3 | | | Commercial | Quality Restaurant | 3.2% | 8.000 | 8K restaurant | 89.95 | 720 | 0% | 0.00 | 0.00 | - | - | 0 | 8% | 67% | 33% | 40 | 20 | 60 | 0 | - |
| 3 | | | Commercial | Gasoline Station w/ Convenience Market | | - | 12 fueling station | 162.78 | 1,953 | 6% | 0.50 | 0.50 | 61 | 61 | 122 | 8% | 50% | 50% | 80 | 80 | 161 | 0 | - |
| 3 | | | Commercial | Fast-Food Restaurant w/ D.T. | 0.5% | 3.000 | 3.0 K fast food | 496.12 | 1,488 | 10% | 0.51 | 0.49 | 76 | 73 | 148 | 7% | 52% | 48% | 53 | 49 | 102 | 0 | - |
| 3 | | | Commercial | Specialty Retail Center | 6.5% | 38.500 | Retail | 44.32 | 1,706 | 0% | 0.00 | 0.00 | - | - | 0 | 6% | 44% | 56% | 46 | 58 | 104 | 0 | - |
| 3 | 4-5 | 3.80 | Mixed Use | Specialty Retail Center | 8.0% | 10.000 | Projected | 44.32 | 443 | 0% | 0.00 | 0.00 | - | - | 0 | 6% | 44% | 56% | 12 | 15 | 27 | 0 | - |
| 3 | | | Mixed Use | Coffee/Donut Shop w/ D.T. | 1.2% | 2.000 | Projected | 816.58 | 1,637 | 14% | 0.51 | 0.49 | 113 | 109 | 222 | 5% | 50% | 50% | 43 | 43 | 86 | | |
| 3 | | | Mixed Use | Bread/Donut/Bagel Shop w/ D.T. | 1.2% | 2.000 | Projected | 300.84 | 602 | 12% | 0.50 | 0.50 | 37 | 37 | 74 | 7% | 50% | 50% | 20 | 20 | 39 | | |
| 3 | | | Mixed Use | General Office Building | 22.4% | 37.000 | Projected | ln(T)=0.77ln(x)+3.65 | 620 | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 75 | 10 | 85 | t=1.12x+78.81 | 17% | 83% | 20 | 100 | 120 | | |
| 3 | 4-6 | 4.20 | Mixed Use | Specialty Retail Center | 6.5% | 10.000 | Projected | 44.32 | 443 | 0% | 0.00 | 0.00 | - | - | 0 | 6% | 44% | 56% | 12 | 15 | 27 | 0 | - |
| 3 | | | Mixed Use | Coffee/Donut Shop w/ D.T. | 1.0% | 1.900 | Projected | 816.58 | 1,555 | 14% | 0.51 | 0.49 | 107 | 103 | 210 | 5% | 50% | 50% | 41 | 41 | 82 | | |
| 3 | | | Mixed Use | Bread/Donut/Bagel Shop w/ D.T. | 1.0% | 1.900 | Projected | 300.84 | 572 | 12% | 0.50 | 0.50 | 35 | 35 | 70 | 7% | 50% | 50% | 19 | 19 | 37 | | |
| 3 | | | Mixed Use | General Office Building | 23.1% | 42.252 | Projected | ln(T)=0.77ln(x)+3.65 | 687 | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 83 | 11 | 94 | t=1.12x+78.81 | 17% | 83% | 21 | 105 | 126 | | |
| 3 | 4-7 | 4.00 | Mixed Use | Specialty Retail Center | 5.7% | 10.000 | Projected | 44.32 | 443 | 0% | 0.00 | 0.00 | - | - | 0 | 6% | 44% | 56% | 12 | 15 | 27 | 0 | - |
| 3 | | | Mixed Use | Coffee/Donut Shop w/ D.T. | 1.1% | 1,900 | Projected | 816.58 | 1,555 | 14% | 0.51 | 0.49 | 107 | 103 | 210 | 5% | 50% | 50% | 41 | 41 | 82 | | |
| 3 | | | Mixed Use | Bread/Donut/Bagel Shop w/ D.T. | 1.1% | 1.900 | Projected | 300.84 | 572 | 12% | 0.50 | 0.50 | 35 | 35 | 70 | 7% | 50% | 50% | 19 | 19 | 37 | | |
| 3 | | | Mixed Use | General Office Building | 23.0% | 40.000 | Projected | ln(T)=0.77ln(x)+3.65 | 659 | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 79 | 11 | 90 | t=1.12x+78.81 | 17% | 83% | 21 | 103 | 124 | | |
| 3 | 4-8 | 3.46 | Office | General Office Building | 32.5% | 48.983 | Projected | ln(T)=0.77ln(x)+3.65 | 770 | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 93 | 13 | 106 | t=1.12x+78.81 | 17% | 83% | 23 | 111 | 134 | 0 | - |
| 3 | 4-9 | 2.97 | Office | General Office Building | 32.5% | 42.046 | Projected | ln(T)=0.77ln(x)+3.65 | 685 | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 83 | 11 | 94 | t=1.12x+78.81 | 17% | 83% | 21 | 104 | 126 | 0 | - |
| 3 | 4-10 | 4.31 | Office | General Office Building | 32.5% | 61.017 | Projected | ln(T)=0.77ln(x)+3.65 | 912 | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 111 | 15 | 126 | t=1.12x+78.81 | 17% | 83% | 25 | 122 | 147 | 0 | - |
| 3 | 4-11 | 3.97 | Office | Medical Office | 32.0% | 42.793 | Projected | 36.13 | 1,546 | 6% | 0.79 | 0.21 | 78 | 21 | 98 | 10% | 27% | 73% | 40 | 108 | 148 | 0 | - |
| 3 | 4-12 | 7.73 | Office | Medical Office | 32.0% | 107 750 | Projected | 36.13 | 3,893 | 6% | 0.79 | 0.21 | 196 | 52 | 248 | 10% | 27% | 73% | 101 | 272 | 373 | 0 | - |
| 3 | 4-13 | 3.00 | Business Park | General Light Industrial | 42.0% | 54.886 | Projected | 6.97 | 383 | 13% | 0.88 | 0.12 | 44 | 6 | 50 | 14% | 12% | 88% | 6 | 47 | 53 | 2.51 | 138 |
| 3 | 4-14 | 3.46 | Business Park | General Light Industrial | 42.0% | 62.204 | Projected | 6.97 | 434 | 13% | 0.88 | 0.12 | 50 | 7 | 57 | 14% | 12% | 88% | 7 | 53 | 60 | 2.51 | 156 |
| 3 | 4-15 | 17.90 | Industrial | High-Cube Warehouse | 45.0% | 350,876 | Projected | 1.44 | 505 | 6% | 0.65 | 0.35 | 21 | 11 | 32 | 7% | 33% | 67% | 12 | 24 | 35 | 0.53 | 186 |
| 3 | 4-16 | 45.00 | Industrial | Warehousing | 43.0% | 842 886 | Projected | 3.56 | 3,001 | 8% | 0.79 | 0.21 | 200 | 53 | 253 | 8% | 25% | 75% | 67 | 202 | 270 | 0.72 | 607 |

Land use is subject to change and should not be expected to be developed as shown here

**Meridian** — ***North Campus*** — **March 31, 2010**

| TAZ | Lot # | Gross Acreage | Land Use Grouping | Land Use Designation | FAR | Square Footage | Status | Trip Rate | ADT | AM Peak-Hour % of ADT[1] | AM Peak-Hour In Out Ratio[2] | AM In | AM Out | AM Total | PM Peak-Hour % of ADT[1] | PM Peak-Hour In Out Ratio[2] | PM In | PM Out | PM Total | Truck Trip Rate | Truck ADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3 | 4-E | 11.10 | Park/Recreation/Open S | Business Park | 0.0% | - | Detention Basin | 12.76 | - | 11% | 0.84 | 0.16 | - | - | 0 | 10% | 23% | 77% | - | - | - | 0 | - |
| | 4-F | 1.7 | Public Facility | | | | Pump Station | | | | | | | | | | | | | | | | |
| | Subtotal | 167.5 | Total SF | | | 2,682,377 | | | | | | | 2,091 | 883 | 2,974 | | | | 956 | 1,143 | 3,099 | | 1,685 |
| | | | | | SPA only | 2,682,377 | | | | | | | | | | | | | | | | | |
| | **Unit 7 (TM Lot 88)** | | | | | | | | | | | | | | | | | | | | | | |
| 1 | TM 88 | 33.8 | Business Park | New Car Sales | 0.0% | - | Projected Parking | 33.34 | - | 8% | 0.74 | 0.26 | - | - | 0 | 8% | 39% | 61% | - | - | - | 0 | - |
| 1 | | | Business Park | New Car Sales | 0.0% | - | Projected | 33.34 | - | 8% | 0.74 | 0.26 | - | - | 0 | 8% | 39% | 61% | - | - | - | 0 | - |
| 1 | | | Business Park | New Car Sales | 0.0% | - | Projected Parking | 33.34 | - | 8% | 0.74 | 0.26 | - | - | 0 | 8% | 39% | 61% | - | - | - | 0 | - |
| 1 | | | Business Park | New Car Sales | 0.0% | - | Projected | 33.34 | - | 8% | 0.74 | 0.26 | - | - | 0 | 8% | 39% | 61% | - | - | - | 0 | - |
| | Subtotal | 33.8 | Total SF | | | - | | | | | | | | | | | | | | | | | |
| | **Other** | | | | | | | | | | | | | | | | | | | | | | |
| 2 | TM 64 | 7.60 | Park/Recreation/Open S | Utilities | 0.0% | | | 0.2 | - | 0% | 0.00 | 0.00 | - | - | 0 | 0% | 0% | 0% | - | - | - | 0 | - |
| 2 | Detention Bsn | 34.10 | Park/Recreation/Open Space | | | | | | | | | | | | | | | | | | | | |
| 3 | TM 88 | 13.40 | Park/Recreation/Open Space | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | - | | | | - | - | - | | | | - | - | - | | - |
| | Gr. Total | 611.6 | | | | 8,684,895 | | | | | | | | | | | | | | | | | |
| | | ACRES | | | SF | | | | | | | | | | | | | | | | | | |
| | | | | | SPA only | 4,291,335 | | | | | | | | | | | | | | | | | |

| | |
|---|---|
| Proposed (total) | 73,591 |
| Proposed (external) | 64,944 |
| Permitted (external) | 44,966 |
| Net Increase | 19,478 |

| | | | |
|---|---|---|---|
| Proposed (total) | 5,145 | 2,047 | 7,256 |
| Proposed (external) | 4,499 | 1,786 | 6,286 |
| Permitted (external) | 3,682 | 1,016 | 4,858 |
| Net Increase | 817 | 770 | 1,388 |

| | | | |
|---|---|---|---|
| Proposed (total) | 1,980 | 5,279 | 7,260 |
| Proposed (external) | 1,713 | 4,555 | 6,268 |
| Permitted (external) | 1,276 | 3,865 | 5,141 |
| Net Increase | 437 | 690 | 1,127 |

7,012
7,897
14,619
TRUCK ADT

Land uses are subject to change and should not be expected to be developed as shown here.

May 1, 2018

Lauren Sotelo, Associate Planner
March Joint Powers Authority
14205 Meridian Parkway, Suite 140
Riverside, CA 92518

RE: Trip Transfer Authorization for Meridian Unit 4, Lots 8, 9, 10, 11 and Unit 4 Lot 12

Dear Ms. Sotelo:

This letter authorizes the March Joint Powers Authority (JPA) to allow for the transfer of 2,684 gross average daily trips from Unit 4, Lot 12 to Unit 4, Lots 8, 9, 10 and 11 within Planning Region C, Planning Area 6 of the Meridian Specific Plan Amendment (SP-5) Planning Area.

Unit 4, Lot 12 is owned by Prime Six, LLC and has been approved by the March JPA for development of 74,922 square feet (sf) of Office uses. Unit 4 Lots 8, 9, 10, and 11 (Project) are owned by Silagi Development and Management and are currently in the process of requesting approval from the March JPA to develop eleven concrete tilt-up buildings with a combined square footage of 162,041 sf. The Project would require a zone change for Unit 4, Lots 8, 10 and 11 from Office to Mixed Use; Unit 4 Lot 9 would remain zoned for Office use.

Development within the Meridian SP-5 Planning Area is guided by the March JPA Planning General Plan, associated Master Environmental Impact Report (EIR), March Business Center Specific Plan, and associated 2003 Focused EIR. The 2010 Meridian SP-5 Subsequent EIR (SEIR), was prepared to document proposed modifications to the March Business Center Specific Plan resulting from changes to land use designations, lot layout, site access and internal circulation within the Meridian SP-5 Planning Area.

Traffic associated with the Meridian SP-5 Planning Area is managed using a system of Planning Areas and Planning Regions. Each Planning Area is allocated a traffic generation "budget". The Meridian SP-5 Specific Plan Amendment accounted for a total combined external traffic budget of 45,419 daily passenger trips and 3,890 daily truck trips within the Meridian SP-5 Planning Area. The Project site is located within Planning Area 6 of Planning Region C which accounted for 8,328 gross passenger car average daily trips; 7,539 external passenger car average daily trips; and 294 truck trips within the Meridian SP-5 Planning Area.

The Meridian SP-5 anticipated a combination of general office building (131,029 sf) and medical office (42,793 sf) for the Project area. Accordingly, 3,913 daily trips were originally assumed for Unit 4, Lots 8, 9, 10, and 11 in the traffic study prepared for the Meridian SP-5 SEIR. Unit 4, Lot 12 has been approved for 74,922 sf of Office uses, which equates to the generation of 1,068 total gross average daily trip (ADT) and 929 external ADT. Additional trips are being reserved for U4-12 for potential development of a general office building up to 88,000 square feet, equal to 1,209 total gross ADT and 1,051 external ADT being generated. Estimates in the Meridian SP-5 SEIR for Unit 4, Lot 12 assumed 3,893 total gross ADT. Reserving the ability to develop up to 88,000 square feet of office on

U4-12 results in 2,684 gross ADT that were not used by that development and are available for use on other lots within Planning Area 6. Currently, there are no specific projects in development or proposed for development on Unit 4, Lots 13 or 14. Therefore, it is assumed that the original allocated trips for those two parcels would still provide a realistic and feasible development and would not prohibit potential future development of those parcels. The transfer of the 2,684 excess trips from Unit 4, Lot 12 would allow for the proposed development on Unit 4, Lots 8, 9, 10 and 11, while maintaining the trip assumptions approved for Planning Area 6 of Planning Region C within the Meridian SP-5 Planning Area. A summary of the trip transfer is included in **Table 1**, below.

**Table 1: Trip Transfer Summary[a]**

| Unit and Lot | Original ADT Allocated | Original Truck Trips Allocated | Estimated ADT Developed | Estimated Truck Trips Developed | Summary of Trip Transfer |
|---|---|---|---|---|---|
| Unit 4, Lot 8 | 770 | 0 | 6,597 | 0 | +2,684 |
| Unit 4, Lot 9 | 685 | 0 | | | |
| Unit 4, Lot 10 | 912 | 0 | | | |
| Unit 4, Lot 11 | 1,546 | 0 | | | |
| Unit 4, Lot 12 | 3,893 | 0 | 1,209[b] | 0 | -2,684 |
| Unit 4, Lot 13 | 383 | 138 | 817[c] | 294[c] | |
| Unit 4, Lot 14 | 434 | 156 | | | |
| **Total** | **8,623** | **294** | **8,623** | **294** | |

Note:

a) All calculations are gross trips and do not include the 13% reduction for internal capture

b) Reserved for 88,000 square feet of General Office Building

c) Assumes 117,000 general light industrial; retains all original allocated trips

As discussed above, Prime Six, LLC authorizes the transfer of 2,684 trips from Unit 4 Lot 12 to Unit 4, Lots 8, 9, 10, 11. Should the March JPA have any questions or request further clarification, please contact Moshe Silagi at (805) 494-4077 or moshe@silagidevelopment.com.

Sincerely,

Moshe Silagi
Prime Six, LLC

Fair Share Estimate for Prime 6

Traffic Signal at Meridian Parkway /Economic Drive

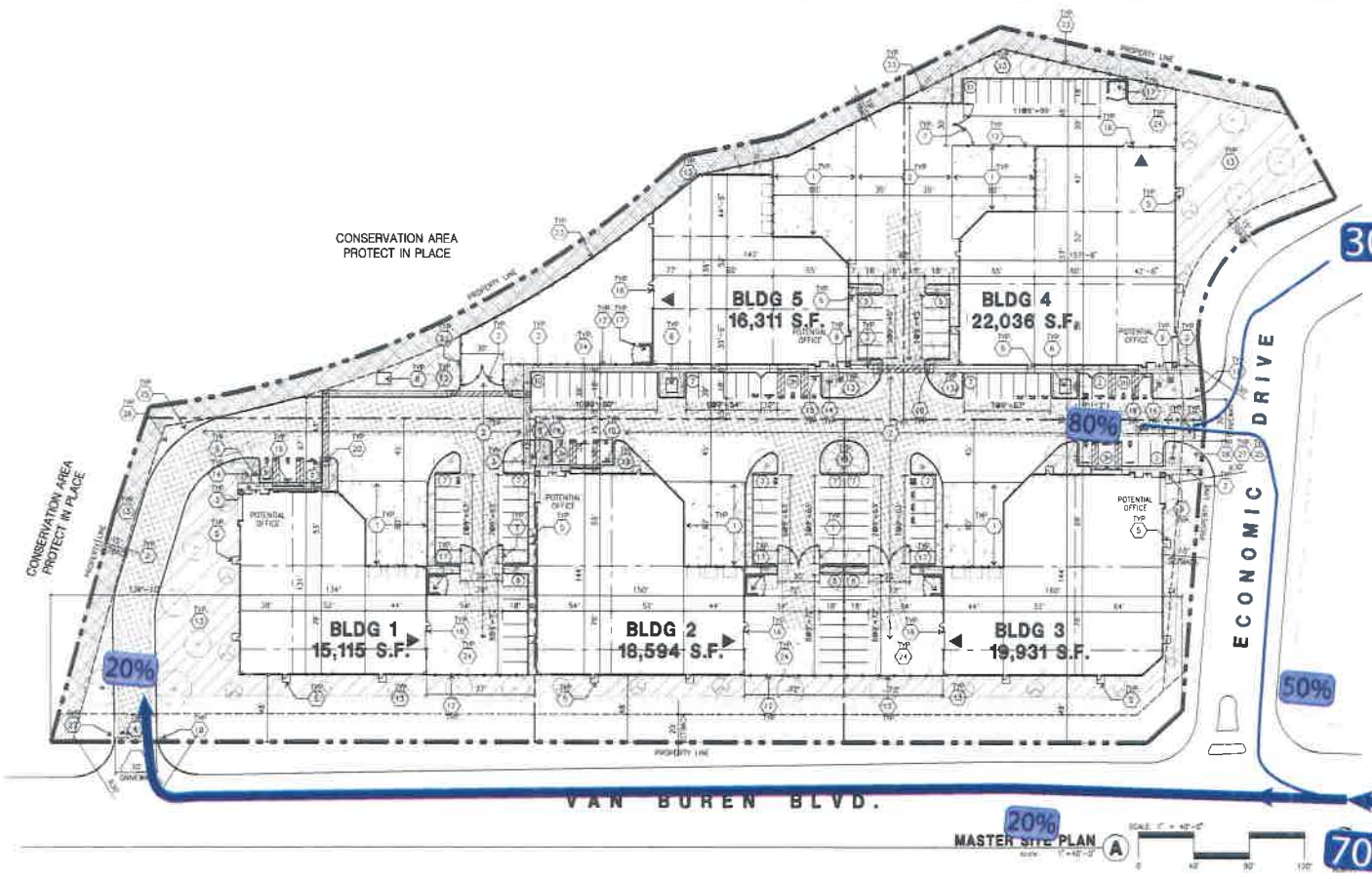
**FAIR SHARE ESTIMATE FOR PRIME 6**

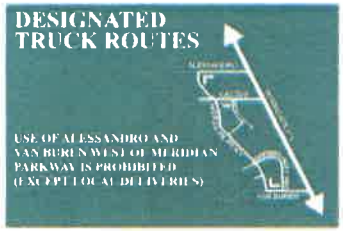
*TRAFFIC SIGNAL @ MERIDIAN PARKWAY/ECONOMIC DRIVE*

| SCENARIO | PEAK PERIOD | PROJECT INBOUND TRIPS | PROJECT OUTBOUND TRIPS | PROJECT TRIPS AT INTERSECTION* | EXISTING TRAFFIC | FUTURE PLUS PROJECT TRAFFIC | FAIR SHARE PERCENTAGE | TOTAL COST OF SIGNAL | ESTIMATED FAIR SHARE FEE |
|---|---|---|---|---|---|---|---|---|---|
| Proposed | AM | 111 | 21 | 52 | 533 | 2530 | 2.60% | $ 300,000 | **$ 14,423** |
| | PM | 27 | 91 | 90 | 660 | 2532 | 4.81% | | |
| | HIGHER | | | | | | **4.81%** | | |

*Assumes 30% of inbound traffic and 90% of outbound traffic would travel through the intersection of Meridian Parkway/ Economic Dr based on trip distribution patterns.

Fair Share Percentage = (Project Trips at Intersection) / (Future Plus Project Traffic - Existing Traffic)




3'-0" x 2'-0" x .080" ALUM PANELS UNPAINTED W/ GREEN HP VINYL W/ WHITE HP VINYL COPY & GRAPHIC PANELS TO BE COATED W/ ANTI-GRAFFITI SHEETING PANELS TO COMP W/ A 3-1/2" GALVANIZED POST & MOUNTING HARDWARE

**TRUCK ROUTE SIGN** B
scale: NOT TO SCALE

## SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONCRETE PAVEMENT
2. ASPHALT CONCRETE (AC) PAVING
3. CONCRETE WALKWAY, MEDIUM BROOM FINISH
4. DRIVEWAY APRONS TO BE CONSTRUCTED
5. 6'-0"x5'-0"x4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY AS REQ. BY CITY INSPECTOR
6. APPROXIMATE LOCATION OF TRANSFORMER. CONTRACTOR TO VERIFY WITH SCE
7. PROVIDE 6' HIGH METAL GATES W/ KNOX-BOX PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY
8. CONCRETE RAMP W/ 42" HIGH CONCRETE WALL
9. EXTERIOR BIKE RACK TYPICAL
10. 12' HIGH TILT-UP SCREEN WALL TO COMPLY WITH MARCH BUSINESS CENTER DESIGN GUIDELINE
11. EXTERIOR CONCRETE STAIR
12. 6' H METAL FENCE
13. LANDSCAPE. ALL LANDSCAPE AREAS INDICATED BY SHADING
14. EMPLOYEE BREAK AREA
15. PRE-CAST CONCRETE WHEEL STOP
16. CONCRETE FILLED GUARD POST "A DIA. U.N.O. 42" H.
17. TRASH ENCLOSURE W/ 6' HIGH WALLS PER CITY STANDARD
18. ACCESSIBLE ENTRY SIGN
19. ACCESSIBLE PARKING STALL SIGN
20. TRUNCATED DOME
21. APPROXIMATE LOCATION OF FIRE HYDRANT
22. PEDESTRIAN-SCALE LIGHTING WILL BE PROVIDED WITHIN THE PUBLIC ROW SIDEWALK FRONTING VAN BUREN
23. 6' H METAL SCREEN FENCE
24. AMENITY BASKETBALL COURT
25. TRUCK ROUTE SIGN. SEE DETAIL B
26. NO TRUCK ACCESS SIGN
27. STOP SIGN
28. TRUCKS NO RIGHT TURN SIGN

## SITE LEGEND

- CONCRETE PAVING SEE "C" DRAWG. FOR THICKNESS
- STANDARD PARKING STALL 9' X 18'
- LANDSCAPED AREA
- 24' WIDE FIRELANE
- METAL FENCE
- METAL SCREEN FENCE
- HANDICAP PARKING STALL (9' X 18') W/ 5' ACCESSIBLE AISLE
- HANDICAP PARKING STALL (VAN) (12' x 18') W/ 5' ACCESSIBLE AISLE
- PATH OF TRAVEL
- GRADE LEVEL DOOR

- NOTE
- ALL ROOF MOUNTED EQUIPMENT TO BE SCREENED FROM ON AND OFF SITE VIEW
- FIRE HYDRANT LOCATIONS WILL BE PROVIDED AT LATER STAGE PER RIVERSIDE FIRE DEPARTMENT REQUIREMENTS
- PER MASTER DEVELOPER, CHAINLINK FENCE WILL BE PROVIDED PRIOR TO THE ROUGH GRADING STAGE PER COMPENSATORY MITIGATION AND MONITORING PLAN
- PEDESTRIAN CIRCULATION LIGHTING WILL BE PROVIDED FROM PARKING AREAS / PEDESTRIAN PATHS TO BUILDING ENTRIES PER SECTION 7.5.1 OF MSCDG
- ALL ENTRY AREAS ARE TO BE LIT PROVIDING AN INVITING GLOW FROM INTERIOR PER SECTION 7.6.2 OF MSCDG
- PROJECT TO PROVIDE CONSISTENT THEME LIGHTING, SUBJECT TO REVIEW AND APPROVAL BY MARCH JPA SHALL BE PROVIDED WITHIN LOTS FRONTING VAN BUREN BOULEVARD AS PER PAGE II-19

## VICINITY MAP




## PROJECT DATA

| | BLDG 1 | BLDG 2 | BLDG 3 | BLDG 4 | BLDG 5 | TOTAL |
|---|---|---|---|---|---|---|
| SITE AREA | | | | | | |
| BUILDING AREA | | | | | | |
| COVERAGE | | | | | | |
| FAR | | | | | | |
| CLEAR HEIGHT | | | | | | |
| AUTO PARKING REQUIRED | | | | | | |
| AUTO PARKING PROVIDED | | | | | | |
| PARKING CALCULATION | | | | | | |
| MAXIMUM BUILDING HEIGHT ALLOWED | | | | | | |
| MAXIMUM BUILDING AREA ALLOWED | | | | | | |
| LANDSCAPE REQUIRED | | | | | | |
| LANDSCAPE PROVIDED | | | | | | |
| SETBACKS | | | | | | |

## SITE PLAN GENERAL NOTES

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY: TBD
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS
9. SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6'-0" O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH U.N.O.
11. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
12. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS
13. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
14. ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT
15. ALL VERTICAL MOUNTING POLES OR CHAIN LINK FENCING SHALL BE CAPPED
16. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB

CAUTION : IF THIS SHEET IS NOT A 24" X 36" IT IS A REDUCED PRINT


HPA architecture
hpa, inc.
18831 bardeen avenue, ste. #100
irvine, ca
92612
tel: 949-863-1770
fax: 949-863-0851
email: hpa@hparchs.com

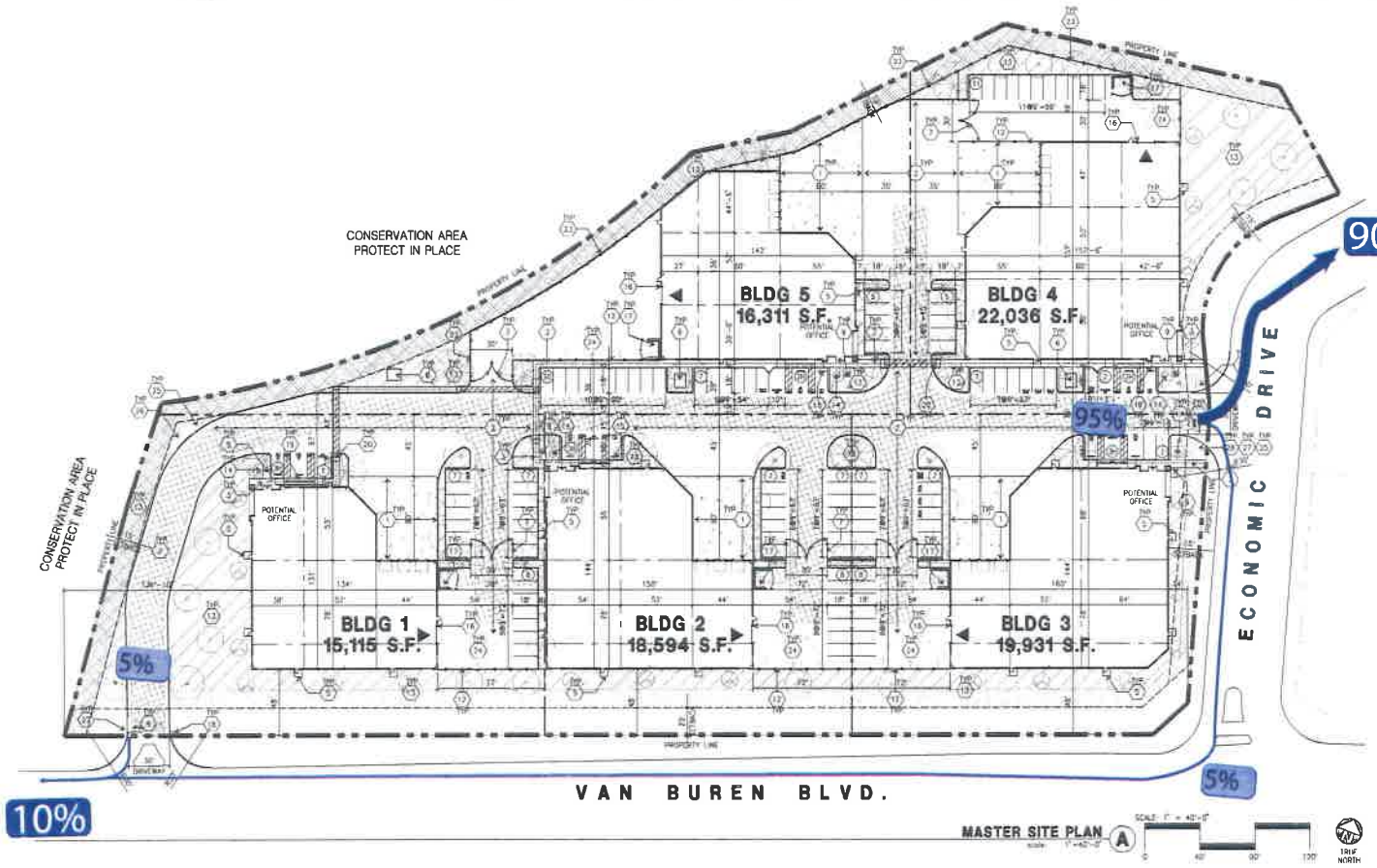

Owner:
SDM
101 HODENCAMP ROAD, STE 200
THOUSAND OAKS, CA 90703
TEL: (805) 494-1226

Project:
MS PRIME SIX
Riverside, CA

Consultants:
SDH INC.
HUNTER LANDSCAPE

Title: Master Site Plan
Project Number: 16489
Drawn by: ML
Date: 04/05/17
Revision:

Sheet:
A1.1




MASTER SITE PLAN (A)

SCALE: 1" = 40'-0"

TRUE NORTH

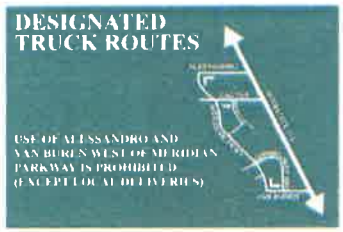
## VICINITY MAP




## PROJECT DATA

## SITE PLAN GENERAL NOTES

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7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6'-0" O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH U.N.O.
11. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
12. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
13. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
14. ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
15. ALL VERTICAL MOUNTING POSTS OF CHAIN LINK FENCING SHALL BE CAPPED.
16. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB.




7'-0" X 3'-0" X .080" ALUM PANELS LAMINATED W/ GREEN HP VINYL W/ WHITE HP VINYL COPY & GRAPHIC PANELS TO BE COATED W/ ANTI-GRAFFITI SHEETING. PANELS TO COME W/ A 2-1/2" GALVANIZED POST & MOUNTING HARDWARE.

TRUCK ROUTE SIGN (B)

MARK NOT TO SCALE

## SITE PLAN KEYNOTES

1. HEAVY BROOM FINISH CONCRETE PAVEMENT.
2. ASPHALT CONCRETE (AC) PAVING
3. CONCRETE WALKWAY. MEDIUM BROOM FINISH
4. DRIVEWAY APRONS TO BE CONSTRUCTED
5. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY AS REQ. BY CITY INSPECTOR.
6. APPROXIMATE LOCATION OF TRANSFORMER. CONTRACTOR TO VERIFY WITH S.C.E.
7. PROVIDE 8' HIGH METAL GATES W/ KNOX-BOX PER FIRE DEPARTMENT STANDARDS PER DRAWING
8. CONCRETE RAMP W/ 42" HIGH CONCRETE WALL.
9. EXTERIOR WAY BACK TYPICAL
10. 12" HIGH TILT-UP SCREEN WALL TO COMPLY WITH MARCH BUSINESS CENTER DESIGN GUIDELINE
11. EXTERIOR CONCRETE STAIR
12. 6' H. METAL FENCE
13. LANDSCAPE. ALL LANDSCAPE AREAS INDICATED BY SHADING.
14. EMPLOYEE BREAK AREA
15. PRE-CAST CONCRETE WHEEL STOP.
16. CONCRETE FILLED GUARD POST @ 6' DIA. U.N.O. 42" H.
17. TRASH ENCLOSURE. W/ 6' HIGH WALLS PER CITY STANDARDS
18. ACCESSIBLE ENTRY SIGN.
19. ACCESSIBLE PARKING STALL SIGN.
20. TRUNCATED DOME.
21. APPROXIMATE LOCATION OF FIRE HYDRANT.
22. PEDESTRIAN-SCALE LIGHTING WILL BE PROVIDED WITHIN THE PUBLIC ROW SIDEWALK FRONTING VAN BUREN
23. 6' H. METAL SCREEN FENCE
24. AMENITY BASKETBALL COURT
25. TRUCK ROUTE SIGN. SEE DETAIL B
26. NO TRUCK ACCESS SIGN.
27. STOP SIGN
28. TRUCKS NO RIGHT TURN SIGN.

## SITE LEGEND

- CONCRETE PAVING SEE "C" DRWGS FOR THICKNESS
- STANDARD PARKING STALL 9' X 18'
- LANDSCAPED AREA
- 24' WIDE FIRELANE
- METAL FENCE
- METAL SCREEN FENCE
- HANDICAP PARKING STALL (9' X 18') W/ 5' ACCESSIBLE AISLE
- HANDICAP PARKING STALL (VAN) (12' X 18') W/ 5' ACCESSIBLE AISLE
- PATH OF TRAVEL
- GRADE LEVEL DOOR

* NOTE
- ALL ROOF MOUNTED EQUIPMENT TO BE SCREENED FROM ON AND OFF SITE VIEW
- FIRE HYDRANT LOCATIONS WILL BE PROVIDED AT LATER STAGE PER RIVERSIDE FIRE DEPARTMENT REQUIREMENTS
- PER MASTER DEVELOPER, CHAINLINK FENCE WILL BE PROVIDED PRIOR TO THE ROUGH GRADING STAGE PER COMPENSATORY MITIGATION AND MONITORING PLAN
- PEDESTRIAN CIRCULATION LIGHTING WILL BE PROVIDED FROM PARKING AREAS / PEDESTRIAN PATHS TO BUILDING ENTRIES PER SECTION 7.51 OF MBCDG
- ALL ENTRY AREAS ARE TO BE LIT PROVIDING AN INVITING GLOW FROM INTERIOR PER SECTION 7.62 OF MBCDG
- PROJECT TO PROVIDE CONSISTENT THEME LIGHTING, SUBJECT TO REVIEW AND APPROVAL BY MARCH JPA SHALL BE PROVIDED WITHIN LOTS FRONTING VAN BUREN BOULEVARD AS PER PAGE 9-19

CAUTION : IF THIS SHEET IS NOT A 24" X 36" IT IS A REDUCED PRINT

HPA architecture
hpa, inc.
18831 bardeen avenue., ste. #100
irvine, ca
92612
tel: 949-863-1770
fax: 949-863-0851
email: hpa@hparchs.com

Owner:
SDM
101 HODENCAMP ROAD, STE 200
THOUSAND OAKS, CA 90700
TEL: (805) 494-1226

Project:
MS PRIME SIX
Riverside, CA

Consultants:
SDH INC.
HUNTER LANDSCAPE

Title: Master Site Plan
Project Number: 15489
Drawn by: ML
Date: 04/05/17
Revision:

Sheet:
A1.1

**Exhibit A 17**

FAA- Determination of No Hazard to Air Navigation letters dated

July 29, 2019

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2019-AWP-8325-OE

Issued Date: 07/29/2019

Moshe Silagi
MS Prime Six, LLC
101 Hodencamp Road
Suite 200
Thousand Oaks, CA 91360

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

| | |
|---|---|
| Structure: | Building Bldg 1 |
| Location: | Riverside, CA |
| Latitude: | 33-53-12.52N NAD 83 |
| Longitude: | 117-17-07.84W |
| Heights: | 1594 feet site elevation (SE)<br>30 feet above ground level (AGL)<br>1624 feet above mean sea level (AMSL) |

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 01/29/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

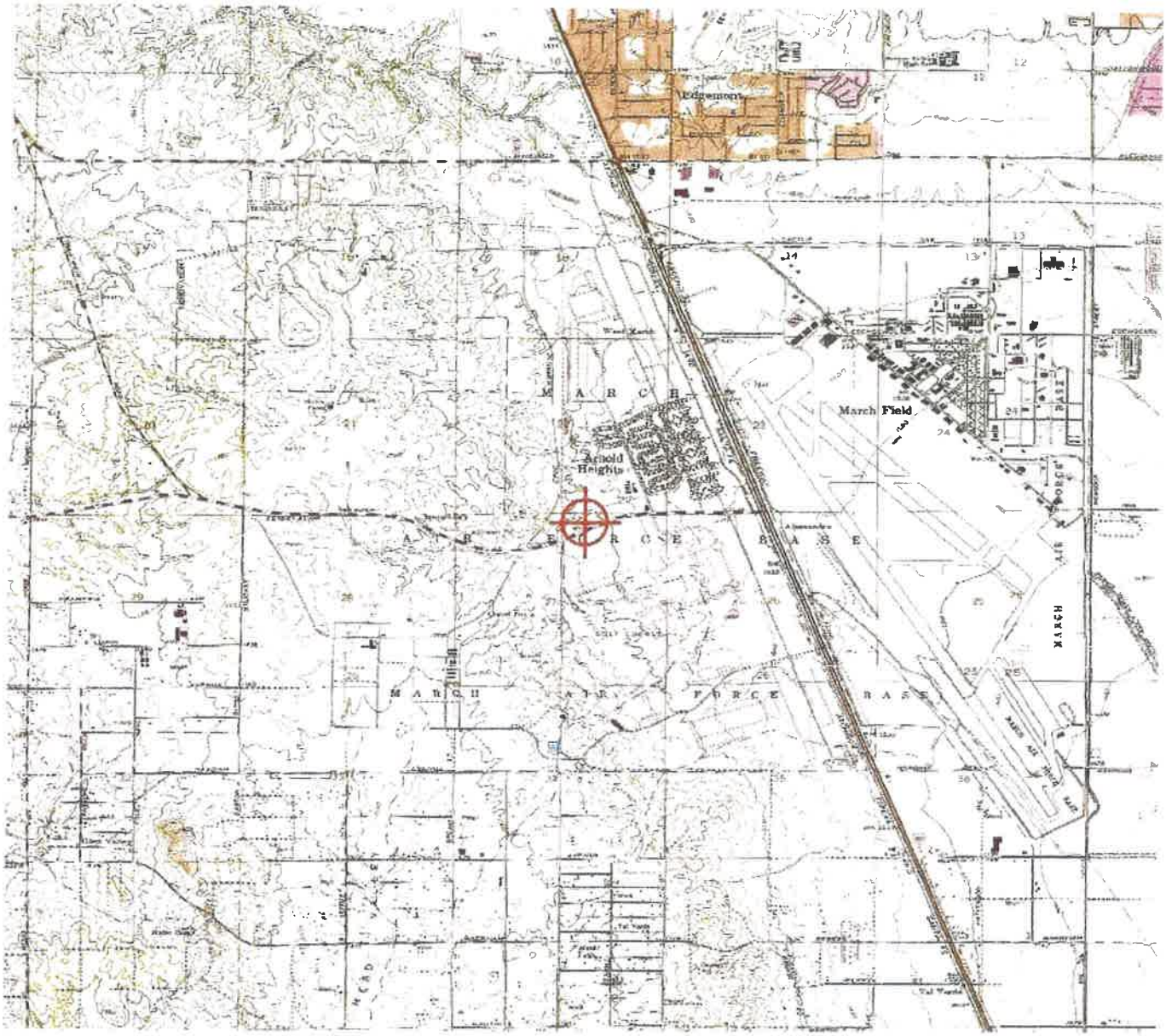
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-8325-OE.

**Signature Control No: 410821960-412808915** ( DNE )
Karen McDonald
Specialist

Attachment(s)
Map(s)

**TOPO Map for ASN 2019-AWP-8325-OE**



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2019-AWP-8326-OE

Issued Date: 07/29/2019

Moshe Silagi
MS Prime Six, LLC
101 Hodencamp Road
Suite 200
Thousand Oaks, CA 91360

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

| | |
|---|---|
| Structure: | Building Bldg 2 |
| Location: | Riverside, CA |
| Latitude: | 33-53-13.56N NAD 83 |
| Longitude: | 117-17-05.35W |
| Heights: | 1593 feet site elevation (SE)<br>31 feet above ground level (AGL)<br>1624 feet above mean sea level (AMSL) |

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 01/29/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

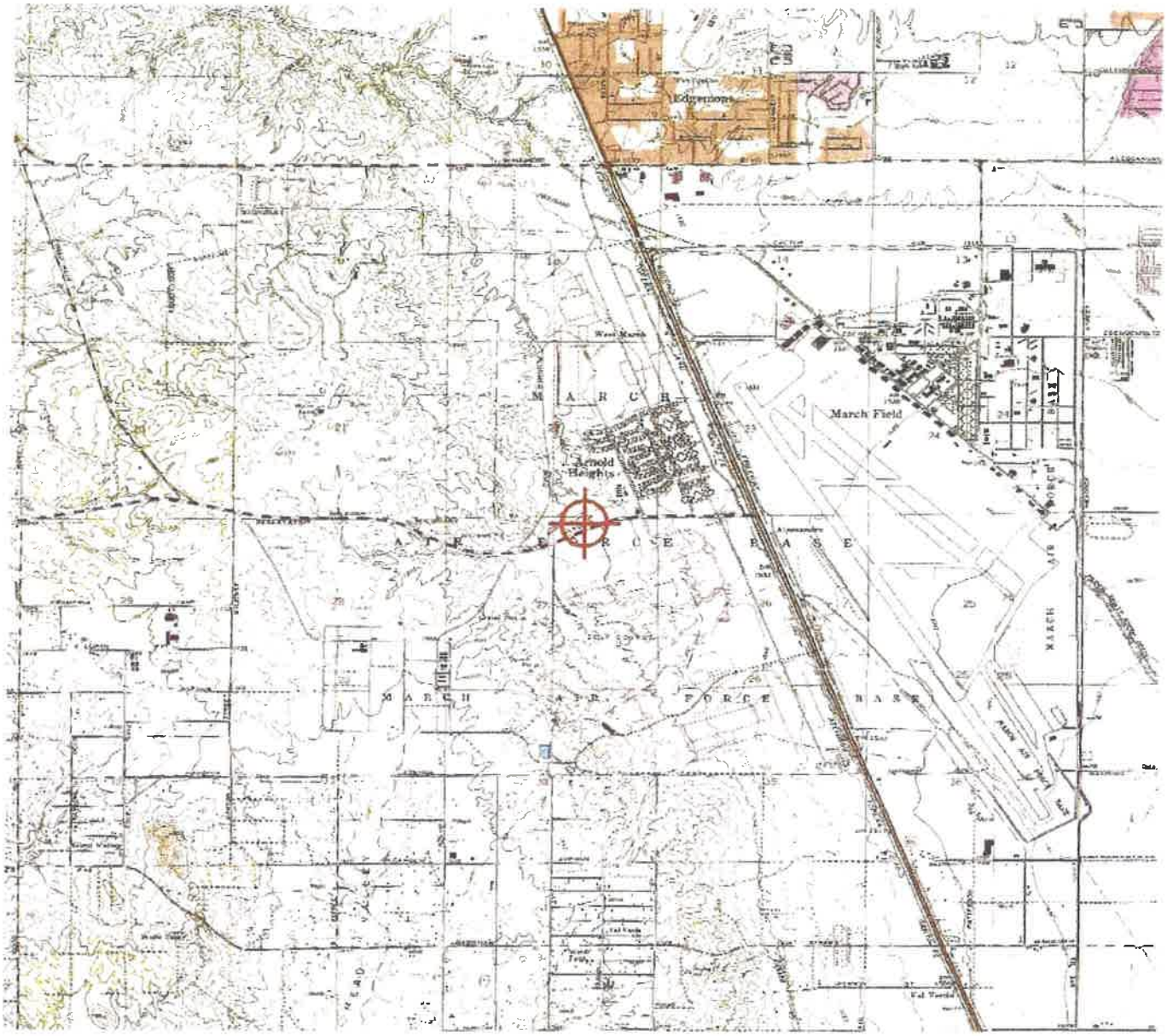
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-8326-OE.

**Signature Control No: 410821961-412808913** ( DNE )
Karen McDonald
Specialist

Attachment(s)
Map(s)

**TOPO Map for ASN 2019-AWP-8326-OE**



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2019-AWP-8327-OE

Issued Date: 07/29/2019

Moshe Silagi
MS Prime Six, LLC
101 Hodencamp Road
Suite 200
Thousand Oaks, CA 91360

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

| | |
|---|---|
| Structure: | Building Bldg 3 |
| Location: | Riverside, CA |
| Latitude: | 33-53-14.85N NAD 83 |
| Longitude: | 117-17-02.26W |
| Heights: | 1591 feet site elevation (SE) |
| | 33 feet above ground level (AGL) |
| | 1624 feet above mean sea level (AMSL) |

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 01/29/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
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(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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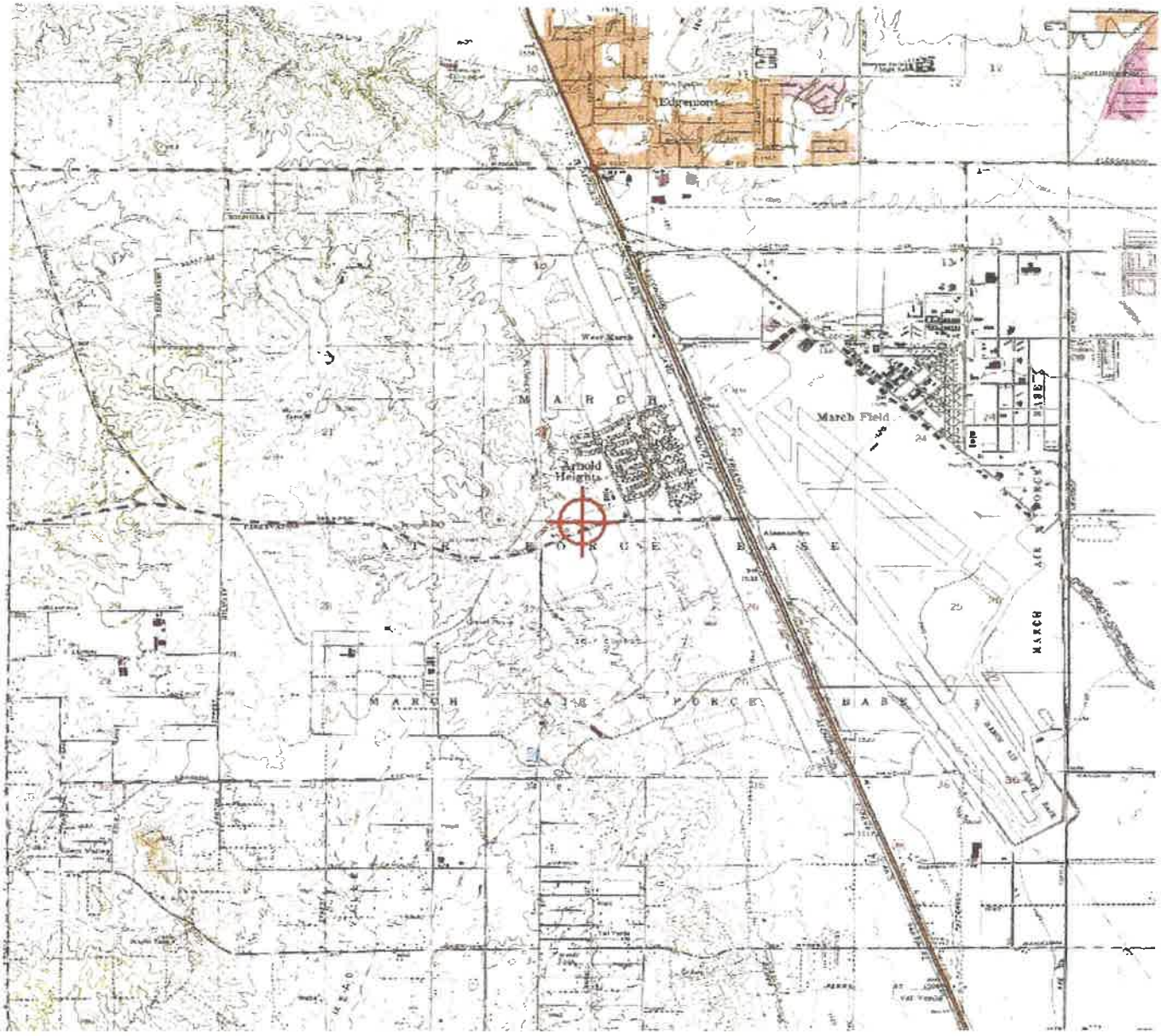
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If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-8327-OE.

**Signature Control No: 410821962-412808912** ( DNE )
Karen McDonald
Specialist

Attachment(s)
Map(s)

**TOPO Map for ASN 2019-AWP-8327-OE**



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2019-AWP-8328-OE

Issued Date: 07/29/2019

Moshe Silagi
MS Prime Six, LLC
101 Hodencamp Road
Suite 200
Thousand Oaks, CA 91360

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

| | |
|---|---|
| Structure: | Building Bldg 4 |
| Location: | Riverside, CA |
| Latitude: | 33-53-16.94N NAD 83 |
| Longitude: | 117-17-03.26W |
| Heights: | 1590 feet site elevation (SE) |
| | 33 feet above ground level (AGL) |
| | 1623 feet above mean sea level (AMSL) |

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

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(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

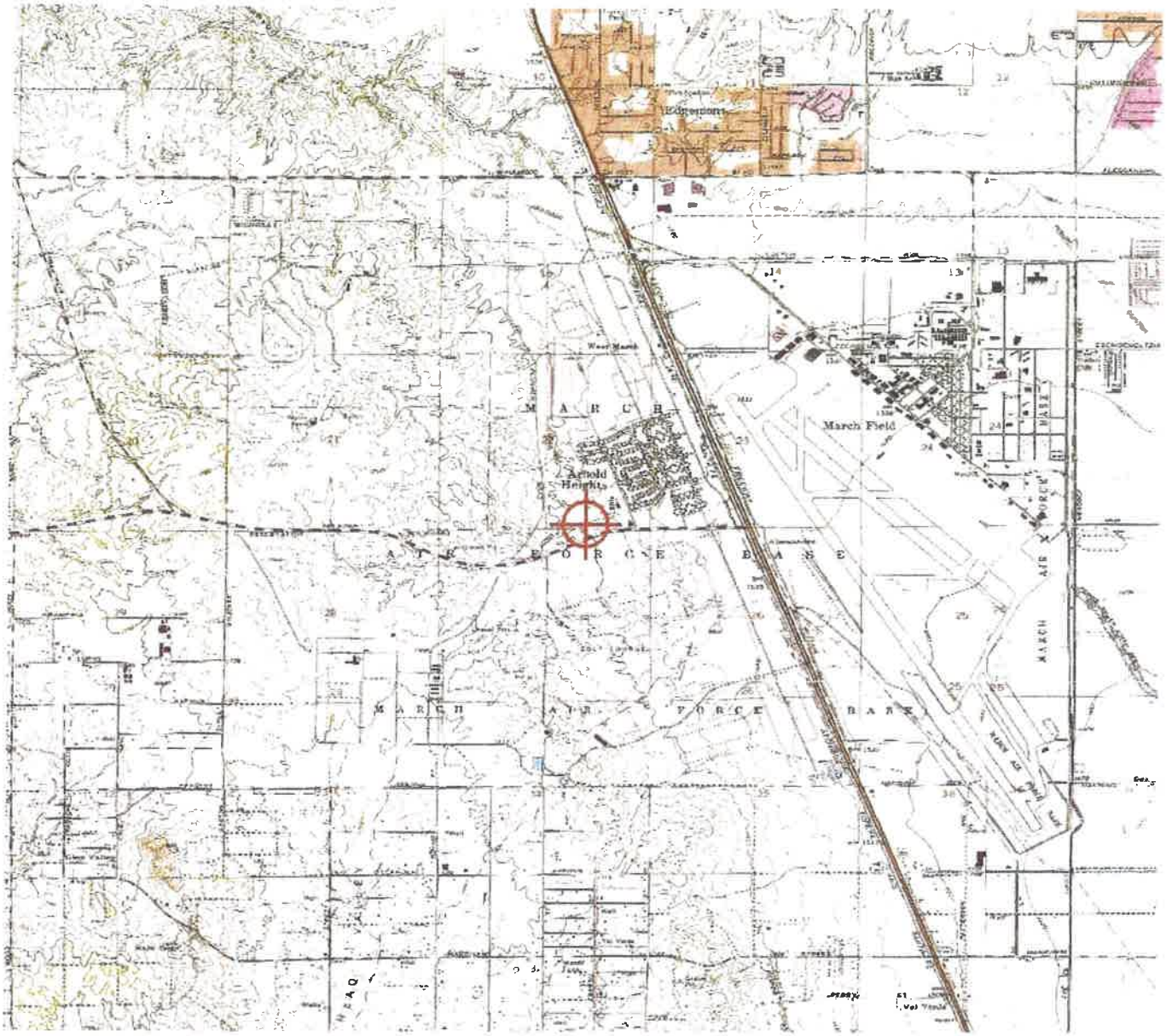
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-8328-OE.

**Signature Control No: 410821963-412808914** ( DNE )
Karen McDonald
Specialist

Attachment(s)
Map(s)

**TOPO Map for ASN 2019-AWP-8328-OE**



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2019-AWP-8329-OE

Issued Date: 07/29/2019

Moshe Silagi
MS Prime Six, LLC
101 Hodencamp Road
Suite 200
Thousand Oaks, CA 91360

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

| | |
|---|---|
| Structure: | Building Bldg 5 |
| Location: | Riverside, CA |
| Latitude: | 33-53-15.99N NAD 83 |
| Longitude: | 117-17-06.09W |
| Heights: | 1591 feet site elevation (SE) |
| | 31 feet above ground level (AGL) |
| | 1622 feet above mean sea level (AMSL) |

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 01/29/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.

(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-8329-OE.

**Signature Control No: 410821965-412808911** ( DNE )
Karen McDonald
Specialist

Attachment(s)
Map(s)

**TOPO Map for ASN 2019-AWP-8329-OE**

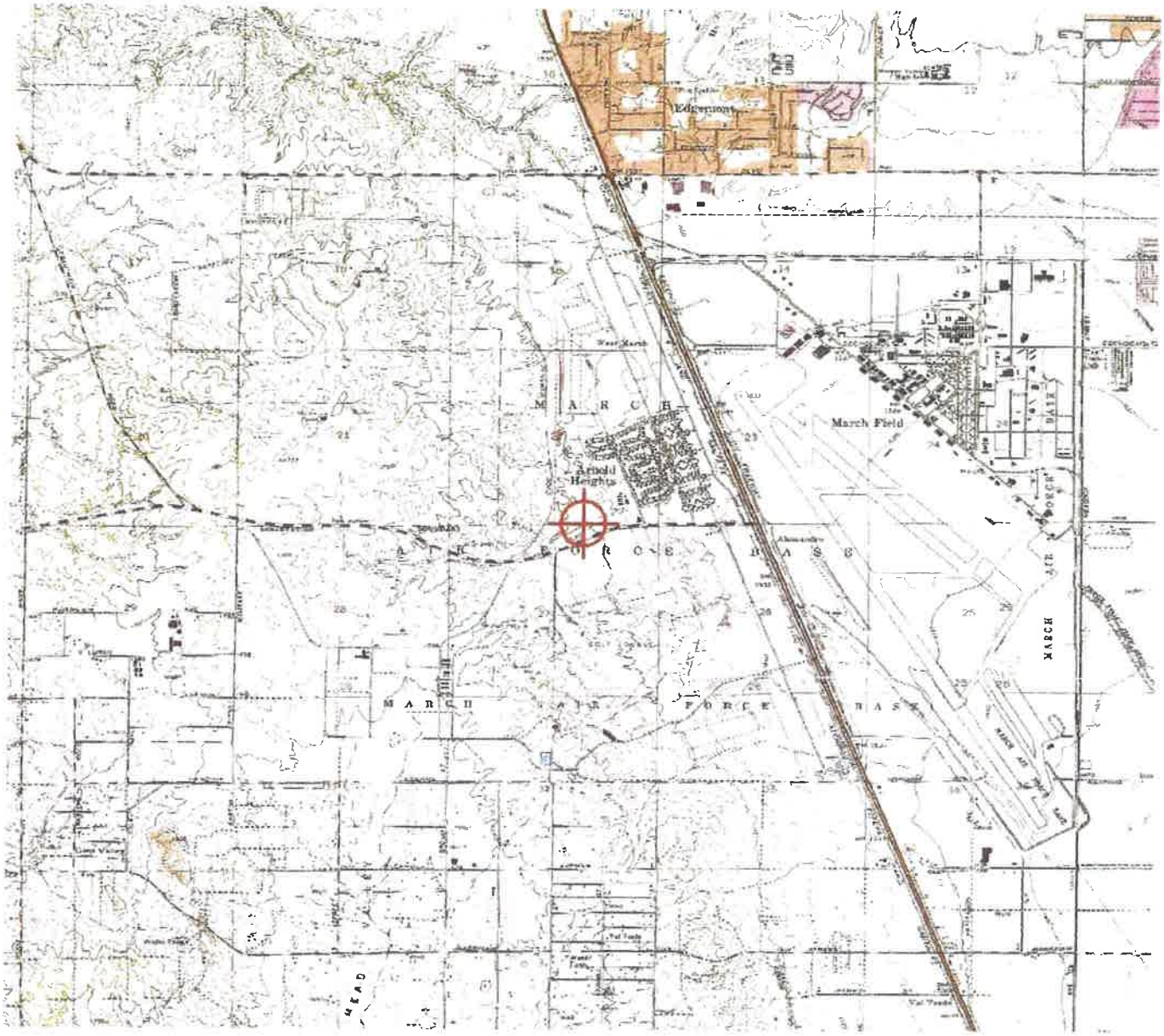


**Exhibit A 18**

WMWD Conditions of Approval dated September 23, 2019

Craig D. Miller
General Manager

Robert Stockton
Director 1

Gracie Torres
Director 2

Brenda Dennstedt
Director 3

Donald D. Galleano
Division 4

S.R. "Al" Lopez
Division 5

WESTERN MUNICIPAL WATER DISTRICT

Securing Your Water Supply




September 23, 2019

Lauren Sotelo, Associate Planner
March Joint Powers Authority
14205 Meridian Pkwy., Suite 140
Riverside, CA 92518

**CONDITIONS OF APPROVAL FOR REVISED PLOT PLAN NO. 17-04 – AMENDMENT 1**

In response to your letter received on August 14, 2019, Western Municipal Water District's (Western) Conditions of Approval for the above referenced project are as follows:

1. Compliance with water efficient landscape requirements per the March Joint Powers Authority Ordinance.

2. All applicable Added Facilities Charges (for water facilities), Sewer Connection Fees, and Meter Installation Fees must be paid as well as Cross Connection Testing and regulatory compliance approved prior to the installation of any water meter.

3. Proposed facilities for water, sewer, recycled water service as well as onsite irrigation facilities must be designed by a Registered Civil Engineer, and reviewed and approved by Western. Deposit for Plan Check must be received prior to plan submittal and Deposit for Inspection must be received prior to approval of the plans.

4. Western, as a member agency of Metropolitan Water District of Southern California (MWD) will enforce MWD's Plan for Water Use Efficiency Guideline requirements for water conservation.

5. The property is located within the 1837 and 1900 Pressure Zones. Currently, Western has an existing 18-inch water pipeline located in Van Buren Blvd. and Economic Dr. for service connection to the proposed project. There is an existing 2" potable water lateral available to connect to for service. There may be additional required conditions for improvements based on the results of the fire flow model.

6. Western has a tentative 12-inch recycled water pipeline in Van Buren Blvd. for service connection to the proposed project. There is an existing 2" recycled water lateral available to connect to for service.

7. Western has a tentative 12-inch sewer pipeline in Van Buren Blvd. for service connection to the proposed project. There is an existing 8" sanitary sewer lateral available to connect to for service.

8. Any existing service laterals not utilized to serve the proposed project are required to be abandoned back to the main per Western Standards.

9. Developer to submit a 22" x 34" preliminary onsite and/or offsite plan of water, sewer and/or recycled water plan layout to Western before formal submittal of Water, Sewer and/or Recycled Improvement Plans.

10. Preliminary water, sewer and/or recycled water plans shall show the following items:
    a. Delineate all existing utility facilities (i.e.; pipe diameter, pipe material, manholes, water meters, air/vac, blow-off, fire hydrants, valves, sewer, gas, communication, electrical, etc.) within project boundaries.
    b. Delineate all easements within project boundaries.
    c. Delineate all proposed and existing lots, streets, and storm drains.
    d. Delineate all proposed water, sewer and/or recycled water facilities within project boundaries. Include pipeline diameters and type of material.

11. Developer to submit a detailed engineer's construction cost estimate to Western for review and approval. Once approved, developer shall make a deposit for plan checking services for Water, Sewer and/or Recycled Water Improvement Plans.

12. Water, Sewer and/or Recycled Water Improvement Plans shall be designed per Western's Standard Specifications. Please review Western's Developer Handbook for submittal formats and requirements online at:

    http://www.wmwd.com/162/Developer-Handbook

13. Water, Sewer and Recycled Water Commercial Plans for connections only shall be designed per Western's Standards and Specifications. Please review Western's Commercial Plan Check Package for submittal formats and requirements online at:

    http://www.wmwd.com/DocumentCenter/Home/View/237

14. Developer to submit grading plans for Western's review and approval before grading permit is issued.

15. Water, Sewer and/or Recycled Water Improvement Plans or Commercial Plans shall not be approved until all items mentioned above are received and approved by Western.

16. The developer is responsible for installing, paying all costs and obtaining an encroachment permit from the local jurisdiction having authority over installation of water, sewer and/or recycled water facilities including laterals in the public

right-of-way. If the customer chooses to cross private property then the customer is responsible to obtain private easements from adjacent property owners. Proof of private easement must be provided to Western prior to plan approval.

17. Provide and/or pay for all applicable cost and fees including connection facilities, relocation of facilities, and additional facilities that may be necessary to accommodate applicant's proposed water and sewer usage, while maintaining resiliency of pipelines within Western's distribution system. This may include the upsizing of pipelines, installation of pressure reduction, and/or pump stations (subject to the application of appropriate credits for additional facilities provided by applicant).

18. For water, sewer and/or recycled water service by Western, the developer must comply with the "Standard Conditions," and all applicable Rules, Regulations, and General Policies of Western at the time of construction.

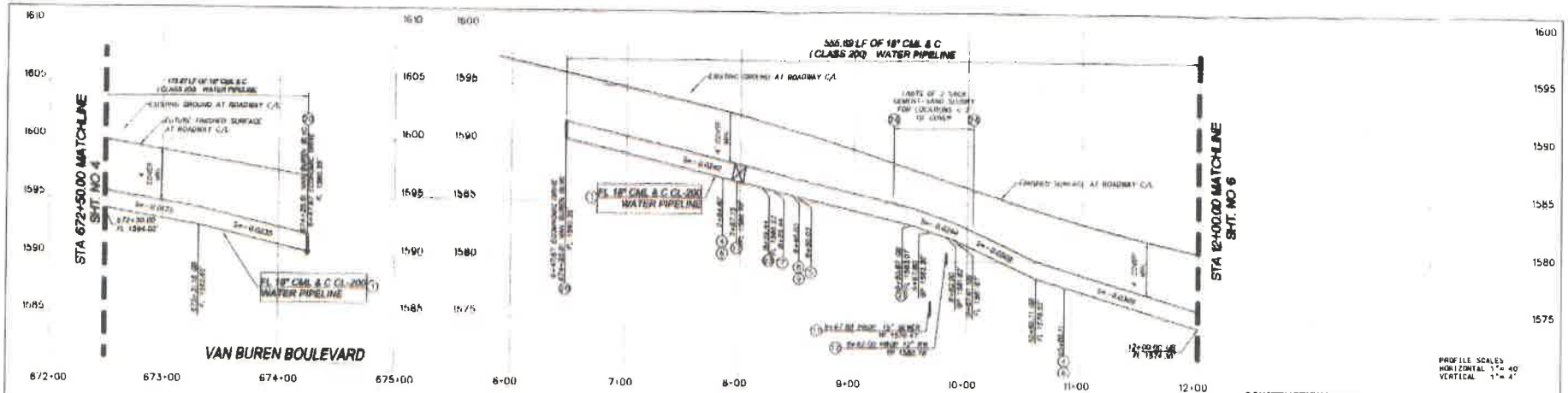
19. Contact Western's Development Services Department at (951) 571-7100 for further information.

Thank you for giving Western the opportunity to submit these items as part of the Conditions of Approval.

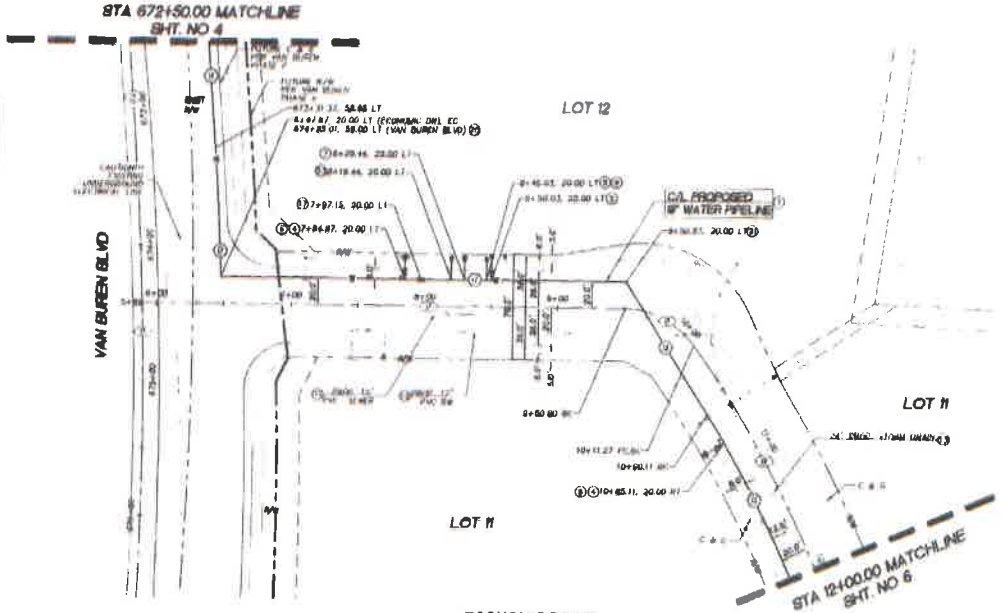
KARL FRANCIS, P.E.
Deputy Director of Engineering

KF:pm:tp

Enclosure: Transmittal (copy)




PROFILE SCALES
HORIZONTAL 1" = 40'
VERTICAL 1" = 4'




## CONSTRUCTION NOTES

1. 18" CML & C (Q=200) WELDED STEEL PIPE WITH FULLY WELDED JOINTS
4. 6" SUPER PAK HYDRANT WITH CLASS 250 GATE VALVE PER WMWD STD DWG NO W-0610 (4" X 2 ½" X 2 ½") AND COUNTY OF RIVERSIDE STD NO 400
5. 10" FIRE DEPARTMENT SERVICE CONNECTION WITH CLASS 250 GATE VALVE PER WMWD STD DWG NO W-0520
6. INSTALL BLUE PAVEMENT MARKER PER RIVERSIDE COUNTY FIRE DEPARTMENT MARKER GUIDELINES
7. CATHODIC PROTECTION UNDERGROUND TEST STATION FOR STEEL CHUNDER PIPE PER WMWD STD DWG NO W-0500
8. 2" DOMESTIC WATER SERVICE WITH BACKFLOW ASSEMBLY PER WMWD STD DWG NO W-0110
9. 2" OUTLET SADDLE PER WMWD STD DWG NO W-0020
10. FOR SEWER PLAN & PROFILE SEE WMWD DWG "MERIDIAN UNIT 4 SEWER PLANS PHASE 4"
12. FOR RECYCLED WATER PLAN & PROFILE SEE WMWD DWG " MERIDIAN UNIT 4 RECYCLED WATER PLANS PHASE 4"
13. FOR STORM DRAIN PLAN & PROFILE SEE RCFCD DWG 4-1008 AND APA DWG 84-038
17. 18" CLASS 250 BUTTERFLY VALVE PER WMWD STD DWG NO W-0630 WITH CATHODIC PROTECTION TEST STATION FLANGE INSULATION GASKET KIT PER WMWD STD DWG NO. W-0480
20. 18" X 82.5° CML & C FULLY WELDED ELBOW
21. 18" X 5.74° CML & C FULLY WELDED ELBOW
23. WATER QUALITY SAMPLING STATION PER WMWD STD DWG NO. W-0680
24. INSTALL 2 SACK CEMENT-SAND SLURRY OVER PIPE WHENEVER COVER IS < 3' SLURRY HORIZONTAL WIDTH OF THE TRENCH AND VERTICALLY FROM THE BOTTOM OF THE TRENCH TO STREET SUBGRADE

### WATER LINE DATA TABLE

| | DELTA OR BRG | RADIUS | LENGTH | REMARKS | TANGENT LENGTHS |
|---|---|---|---|---|---|
| C2 | 6=1° 59' 28" | 2,736.00' | 85.66' | 18" CML & C CL-200 | 42.84 |
| C3 | 4=9° 25' 47" | 830.00' | 136.60' | 18" CML & C CL-200 | 68.45 |
| L8 | N 62°45'05" E | | 77.79' | 18" CML & C CL-200 | |
| L7 | N 21°03'47" W | | 303.21' | 18" CML & C CL-200 | |
| L6 | N 35°36'32" E | | 115.88' | 18" CML & C CL-200 | |

NOTE: WATER CENTERLINE STATIONING IS ALONG CENTERLINE OF STREET. WATER PIPE LENGTHS ARE TRUE LENGTHS

### ECONOMIC DRIVE CENTERLINE DATA TABLE

| | DELTA OR BRG | RADIUS | LENGTH | REMARKS |
|---|---|---|---|---|
| C1 | 4=54° 07' 47" | 64.00' | 60.46' | |
| C2 | 3=12° 42' 10" | 850.00' | 188.73' | |
| L1 | N 21°03'47" W | | 301.30' | |

### VAN BUREN CENTERLINE DATA TABLE

| | DELTA OR BRG | RADIUS | LENGTH | REMARKS |
|---|---|---|---|---|
| C7 | 6=3° 39' 03" | 2700.00' | 293.30' | |
| L1 | S 63°56'04" W | | 91.16' | |

CAUTION!
LOCATION OF EXISTING UTILITIES ON THESE PLANS ARE APPROXIMATE AND SHALL BE VERIFIED BY CONTRACTOR PRIOR TO CONSTRUCTION

NOTE:
THE DESIGN AND CONSTRUCTABILITY OF THE PROJECT AS WELL AS THE ACCURACY OF FIGURES ARE THE RESPONSIBILITY OF THE DESIGN ENGINEER. PLAN CHECK ACTIVITIES BY WMWD WILL BE LIMITED TO THE ADHERENCE OF THE DISTRICT STANDARDS, MATERIALS, QUANTITIES AND TIES OF FACILITIES AS THEY RELATE TO THE SERVICE REQUIRING THE APPROVED WATER PLAN. DELIVERY OF RECYCLED WATER TO THE IMPROVEMENTS SHOWN ON THESE PLANS IS DEPENDENT UPON COMPLETION OF THE INFRASTRUCTURE AS PART OF OTHER PHASES OF THIS TRACT AND/OR OTHER ADJACENT TRACTS

Kimley-Horn and Associates, Inc.

WESTERN MUNICIPAL WATER DISTRICT
18205 MERIDIAN PARKWAY
RIVERSIDE, CA 92518

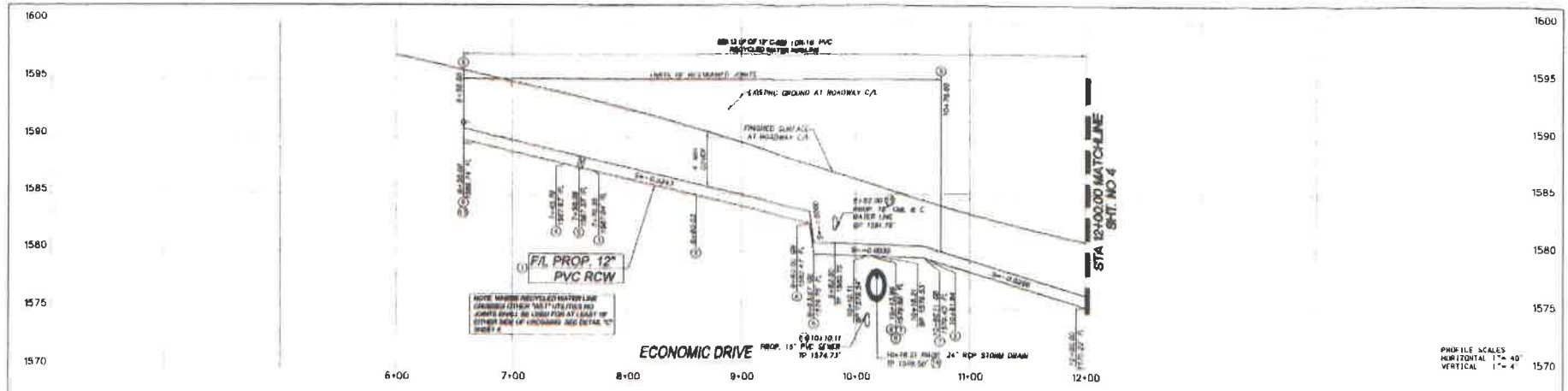
MERIDIAN UNIT 4
TRACT NO. 30857-4

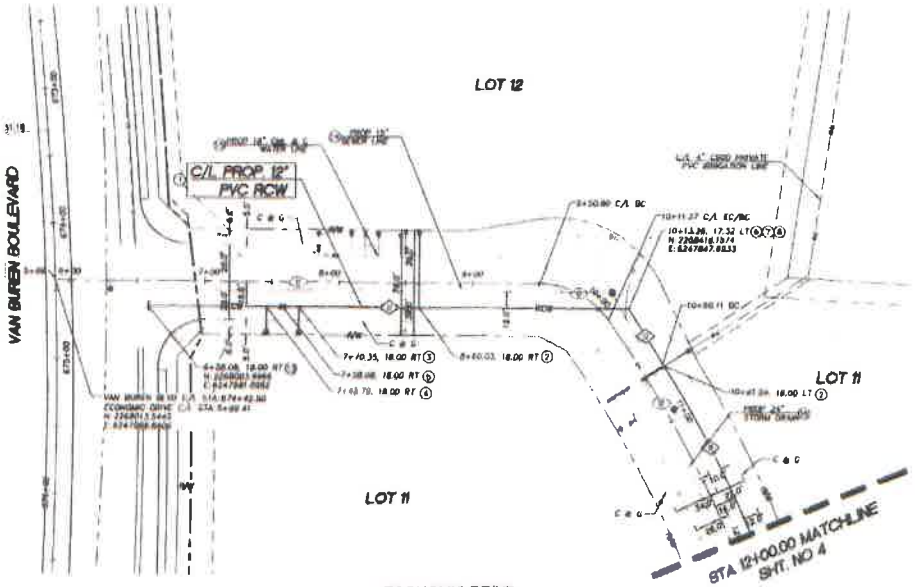
SHEET NO 5 OF 8 SHTS

WATER PLANS
WATER SYSTEM PLAN AND PROFILE
(STA 672+50.00 TO STA 674+25.01)
ECONOMIC DRIVE PLAN AND PROFILE
(STA 10+47.87 TO STA 12+00.00)

SCALE: HORIZ. 1" = 40' VERT. 1" = 4'

WATER




| RECYCLED WATER LINE DATA TABLE | | | | | |
|---|---|---|---|---|---|
| | DELTA OR BRG | RADIUS | LENGTH | | TANGENT LENGTH |
| C1 | 4=01° 25' 47" | 886.00' | 142.53' | 12" PVC (C-900, DR-14) | 71.424 |
| L1 | S 21°45'47" E | | 338.81' | 12" PVC (C-900, DR-14) | |
| L2 | N 25°38'32" E | | 47.78' | 12" PVC (C-900, DR-14) | |

NOTE: RECYCLED WATER CENTERLINE STATIONING IS ALONG CENTERLINE OF STREET. RECYCLED WATER PIPE LENGTHS ARE TRUE LENGTHS

| ECONOMIC DRIVE CENTERLINE DATA TABLE | | | | |
|---|---|---|---|---|
| | DELTA OR BRG | RADIUS | LENGTH | |
| C1 | 4=04° 07' 47" | 84.00' | 60.46' | |
| C2 | 4=12° 43' 17" | 650.00' | 158.13' | |
| L1 | N21° 45' 47"W | | 361.39' | |

CONSTRUCTION NOTES

1. 12" C-900 (DR-14) PVC RECYCLED WATER PIPELINE INSTALLED PER WMWD STD DWG NOS. W-1540 & W-1550
2. 2" LANDSCAPE WATER SERVICE PER WMWD STD DWG NO W-1210 FOR FUTURE 2" METER & BACK FLOW ASSEMBLY. INSTALLED PER PLAN
3. 1" AIR VALVE ASSEMBLY PER WMWD STD DWG NO W 1225 WITH AIR VALVE COVER SEE DETAIL "A" ON SHEET 6
4. 4" BLOW OFF ASSEMBLY PER WMWD STD DWG W-0214
5. 12" CLOSE GATE VALVE ASSEMBLY PER WMWD STD DWG NOS W-1255 & W-1260
6. 12" - 45° DUCTILE IRON ELBOW
7. 12" 5° DEFLECTION COUPLING WITH SERIES 600 PIPE RESTRAINING SYSTEM, SEE DETAIL "D" SHEET 6
8. 12" - 11.25° DUCTILE IRON ELBOW
9. 12" JOINT RESTRAINTS PER WMWD STANDARD DWG NO W-0710
   IRON TEE IN THE SAME LOCATION SEE DETAIL "B" SHEET 6
10. 12" END CAP
11. FOR SEWER PLAN & PROFILE SEE WMWD DWG "MERIDIAN UNIT 4 SEWER PLANS PHASE II"
12. FOR WATER PLAN & PROFILE SEE WMWD DWG "MERIDIAN UNIT 4 WATER PLANS PHASE II"
13. FOR STORM DRAIN PLAN & PROFILE SEE RCFCD DWG 4-1068 AND SPA DWG WJ-036

NOTE:
EXISTING IMPROVEMENTS TO BE REMOVED OR RELOCATED PER UNIT 4 GRADING PLANS SPA DWG NO. WJ-036 UNLESS OTHERWISE NOTED ON THESE PLANS.

CAUTION!!
LOCATION OF EXISTING UTILITIES ON THESE PLANS ARE APPROXIMATE AND SHALL BE VERIFIED BY CONTRACTOR PRIOR TO CONSTRUCTION

NOTE:
THE DESIGN AND CONSTRUCTABILITY OF THE PROJECT AS WELL AS THE ACCURACY OF FIGURES ARE THE RESPONSIBILITY OF THE DESIGN ENGINEER PLAN CHECK SERVICES BY W.M.W.D. INC. IS LIMITED TO THE CONFORMANCE OF THE DISTRICT STANDARDS, MATERIALS, QUANTITIES AND SIZE OF FACILITIES, AS THEY RELATE TO THE SERVICE DISCHARGE OF APPROVED WATER PLAN DELIVERY OF RECYCLED WATER TO THE IMPROVEMENTS SHOWN ON THESE PLANS IS DEPENDENT UPON COMPLETION OF THE ITEMS PROPOSED AS PART OF OTHER PHASES OF THIS TRACT AND/OR OTHER ADJACENT TRACTS

Kimley-Horn and Associates, Inc.
Engineering, Planning and Environmental Consultants
PREPARED BY:

GRAPHIC SCALE IN FEET
0 20 40 80

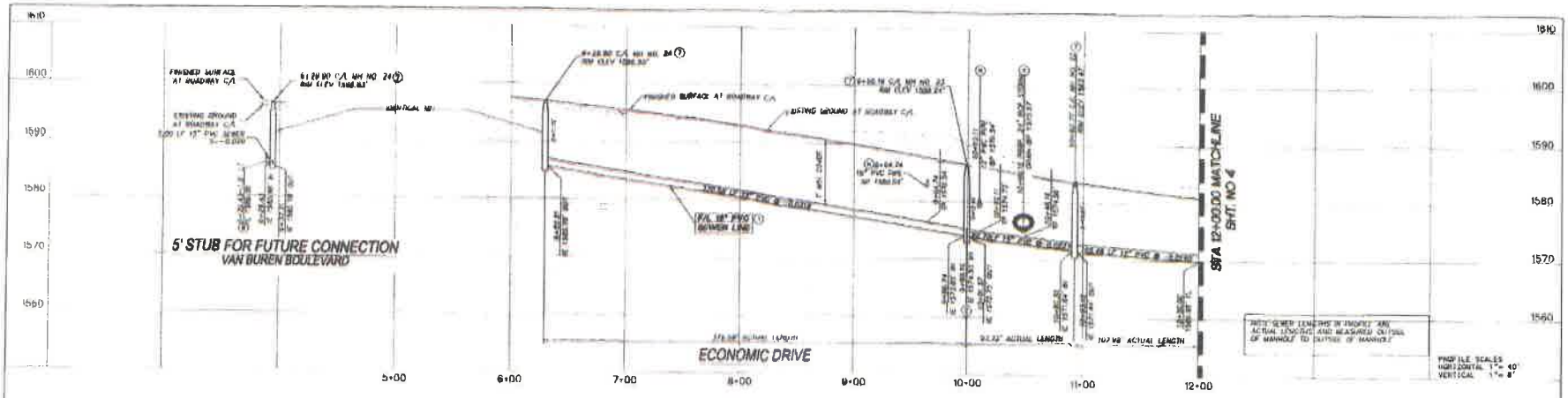
APPROVED BY WESTERN MUNICIPAL WATER DISTRICT

WESTERN MUNICIPAL WATER DISTRICT
14205 MERIDIAN PKWY
RIVERSIDE, CA 92518

MERIDIAN UNIT 4
TRACT NO. 30657-4
UNIT 4 PHASE 2 RECYCLED WATER PLANS
VAN BUREN BLVD PLAN AND PROFILE (STA 6+58.08 TO STA 12+00.00)

SHEET NO 3
OF 6 SHTS

WATERSHED



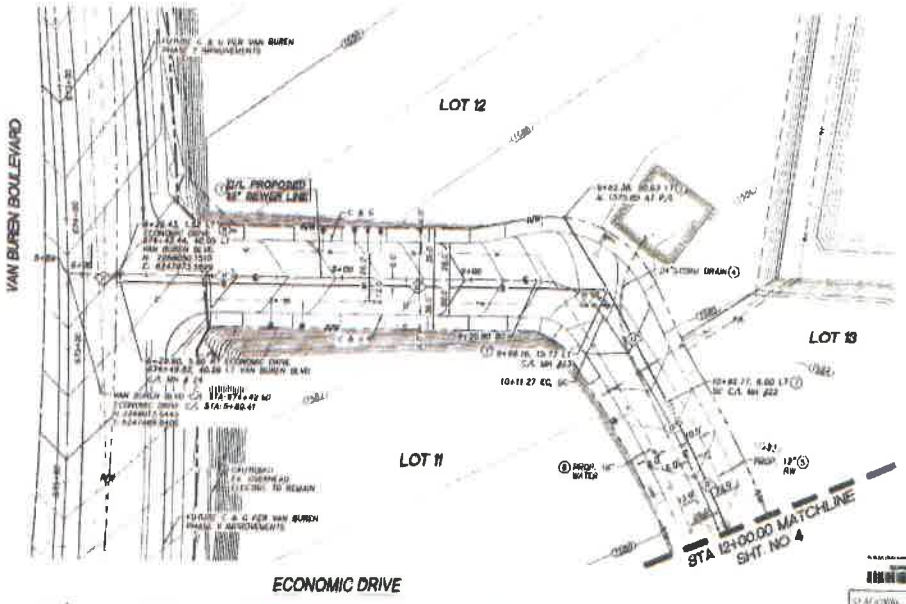

**ROAD CENTERLINE DATA TABLE**

| | DELTA OR BRG | RADIUS | LENGTH | REMARKS |
|---|---|---|---|---|
| C1 | =34° 07' 47" | 64.00' | 82.48' | |
| C2 | =12° 43' 18" | 850.00' | 188.73' | |
| L1 | S 21°45'47" E | | 261.38' | |

**SEWER DATA TABLE**

| | DELTA OR BRG | RADIUS | LENGTH | REMARKS | TANGENT LENGTH |
|---|---|---|---|---|---|
| C1 | =47° 13' 38" | 856.00' | 107.88' | 15" PVC (SDR-35) | 54.061 |
| L1 | N 84°18'21" E | | 7.50' | 15" PVC (SDR-35) | |
| L2 | N 21°45'47" W | | 375.38' | 15" PVC (SDR-35) | |
| L3 | S 39°33'42" W | | 93.72' | 15" PVC (SDR-35) | |

NOTES:
1. IN THIS TABLE, LENGTHS ARE FROM CENTERLINE OF MANHOLE TO CENTERLINE OF MANHOLE.
2. ACTUAL SEWER LENGTHS MEASURED OUTSIDE OF MANHOLE TO OUTSIDE OF MANHOLE IN PROFILE.




CONSTRUCTION NOTES

1. CONSTRUCT 15" PVC SEWER MAIN (SDR-35) PER WMWD SPECIFICATIONS & STD. DRAWING W-1030
2. CONSTRUCT 6" PVC NORMAL CUT SEWER LATERAL (SDR-35) PER W-1050. CONNECT PER DETAIL A ON SHEET 2
4. FOR STORM DRAIN PLAN & PROFILE, SEE RCTCD DWG NO. 4-1008
5. FOR RECYCLED WATER PLAN & PROFILE, SEE WMWD DWG "UNIT 4 RECYCLED WATER PLANS PHASE 2"
6. FOR WATER PLAN & PROFILE, SEE WMWD DWG "UNIT 4 WATER PLANS PHASE 2"
7. CONSTRUCT 60" I.D. PRECAST CONCRETE MANHOLE PER WMWD STD. DWG W-1130
8. 15" END CAP

NOTE: EXISTING IMPROVEMENTS TO BE REMOVED OR RELOCATED PER UNIT 4 GRADING PLANS M.W.A. DWG W.O.#4-0316, UNLESS OTHERWISE NOTED ON THESE PLANS

CAUTION!!
LOCATION OF EXISTING UTILITIES ON THESE PLANS ARE APPROPRIATE AND SHALL BE VERIFIED BY CONTRACTOR PRIOR TO CONSTRUCTION

NOTE:
THE DESIGN AND CONSTRUCTABILITY OF THE PROJECT AS WELL AS THE ACCURACY OF PLANNING ARE THE RESPONSIBILITY OF THE DESIGN ENGINEER. PLAN REVIEW SERVICES BY W.M.W.D. WILL BE LIMITED TO THE EXPERIENCE OF THE DISTRICT REGARDING HISTORICAL OPERATIONS AND USE OF FACILITIES IN THE VICINITY TO THE SERVICE REQUIRED. ITS APPROVED WATER PLAN DELIVERY OF RECYCLED WATER TO THE IMPROVEMENTS SHOWN ON THESE PLANS IS DEPENDENT UPON COMPLETION OF THE PIPING PROPOSED AS PART OF OTHER PHASES OF THIS TRACT AND/OR OTHER ADJACENT TRACTS.

Don't Dig Until You Call U.S.A. Toll Free 811 To the location of water and utility lines. Don't default mail services.

Kimley-Horn and Associates, Inc
Engineering, Planning and Environmental Consultants
401 B Street, Suite 600, San Diego, CA 92101-4231
Tel: (619) 234-9411
PREPARED BY: [signature] 11/11/13 DATE

GRAPHIC SCALE IN FEET 0 20 40 80

REVISIONS

DESIGNED BY WESTERN MUNICIPAL WATER DISTRICT FOR CONSTRUCTION [signature] 11-27-13

WESTERN MUNICIPAL WATER DISTRICT
14205 MERIDIAN PARKWAY
RIVERSIDE, CA 92518

MERIDIAN UNIT 4
TRACT NO. 30857-4
UNIT 4 PHASE 2 SANITARY SEWER PLANS
ECONOMIC DRIVE PLAN AND PROFILE
STA 9+29.37 TO STA 12+00.00
SCALE: HOR. 1" = 40' VERT. 1" = 8'

SHEET NO. 3
OF 5 SHTS
DWG. NO.

**Exhibit A 19**

Willdan Building and Safety Conditions of Approval dated

January 30, 2017

# Building and Safety Conditions of Approval

| | |
|---|---|
| **Date:** | **January 30, 2017** |
| **Applicant:** | **Silagi Development and Management, Inc.** |
| **Address of Applicant:** | **101 Hodencamp Rd, Thousand Oaks Rd. CA 91360** |
| **Site Location:** | **Unit 4, lot 12, Tract 30857-4, North Campus Meridian & Van Buren Boulevard.** |
| **Project:** | **Development "C"** |

Provide four (4) sets of construction plans and documentation for plan review. Below you will find a list of the plans and documents Building & Safety will need for plan review. The initial plan review will take approximately two weeks on most projects. Prior to submitting plans to Building & Safety, submit plans to the County of Riverside Fire Department for approvals. Provide one stamped approved copy of the plans from the Fire Department with the first submittal to Building and Safety.

Please provide the following sets of plans and documents. All conditions of approval from each department and agency shall be placed on the building plans.

***Building and Safety submittal's required at first plan review.***

(4) Architectural Plans
(4) Structural Plans
(2) Structural Calculations
(4) Plot/Site Plans
(4) Electrical Plans
(4) Electrical Load Calculations
(4) Plumbing Plans/Isometrics, Water, Sewer and Gas
(4) Mechanical Plans
(4) Mechanical Duct Layout Plans
(4) Disabled Access Improvement Plan for the Site.
(2) Roof Truss Plans
(2) Title 24 Energy Calculations
(4) Copy of Approved Precise Grading Plans
(1) Copy of Approved Fire Department Plans for the project.
(2) Commissioning documents showing compliance with Section 5.410.2 of the 2016 California Green Code.
(2) Copies of the Soils Reports

## ***Building & Safety General Information***

All structures shall be designed in accordance with the 2016 California Building Code, 2016 California Mechanical Code, 2016 California Plumbing Code, and the 2016 California Electrical Code, and the 2016 California Green Buildings Standards adopted by the State of California.

The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall obtain clearances from each department, division, or agency prior to requesting a final building inspection from Building & Safety. Each agency shall sign the bottom of the Building & Safety job card.

Building & Safety inspection requests can be made twenty-four (24) hours in advance for next day inspection. Please contact (951) 656-7000. You may also request inspections at the Building & Safety public counter.

Temporary toilet facilities shall be provided for construction workers. The toilet facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non sewer type shall conform to ANSI ZA.3.

The City enforces the State of California provisions of the California Building Code disabled access requirements. The Federal Americans with Disabilities Act (ADA) standards may differ in some cases from the California State requirements, therefore it is the building owner's responsibility to be aware of those differences and comply accordingly.

Pursuant to the California Business and Professions Code Section 6737, most projects are required to be designed by a California Licensed Architect or Engineer. The project owner or developer should review the section of the California Codes and comply with the regulation.

Building & Safety, (Willdan Engineering) will inspect all foundation work, structural work on the building to include plumbing, electrical, mechanical, title 24, green building code items. Building & Safety will also inspect the electrical conduit in the common areas for exterior light standards as well as disabled accessibility from the right of way to the building and the disabled parking stalls. Sewer installation outside the building and water supply line installation up to the property line at right of way, contact 909-963-8045. Please note that Western Municipal Water District will also need to inspect both on and off site water, contact (951) 571 7204. Signage will be inspected by Building & Safety as well as trash enclosures and other ornamental structures on the site.

Engineering, (Tri-Lake Engineering) will inspect the construction in the right of way as well as the on-site grading and precise grading. Storm drain construction will be inspected by Tri-Lake Engineering. Storm Water retention will be inspected by CG Recourse Management, contact (909) 455-8520.

## ***Building & Safety Conditions***

Prior to the issuance of a building permit, the applicant shall pay all Development Improvement Fee's to March JPA; this also includes any school fees and outside agency fees such as sewer water and utilities. Copies of receipts shall be provided to Building & Safety prior to permit issuance.

All on site utilities shall be underground to the new proposed structure unless prior approval has been obtained by the utility company or March JPA.

Prior to issuance of Building Permits, on-site water service shall be installed and approved by the responsible agency. On-site fire hydrants shall be approved by the Fire Department. No flammable materials will be allowed on the site until the fire hydrants are established and approved.

Prior to issuance of building permits, site grading certification and pad certifications shall be submitted to Building & Safety. Prior to concrete placement, submit a certification for the finish floor elevation and set backs of the structures. The certification needs to reflect that the structure is in conformance with the Precise Grading Plans. Compaction reports shall accompany pad certifications. The certifications are required to be signed by the engineer of record.

Prior to issuance of building permits, provide Building & Safety with a will service letter from Western Municipal Water District.

All construction projects shall comply with the National Pollutant Discharge Elimination Systems (NPDES).

Special inspectors and structural observation inspectors that are required by the engineer of record shall register with Building & Safety. The special inspectors shall provide a copy of his or her certifications and a copy of their driver's license before the start of work as an inspector on the project. Special inspectors are to provide daily reports to Building & Safety by e-mail to the City inspector and to the permit technician. Special inspectors are also required to provide a hard copy of the reports in the construction office daily for the inspector's use. The special inspectors shall make all necessary and required inspections before the City provides periodic inspections.

All unused construction materials shall be recycled using March JPA's Waste Franchise Hauler. Prior to the certificate of occupancy, the building inspector will request copies of all recycling receipts.

A Certificate of Occupancy will be granted to the Developer/Owner when the building is 100 percent complete and all agencies have signed for permanent

occupancy. If the Developer/Owner has a tenant that will be performing a tenant improvement, Building & Safety will issue a permit for the tenant improvement if all other agencies agree to allow the permit to be issued and the plans are approved. No temporary certificate of occupancy will be granted prior to the building and site being 100 percent complete.

Site development and grading shall be designed to provide access to all entrances and exterior ground floors exits and access to normal paths of travel, and where necessary to provide access. Paths of travel shall incorporate (but not limited to) exterior stairs, landings, walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warning, signage, gates, lifts and walking surface materials. The accessible route(s) of travel, building to building, shall be the most practical direct route between accessible building entrances, site facilities, accessible parking, public sidewalks, and the accessible entrance(s) to the site, California Building Code, (CBC) Chapter 11B.

**Exhibit A 20**

Trilake Consultants Conditions of Approval dated

September 26, 2019

# *CONDITIONS OF APPROVAL*

MJ-094
May 28, 2019, Revised September 26, 2019
Plot Plan 17-04, Parcel Map 37744,
MS Prime Six – Development C, Amendment 1

With respect to the Conditions of Approval for the above referenced project, the MJPA requires that the applicant provide the following improvements and/or dedications in accordance with the March Joint Powers Authority requirements and Standards and pursuant to conditions of approval for Tract No. 30857 and the associated specific plan. It is understood that the site plan correctly shows all existing easements, traveled ways and drainage courses with appropriate Q's and that their omission may require the map to be resubmitted for further consideration. The following conditions are essential parts and requirement occurring in ONE is as binding as though occurring in all. They are intended to be complimentary to the tract map and specific plan and to describe the conditions for a complete design of the improvements. All questions regarding the true meaning of the conditions shall be referred to the MJPA Public Works Engineer. The on and offsite improvements shall be installed pursuant to Riverside County Flood Control, Riverside County Transportation Department and Western Municipal Water District Standards and as approved by MJPA. Encroachment permit shall be obtained from all affected agencies.

1. Drainage and flood control facilities and improvements shall be provided in accordance with the MJPA and Riverside County Flood control requirements and standards. The following drainage related conditions are the requirements of this project:

   a. Drainage facilities outletting sump conditions shall be designed to convey the tributary 100-year on and offsite storm flows. Additional emergency escape shall also be provided pursuant to Flood Control requirements.

   b. The property's street and lot grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage area. No ponding or

concentration of water to upstream and downstream properties shall be permitted.

The project site and building design shall consider the water table. The design of the site and the building shall be reviewed and approved by Building Department.

c. Final hydrology report and hydraulic calculation shall be submitted to the MJAP Public Works Engineer and RCFC for review and approval. The report shall address the offsite flow, accumulative onsite runoff, and the impact to adjacent downstream properties.

d. All grading and drainage improvements shall comply with NPDES and Best Management Practices. Erosion control plans shall be prepared and submitted to Water Quality Board and the MJPA Public Works Engineer as part of the grading plans.

e. The "first flush" basins shall be private and located onsite and properly landscaped and screened as determined by Planning Department. The parkway on and offsite landscaping may be utilized for this purpose. These facilities shall be connected to existing drainage facilities with permits from the appropriate agency.

f. Connection to drainage facilities maintained by RCFC will require their approval. Any onsite drainage facilities not maintained by RCFC and the JPA's maintenance district shall be privately maintained.

2. The proposed development is in the service area of Western Municipal Water District for water and sewer services. Additional lateral connection, if required, shall comply with WMWD and Fire Department requirements. Onsite sewer and water plans shall be submitted to JPA for review and approval.

3. This project shall join existing landscape, lighting, and drainage maintenance districts established by MJPA. Owner(s) shall be responsible to pay towards maintenance of facilities as determined by the Districts.

4. On and offsite improvements including grading and paving plans along with hydrology shall be submitted to MJPA Public Works Engineer's for review and approval.

5. Driveway approaches shall be installed per Riverside County standards for commercial driveways in compliance with ADA requirements and standards.

6. Onsite striping, lighting, landscaping shall be reviewed and approved by Planning Department.

7. The existing improvements along Economic Way and Van Buren are existing but require additional striping/signage as approved by JPA and Riverside County Transportation Department (RCTD).

8. Prior to issuance of Building Permit, the applicant shall pay its share for the future signal at Economic Way and Van Buren estimated at $14,423.

9. Western access along Van Buren Boulevard shall be right in/out and s approved by RCTD.

10. Reciprocal access easements for the use by individual parcels shall be shown on final map or recorded separately. JPA shall be given the right to use the driveways to access the existing landscape easement.

11. The final map shall be submitted to JPA for review and approval.

12. Access shall be restricted on Van Buren and shown on final map.

13. Prior to recordation of the map, monumentation shall be installed and accepted by JPA.

Stuart E. McKibbin
MJPA Engineer

**Exhibit A 21**

Riverside County Fire Department Planning Conditions dated

May 22, 2019

# CAL FIRE – RIVERSIDE UNIT
# RIVERSIDE COUNTY FIRE DEPARTMENT

*Shawn C. Newman - Fire Chief*
*210 West San Jacinto Avenue, Perris, CA 92570-1915*


*Proudly serving the unincorporated areas of riverside county and the cities of:*

*Banning*
*Beaumont*
*Canyon lake*
*Coachella*
*Desert Hot Springs*
*Eastvale*
*Indian Wells*
*Indio*
*Jurupa Valley*
*Lake Elsinore*
*La Quinta*
*Menifee*
*Moreno Valley*
*Norco*
*Palm Desert*
*Perris*
*Rancho Mirage*
*Rubidoux CSD*
*San Jacinto*
*Temecula*
*Wildomar*

*BOARD OF*

May 22, 2019

March JPA
1420 Meridian Parkway Ste. 140
Riverside, CA 92518

Case Number: Plot Plan 17-04

Ms. Sotelo,

The Riverside County Fire Department has reviewed the Site Development plans and has find them to be acceptable with the following conditions. Final conditions will be addressed when final site and building plans are reviewed.

- Prior to issuance of Certificate of Occupancy or Building Final, the applicant/developer shall install a fire sprinkler system based on the information provided. Fire sprinkler plans shall be submitted and approved by the Office of the Fire Marshal prior to installation. (CFC Section 903)

- Prior to issuance of Certificate of Occupancy or Building Final, the applicant/developer shall install a monitored manual/automatic fire alarm system in accordance with CFC Section 907. Plans shall be submitted and approved by the Office of the Fire Marshal prior to installation. (CFC Section 907)

- Prior to issuance of Certificate of Occupancy or Building Final, all commercial buildings shall display street numbers in a prominent location on the address side and additional locations as required to facilitate emergency response. The numerals shall be a minimum of twelve inches in height. (CFC 505.1)

- Prior to issuance of Certificate of Occupancy or Building Final, the applicant/developer shall be responsible for obtaining underground and/or above ground tank permits for the storage of combustible liquids, flammable liquids, or any other hazardous materials from the Office of the Fire Marshal. (CFC 105)

- Prior to issuance of Certificate of Occupancy, approval shall be required from the Office of the Fire Marshal to maintain, store, use, or handle hazardous materials regulated by the fire code and to install equipment used in connection with such activities. (CFC 105)

- Prior to issuance of Building Permit, plans for an emergency responder radio coverage system in accordance with Riverside County Fire Department policy shall be submitted to the Office of the Fire Marshal for review and approval. (CFC 510.1)

- Final fire and life safety conditions will be addressed when the Office of the Fire Marshal reviews building plans. These conditions will be based on occupancy, use, California Building Code (CBC), California Fire Code (CFC), and related codes, which are in effect at the time of building plan submittal.

- Minimum fire flow for the construction of all commercial buildings is required per CFC Appendix B and Table B105.1. Prior to building permit issuance, the applicant/developer shall provide documentation to show there exists a water system capable of delivering the fire flow based on the information given. Subsequent design changes may increase or decrease the required fire flow.

- Prior to building construction, fire apparatus access roads extending beyond 150 feet which have not been completed shall have a turnaround capable of accommodating fire apparatus. (CFC 503.2.5)

- During phased construction, fire apparatus access roads extending beyond 150 feet which have not been completed shall have a turn-around capable of accommodating fire apparatus. (CFC 503.1 and 503.2.5)

- If construction is phased, each phase shall provide approved emergency vehicular access for fire protection prior to any building construction. (CFC 501.4)

- Prior to issuance of Building Permits, an approved site plan for fire apparatus access roads and signage shall be submitted and approved by the Office of the Fire Marshal. (CFC 501.3)

- The Fire Apparatus Access Road shall be (all weather surface) capable of sustaining an imposed load of 75,000 lbs. GVW. The fire apparatus access road or temporary access road shall be reviewed and approved by the Office of the Fire Marshal and in place during the time of construction. (CFC 501.4)

- Fire apparatus access roads shall have an unobstructed width of not less than twenty–four (24) feet as approved by the Office of the Fire Marshal and an unobstructed vertical clearance of not less the thirteen (13) feet six (6) inches or 15 feet if project is located in a State Responsibility Area Fire Hazard Zone. (CFC 503.2.1)

- Prior to issuance of a Certificate of Occupancy or Building Final, a "Knox Box Rapid Entry System" shall be provided. The Knox-Box shall be installed in an accessible location approved by the Fire Code Official. All electronically operated gates shall be provided with Knox key switches and automatic sensors for access by emergency personnel. (CFC 506.1)

- The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with the C.F.C. and NFPA 24. Fire hydrants shall be located no closer than 40 feet from a building. A fire hydrant shall be located within 50 feet of the fire

department connection for buildings protected with a fire sprinkler system. The size and number of outlets required for the approved fire hydrants are (6" x 4" x 2 ½" x 2 ½") (CFC 507.5.1, 507.5.7, Appendix C, NFPA 24-7.2.3)

- Prior to issuance of Certificate of Occupancy or Building Final, "Blue Reflective Markers" shall be installed to identify fire hydrant locations in accordance with City specifications. (CFC 509.1)

- Prior to issuance of Building Permits, the applicant/developer shall furnish one copy of the water system plans to the Office of the Fire Marshal for review and approval.

    - The required water system, including fire hydrants, shall be installed, made serviceable, and be accepted by the Office of the Fire Marshal prior to beginning construction. They shall be maintained accessible.

- Existing fire hydrants on public streets are allowed to be considered available. Existing fire hydrants on adjacent properties shall not be considered available unless fire apparatus access roads extend between properties and easements are established to prevent obstruction of such roads. (CFC 507, 501.3)

- Fire safety during construction shall comply with the requirements of Chapter 33. (CFC Chapter 33 & CBC Chapter 33)

- Requests for installation of traffic calming designs/devices on fire apparatus access roads shall be submitted and approved by the Office of the Fire Marshal.

Sincerely,

Adria Reinertson
Deputy Fire Marsal

**Exhibit A 22**

Preliminary Water Quality Management Plan approval letter dated August 30, 2019

# March Joint Powers Authority

**PLANNING**
**MEMORANDUM**

TO: Lauren Sotelo, Associate Planner
FROM: Cynthia Gabaldon P.E., CPSWQ, CPESC, QSD/P
DATE: September 25, 2017 (revised August 30, 2019)

RE: Conditions of Approval for PP17-04 (Preliminary WQMP)
MS Development C (17-04)
Riverside, California

As part of the current Riverside County Municipal Waste Discharge Permit, the March Joint Powers Authority is reviewing all submitted Water Quality Management Plans (WQMP).

Two preliminary WQMP submittals for the commercial project submitted as PP17-04, MS Development C, Riverside California. The project's preliminary WQMP submittal revision dated July 12, 2017 (Signed 9/8/17) **was determined to be in substantial compliance, for a preliminary WQMP, in concept, with the requirements of the 2012 Riverside County WQMP Manual. An addendum to the PWQMP was approved August 30, 2019 (signed August 20, 2019).**

The following conditions apply:

The development shall be subject to all provisions of March Joint Powers Authority General Plan Section 1.8, which establishes requirements to meet all local, state and federal environmental requirements. This includes the implementation of stormwater/urban runoff management and discharge controls to improve water quality and comply with federal regulations, and any subsequent amendments, revisions, or ordinances pertaining thereto.

The structural BMPs selected for this project have been approved in concept. The owner shall submit a final WQMP including plans and details providing the elevations, slopes, and other details for the proposed structural BMPs including a bioretention basin, self-retaining landscaping, roof drains to vegetation and trash enclosure. The Engineering Department shall review and approve the final WQMP text, plans and details.

**Exhibit A 23**

VRPA Transportation Consultants letter dated

May 28, 2019

May 28, 2019

Ms. Lauren Sotelo, Associate Planner
March Joint Powers Authority
14205 Meridian Parkway, Ste. 140
Riverside, CA 92518

**Re: Review of applications materials for MS Prime Six – Development C**

Dear Ms. Sotelo,

VRPA Technologies, Inc. (VRPA) has reviewed applications materials for a Business Park development located off Van Buren Boulevard on Unit 4- Lot 12 (7.12 acres) within the Meridian Business Park Specific Plan. The proposed Project is located within the southwestern portion of the North Campus of the Meridian Specific Plan Area, fronting Van Buren Boulevard. The proposed project site is situated between Economic Drive to the east and Village West Drive to the west. The proposed Project would develop five concrete tilt-up buildings with a combined square footage of 92,000 square feet (sf), and would require a zone change for Unit 4-Lot 12 from Office to Mixed Use and would operate as permitted business park uses and as business enterprise uses with the approval of a CUP. The maximum Floor Area Ratio (FAR) for the proposed Project would be 0.27, which meets the requirements of the MU zone. Site access is proposed along Van Buren Boulevard (approved by County of Riverside) with a right-in and right-out driveway and one driveway along Economic Drive. We have the following comments:

1. VRPA concurs that the proposed development is consistent with traffic planning documents and mitigation measures identified in the Meridian SPA SEIR with the proposed development as noted in the Meridian Unit 4, Lot 12 Traffic Consistency Memorandum prepared by Kimley Horn, dated February 13, 2019. As noted in the letter, the proposed Project trips fall below the trip allowance for the planning area.

Should you have any questions, feel free to contact me via one of the following 4630 W. Jennifer, Suite 105, Fresno, CA 93722 | Phone: (559) 271-1200 | Fax: (559) 271-1269 | Cell phone: (559) 259-9257 | Email: gvivian@vrpatechnologies.com.

Sincerely,

Georgiena M. Vivian

Georgiena M. Vivian, President
**VRPA Technologies, Inc.**

**Exhibit A 24**

Riverside County TLMA letter dated

September 28, 2017

# COUNTY OF RIVERSIDE
## TRANSPORTATION AND LAND MANAGEMENT AGENCY

*Juan C. Perez, P.E., T.E.*
*Transportation and Land Management Agency Director*

*Patricia Romo, P.E.*
*Director of Transportation*

## Transportation Department


September 28, 2017

Ms. Lauren Sotelo
Associate Planner
March Joint Powers Authority
14205 Meridian Parkway, Suite 140
Riverside, CA 92518

Subject: MS Van Buren – Development C, PP 17-04

The County of Riverside Transportation Department has reviewed the proposed Plot Plan 17-04 for MS Van Buren. The County did not receive a copy of the Traffic and Circulation Consistency Letter shown as an attachment. Please provide this for our records.

The applicant has included the right-in/right-out driveway on Van Buren at the agreed upon location on the site plan as requested. Final design of the driveway is subject to meeting County design standards conformance with Ord. 461, Std. No. 821. In particular, vertical and horizontal sight distance from the project driveway must be satisfactory to the County Plan Check Engineer.

The applicant should submit all plans for work within the road right-of-way on Van Buren Boulevard for review and approval by the Transportation Department. An encroachment permit for this work will be required.

Thank you,

Susan Vombaur, PE, TE
Senior Civil Engineer


3525 14th Street, 2nd Floor, Riverside, CA 92501 (951) 955-6800
P.O. Box 1090 · Riverside, CA 92502-1090 · FAX (951) 955-3164

**Exhibit A 25**

Riverside County ALUC ZAP1382MA19 Consistency Letter dated October 17, 2019

# AIRPORT LAND USE COMMISSION
# RIVERSIDE COUNTY

RECEIVED
OCT 21 2019
By M.F.

October 17, 2019

Ms. Lauren Sotelo, Associate Planner
March Joint Powers Authority
14205 Meridian Parkway, Suite 140
Riverside CA 92518

CHAIR
**Steve Manos**
Lake Elsinore

VICE CHAIR
**Russell Betts**
Desert Hot Springs

COMMISSIONERS

**Arthur Butler**
Riverside

**John Lyon**
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**Steven Stewart**
Palm Springs

**Richard Stewart**
Moreno Valley

**Gary Youmans**
Temecula

STAFF

**Director**
**Simon A. Housman**

John Guerin
Paul Rull
Barbara Santos

County Administrative Center
4080 Lemon St, 14th Floor
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW**

| | |
|---|---|
| File No.: | ZAP1382MA19 |
| Related File Nos.: | GPA19-01 (General Plan Amendment), SPA19-01 (Specific Plan Amendment), PP17-04A1 (Plot Plan Amended), CUP19-01 through CUP19-05 (Conditional Use Permit), TPM19-01 (Tentative Parcel Map) |
| APNs: | 294-050-057; 294-050-062; 294-050-054; 294-050-066 |
| Compatibility Zone: | C1 |

Dear Ms. Sotelo:

On October 10, 2019, the Riverside County Airport Land Use Commission (ALUC) found March Joint Powers Authority Case No. GPA19-01 (General Plan Amendment), a proposal to amend the General Plan land use designation on lands identified as "Unit 4, Lot 12" (APNs: 294-050-057 and 294-050-062) consisting of 7.12 acres located on the northwest corner of Van Buren Boulevard and Economic Drive and "Unit 4, Lot 9" (APNs: 294-050-054 and 294-050-066) consisting of 2.98 acres located on the southwest corner of Meridian Parkway and Economic Drive, **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

On October 10, 2019, the Riverside County Airport Land Use Commission (ALUC) found March Joint Powers Authority Case No. SPA19-01 (Specific Plan Amendment), a proposal to amend the Meridian North Campus Specific Plan in order to modify the text and figures to reflect the above change (specifically, to amend land use exhibits, revise acreages in the land use designation tables, and correct erroneous maps), **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

On October 10, 2019, the Riverside County Airport Land Use Commission (ALUC) found March Joint Powers Authority Case Nos. PP17-04A1 (Plot Plan Amended) and CUP19-01 through CUP19-05 (Conditional Use Permits) proposing to establish five industrial/manufacturing buildings totaling 91,987 square feet on 7.12 acres located on the northwest corner of Van Buren Boulevard and Economic Drive, and Case No. TPM19-01 (Tentative Parcel Map No. 37744), a proposal to divide this area into five parcels, **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions:

**CONDITIONS:**

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:

(a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

(b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

(c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

(e) Children's schools, day care centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, places of assembly (including churches and theaters), noise sensitive outdoor nonresidential uses, and hazards to flight.

3. The attached notice shall be provided to all prospective purchasers of the property and tenants or lessees of the buildings, and shall be recorded as a deed notice prior to or in conjunction with recordation of the final parcel map. In the event that the Office of Riverside County Assessor-Clerk-Recorder declines to record said notice, the text of the notice shall be included in the Environmental Constraint Sheet (ECS) of the final parcel map, if an ECS is otherwise required.

4. Any ground-level or aboveground water detention basin or facilities shall be designed and maintained for a maximum 48-hour detention period after the design storm and remain totally dry between rainfalls. Vegetation around such facilities that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced to prevent large expanses of contiguous canopy, when mature. Trees and bushes shall not produce fruit, seeds, or berries.

   Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORM WATER MANAGEMENT" brochure available at the RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

6. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare

a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

7. This project has been evaluated for 91,987 square feet of manufacturing/office area. Any increase in building area or change to uses other than offices, manufacturing, storage, and/or warehousing will require review by the Airport Land Use Commission.

8. The Federal Aviation Administration has conducted aeronautical studies of the proposed buildings (Aeronautical Study Nos. 2019-AWP-8325 through 2019-AWP-8329-OE) and has determined that neither marking nor lighting of the structures is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.

9. The proposed buildings shall not exceed a height of 33 feet above ground level and a maximum elevation at top point of 1,624 feet above mean sea level.

10. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.

11. Temporary construction equipment used during actual construction of the building shall not exceed 33 feet in height and a maximum elevation of 1,624 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

12. Within five (5) days after construction reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to https://oeaaa.faa.gov for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable building.

Supporting documentation was provided to the Airport Land Use Commission and is available online at www.rcaluc.org, click Agendas 10-10-19 Agenda, Bookmark Agenda Item No. 3.1.

Copies of Aeronautical Study Nos. 2019-AWP-8325-OE through 2019-AWP-8329-OE are included in the above documentation and can also be accessed at https://oeaaa.faa.gov.

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Simon A. Housman, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: MS Prime Six LLC/MS Van Buren II – Attn: Moshe Silagi (applicant/property owner)
SDH & Associates, Inc. – Attn: Rob VanZanten (representative)
Lee & Associates – Attn.: Mario Calvillo (representative)
Gary Gosliga, March Inland Port Airport Authority
Base Civil Engineer, March Air Reserve Base
ALUC Case File

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# NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (*b*)(13)(A)

# EXHIBIT "B"

## Conditions of Approval

EXHIBIT B

# Conditions of Approval

MS Prime Six-Development C Project

General Plan Amendment (GP 19-01), Meridian Specific Plan Amendment (SP 19-01, A5) Plot Plan (PP 17-04, Amendment 1) Conditional Use Permits (CUP 19-01 through 19-05) and Tentative Parcel Map (TPM 19-01)

## PLANNING DEPARTMENT General Conditions:

1. The site shall be developed in accordance with the approved Plot Plan (PP 17-04, Amendment 1) on file with the Planning Department, the Meridian Specific Plan (SP-5), the applicable portions of the March JPA Development Code, the General Plan, and the conditions contained herein. Prior to any use of the site or business activity being commenced thereon, all Conditions of Approval and Environmental Mitigation Measures shall be completed to the satisfaction of the Planning Director or designee. Building elevations shall comply with the color scheme and materials approved with the Plot Plan Amendment. (MJPA 9.14.020)

2. The Applicant shall indemnify, protect, defend, and hold harmless March JPA and its constituent public agency members, officers, employees, attorneys, and agents from any and all actual or alleged claims, actions, proceedings, against March JPA to attack, set aside, void, annul, or seek monetary damages arising out of the approval of the Applicant's proposed development or related approvals, including but not limited to CEQA approvals, permits, variances, design plans, plot plans, maps, licenses and amendments. March JPA shall promptly notify the Applicant of any and all claims, actions, and proceedings, covered by this Agreement. This indemnification shall include, but not be limited to, damages, fees and/or costs awarded against March JPA, if any, and cost of suit, attorney's fees and other costs, liabilities and expenses incurred in connection with such claim, action, or proceeding whether incurred by Applicant, March JPA, and/or any parties bringing such forth.

3. This approval shall expire three years after the date of approval unless substantial construction contemplated by this approval has occurred within the three-year period, which is thereafter pursued to completion, or the March Joint Powers Authority has extended approval, otherwise the approval shall become null and void. (MJPA 9.02.230)

4. This development is located within Meridian North Campus Specific Plan SP-5. Requirements of the Meridian Specific Plan including the permitted uses, development standards, the March Business Center Design Guidelines, and the Conditions of Approval shall prevail unless modified herein. (MJPA 9.13)

5. As established in the Specific Plan, the project will comply with the policies and requirements of the Riverside County Airport Land Use Plan. Development plans required FAA for review in accordance with FAR 77.13.2.i. Additional ALUC review will be required for objects taller than 50 feet in the Height Caution Zone shown on Figure IV.A-4 [in the Focused EIR]. Other land use controls (relating to safety (both in the air and on the ground) and noise) have been

developed in consultation with the ALUC, and have been incorporated into the Specific Plan. (MMRP)

6. The development shall comply with the requirements of the Americans with Disabilities Act. All disabled parking spaces shall measure 14' wide to include a 9' stall and 5'loading area, by 20' length. One in every 8 disabled spaces, but in no case less than one, shall be van accessible with a minimum 9' wide space and 8' wide loading area. All signage, striping, ramps and slopes shall meet ADA requirements. Overhang of parking shall not encroach upon handicapped access routes. (MJPA 9.11.040)

7. Each accessible parking space shall be 14 feet wide, striped to provide a 9-foot wide parking area and a 5-foot wide loading area (access aisle) and shall be a minimum 18 feet in length. If 2 accessible spaces are located adjacent to each other, they may share the 5-foot wide loading area, resulting in a width of 23 feet for the 2 spaces. One in every 8 handicapped spaces, but not less than one, shall be van accessible; served by a loading area not less than 8 feet wide. If two van accessible parking spaces are located adjacent to each other, they may share a common 8-foot wide loading area. (MJPA 9.11.040)

8. When less than 5 parking spaces are provided, at least one shall be 14 feet wide, striped to provide a 9 foot parking area and a 5 foot loading area. Said space shall not be required to be reserved or identified exclusively for use by persons with disabilities. (MJPA 9.11.040)

9. Accessible parking spaces serving a particular building shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. In parking facilities that do not serve a particular building, accessible parking shall be located on the shortest accessible route of travel to an accessible pedestrian entrance of the parking facility. In buildings with multiple accessible entrances with adjacent parking, accessible parking spaces shall be dispersed and located closest to the accessible entrances. (MJPA 9.11.040)

10. In each parking area, a bumper or curb shall be provided and located to prevent encroachment of cars over the required width of walkways. The space shall be so located that persons with disabilities are not compelled to wheel or walk behind cars other than their own. Pedestrian ways that are accessible to people with disabilities shall be provided from each such parking space to the related facilities, including curb cuts or ramps as needed. Ramps shall not encroach into any parking space, with the exception that ramps located at the front of accessible parking spaces may encroach into the length of such spaces when such encroachment does not limit the capability of a person with a disability to leave or enter their vehicle, thus providing equivalent facilitation. Where the Building Official determines that compliance with any regulation of this paragraph would create an unreasonable hardship, a waiver may be granted when equivalent facilitation is provided. (MJPA 9.11.040)

11. The slope of an accessible parking stall shall be the minimum possible and shall not exceed 1/4 inch per foot (2.083% gradient) in any direction. (MJPA 9.11.040)

12. Notwithstanding the off-street parking requirements of Subsection 9.11.040-A, the number of parking spaces that are not accessible may be reduced to the extent necessary for modification

of an existing facility to comply with the requirements described in this Subsection. (MJPA 9.11.040)

13. Where provided, one passenger drop-off and loading zone shall provide an access aisle at least 5 feet wide and 20 feet long adjacent and parallel to the vehicle pull up space. Such zones shall be located on a surface with a slope not exceeding 1 vertical in 50 horizontal and shall be located on an accessible route of travel to the entrance of the facility. If there are curbs between the access aisle and the vehicle pull-up space, then a curb ramp shall be provided. If applicable. valet parking facilities shall provide a passenger loading zone as described herein. (MJPA 9.11.040)

14. The development shall incorporate 5% of parking spaces as preferential parking for car pools and vanpools in extremely convenient locations. (MMRP)

15. Any signs indicated on the submitted plans are not included with this approval. All signs proposed for this development shall comply with the requirements of the March Business Center Design Guidelines and the March JPA Development Code. If requirements differ, the proposed signage shall meet the stricter of the provisions. In a multiple tenant facility, all signage shall meet the approved Sign Program for the development. (MJPA 9.12.020)

16. All new and existing utilities located on the site shall be under grounded. (MJPA 9.13.130)

17. Buildings shall be designed to reduce energy usage by utilizing solar or low emission water heaters, double paned windows, using light colored roofing materials, using skylights in ambient warehouses, orienting buildings to the north for natural cooling to the extent practical, and increasing insulation beyond Title 24 requirements. (MEIR)

18. All development adjacent to the 175 acre Least Bell's Vireo conservation easement shall comply with the Biological mitigation measures pertaining to the Least Bell's Vireo habitat identified in the Meridian Subsequent EIR (SCH#2009071069). (MMRP)

19. Preconstruction surveys will be conducted for burrowing owls prior to grading. These surveys shall conform to the survey protocol established by the California Burrowing Owl Consortium (1993). Preconstruction surveys shall be conducted no more than 30 days prior to the initiation of construction activities and at 30-day intervals if construction activities have not been initiated in an area. If Burrowing Owls are observed within the Project area then passive relocation measures will be implemented consistent with the survey protocol identified above. (MMRP)

20. The project applicant shall incorporate the following measures to help reduce the project's potential solid waste impacts and to help in the County's effort to comply with State law in diverting solid waste from landfill disposal. Green waste generated by the project should be kept separate from other waste types in order that it can be recycled through the practice of grass recycling (where lawn clippings from a mulching type mower are left on the lawn) or onsite composting or directed to local wood grinding and/or composting operations. All projects shall provide adequate area(s) for the collections and loading of recyclable materials.

Prior to building permit issuance, the applicant shall submit a Recyclables Collection and Loading Area plot plan to the March JPA for review and approval. (MMRP)

21. Prior to individual lot development approval, the developer will coordinate with March JPA and shall contact WMWD to obtain the current flow reading and submit a sewer analysis demonstrating that the individual lot development projected sewer flows do not exceed the VBPS capacity (1.07 mgd). (MMRP) On September 23, 2019, WMWD provided a Water and Sewer Availability Request letter stipulating the conditions in order for WMWD to provide public water and sewer service.

22. Prior to individual lot development approval by the March JPA, the developer will coordinate with March JPA and WMWD to obtain the water demand for the proposed development to assure that the development is consistent with the water budget and Water Supply Assessment for the Project. (MMRP) On January 30, 2017, WMWD provided Conditions of Approval for the project.

23. Uses located in proximity of noise sensitive uses shall comply with the noise mitigation measures identified in the Meridian Subsequent EIR (SCH#2009071069). (MMRP)

24. All uses shall comply with the noise emission criteria identified in the March JPA Development Code. (MMRP)

25. Applicant shall include Mitigation Measures Compliance Checklist for the Project on Construction Plans for Planning Department Staff review and sign-off.

26. Applicant shall abide by the biological requirements of the Compensatory Mitigation and Monitoring Plan (CMMP) for Meridian lots adjacent to the Conservation Easement.

**Planning Conditions to be Performed Prior to Grading Permit Issuance:**

27. Prior to grading permit issuance, the Applicant shall submit street improvement plans to the Riverside County TLMA Department for the driveway approach and traffic diverter island within the Riverside County right-of-way along Van Buren Boulevard.

28. Prior to issuance of precise grading permits, all site plans, grading plans, landscape and irrigation plans, and street improvement plans shall be coordinated for consistency with this approval. Prior to the issuance of building permits, final landscaping and irrigation plans shall be approved as a component of the construction plan review. (MJPA 9.02.030)

**Planning Conditions to be Performed Prior to Issuance of Building Permit:**

29. Prior to building permit issuance, the Project Applicant must submit all required documentation as per Section 9.14.090 "Final Land Division Maps" of March JPA's Development Code to the March JPA Engineering department for review and approval. The final parcel map will require discretionary approval by the Joint Powers Commission prior to recordation.

30. Prior to recording the Final Map, the Applicant shall prepare Covenants, Conditions, and Restrictions (CC&Rs) providing for shared parking, reciprocal access and shared maintenance of common areas. The CC&R's shall be considered by the March JPA Commission concurrently with the Final Map. Prior to Certificate of Occupancy evidence shall be provided to the MJPA Planning Department that the CC&R's have been recorded with the Riverside County Clerk's office.

31. Prior to building permit issuance, the Project Applicant must contribute its fair-share towards the future traffic signal at Meridian Parkway and Economic Drive. A traffic signal warrant analysis was prepared and the estimated fair-share fee is $14,423, which will be deposited as an in-lieu fee until the time the traffic signal is warranted.

32. Prior to obtaining a building permit, a site/building-specific acoustical report shall be prepared by an acoustical engineer or professional acoustician showing that interior noise levels within all habitable rooms do not to exceed 45 dB Ldn or CNEL for all new noise sensitive receptors (inclusive of transient lodging, educational facilities, and childcare facilities) which are identified as Conditionally Acceptable Uses consistent with Figure IV.H-3, State of California Noise Compatibility Chart. Normally Unacceptable Uses identified in Figure IV.H-3, State of California Noise Compatibility Chart shall not be allowed. The recommendations of the noise report shall be mandatory and binding on the proposed development. Noise reduction measures may include specific window treatments, such as dual glazing, and mechanical ventilation when the 45 dBA CNEL limit can only be achieved with a closed window condition. (MMRP)

33. Facilities that store, handle or use regulated substances as defined in the California Health and Safety Code 25532 shall comply with the Hazards and Hazardous Materials Mitigation Measures identified in the Meridian Subsequent EIR (SCH#2009071069). (MMRP)

34. Prior to issuance of building permits, the developer or developer's successor-in-interest shall pay the applicable March JPA Development Impact Fee (DIF).

35. Prior to issuance of building permits, the developer shall provide to the Planning Director written certification by the affected school district that either: (1) the development has complied with the fee levied by the governing board of the District, pursuant to Government Code Section 65996; or (2) the fee or other requirement does not apply to the development.

36. Prior to issuance of building permits, screening details for roof top equipment shall be submitted for Planning Division review and approval as a component of the construction plan review. All equipment shall be completely screened so as not to be visible from public view, and the screening shall be an integral part of the building. (MJPA Design Guidelines)

37. Prior to issuance of building permits, the Planning Division shall review and approve a computer generated, point-by-point exterior lighting analysis plan as a component of the construction plan review. The lighting plan shall be generated on the site plan and shall be integrated with the final landscape plan. The plan shall indicate the manufacturer's specifications for fully shielded light fixtures and shall include fixture catalog cuts, light cut-off shielding details, wattage, illumination type (high or low pressure sodium only), location,

and height. The lighting shall not exceed a 750 watt maximum, shall not be mounted more than 25' above finished grade, and site lighting of outdoor areas shall be limited to high pressure or low pressure sodium lighting. The lighting shall be designed in such a manner so that it does not exceed 0.5 candle/foot2 illumination beyond the property line. (MJPA 9.08.100) The incorporation of LED lighting is permitted as long as the lighting does not exceed 2,700 Kelvin.

38. The project construction plan submittal shall contain an on-site traffic striping and signage plan which shall be reviewed and approved by Planning Department prior to issuance of the building permits.

39. CEQA Review of stationary source emissions other than natural gas and electricity shall be done on all projects with the possibility of emitting air pollutants. In addition, all projects involving stationary source emissions shall obtain permits to construct and operate from the SCAQMD. (MMRP)

**Planning Conditions to be Performed Prior to Issuance of Certificate of Occupancy:**

40. Prior to the issuance of a Certificate of Occupancy, an 11-foot wide LLMD easement is to be recorded on the property along Economic Drive.

41. Prior to the issuance of a Certificate of Occupancy, a blank easement for access shall be conveyed for access so that the LLMD maintenance team can perform routine maintenance to the 15-foot LLMD easement along the northerly boundary.

42. Prior to Certificate of Occupancy, Final Parcel Map 37744 shall be recorded with the Riverside County Clerk's Office.

43. Prior to the issuance of a Certificate of Occupancy, pedestrian-scale lighting shall be provided within the Project lots fronting Van Buren Boulevard as per the requirements of page III-19 of the Meridian North Campus Specific Plan (SP-5).

44. Prior to the issuance of a Certificate of Occupancy, the driveway aprons are to include a similar design pattern to that of the MS Van Buren II and MS Van Buren 1 driveway aprons.

45. Prior to the issuance of a Certificate of Occupancy, the 12-foot high masonry wall is to be designed similar to the detail found on page 36 of the Meridian North Campus Specific Plan SP-5:

    https://marchjpa.com/documents/docs_forms/1252018_Final_Meridian_NCampus_SpecPlan_AmendSP5.pdf

46. Prior to the issuance of a Certificate of Occupancy, all proposed fences will be designed similar to the detail found on page 36 of the Meridian North Campus Specific Plan (SP-5):

    https://marchjpa.com/documents/docs_forms/1252018_Final_Meridian_NCampus_SpecPlan_AmendSP5.pdf

47. Prior to the issuance of a Certificate of Occupancy, the project Applicant shall prepare and submit a Sign Permit application to the MJPA Planning Department for review and approval.

48. Prior to the issuance of a Certificate of Occupancy, the tenant shall submit to March JPA and shall receive approval of a Traffic Demand Management Plan which shall include the following elements: 1) identification of alternative modes of transportation and incentives available to employees; 2) the location of a minimum of 30" x 42" wall area for the posting of alternative transportation mode information including financial incentives by responsible agencies, transit schedules and carpooling information; 3) feasibility of flexible work hours including compressed work week; 4) availability of on-site or off-site child care facilities; 5) feasibility of video conference facilities; and 6) feasibility of minimizing the use of fleet vehicles during smog alerts. (MMRP) This measure is not warranted until a tenant is specified and tenant improvement plans have been submitted for review by March JPA.

49. Prior to issuance of a Certificate of Occupancy, the developer or developer's successor in interest shall pay the applicable Transportation Uniform Mitigation Fee (TUMF). This provision does not prohibit paying the TUMF earlier at the time of building permit issuance. (MJPA Ord.).

50. Prior to Certificate of Occupancy, the developer shall demonstrate that all South Coast Air Quality Management District permits have been obtained. (MEIR)

51. Prior to Certificate of Occupancy, the Planning Division shall review and approve the location and method of screening of transformer cabinets, commercial gas meters and back flow preventers as components of the construction plan review. Location and screening shall comply with the following criteria: All transformer cabinets, commercial gas meters and backflow devices shall not be located within driveway/street view triangles in such a way that they obscure traffic visibility. Service Electrical Systems shall be fully enclosed and incorporated into the overall architectural design of the building(s). Back-flow preventers and gas meters shall be screened by landscaping that will provide appropriate landscape screening upon maturity. (MJPA Design Guidelines)

52. Prior to Certificate of Occupancy, each development incorporating truck docks or roll-up doors shall provide a minimum 6-sq/ft. sign identifying the approved truck route plan at all service driveway locations. (MMRP)

53. Prior to Certificate of Occupancy, each development incorporating truck dock doors shall install one 6-square foot sign for every two roll-up doors identifying the maximum 5-minute diesel idling time. All signs shall be installed on the building level in a manner to clearly convey the maximum diesel idling time. (CARB)

54. Prior to Certificate of Occupancy, "No Truck Access" striping will be provided onsite to discourage trucks from exiting the site and traveling west along Van Buren Boulevard.

55. Prior to Certificate of Occupancy, "No Truck Access" signage will be posted onsite to discourage trucks from exiting the site and traveling west along Van Buren Boulevard.

**Landscape Provisions (Timing Varies)**

56. Prior to Landscape Permit Issuance, the landscape plans will require a detail review by the Rivers and Lands Conservancy to assure that any of the selected plantings are not invasive to the adjacent conservation/habitat area.

57. Prior to Certificate of Occupancy, the developer is to install African Sumac trees 45-feet on-center and Acacia Redolens ground cover or other trees/ground cover species determined by Rivers and Lands Conservancy within the 15-foot wide LLMD landscape easement adjacent to the conservation area.

58. Prior to Certificate of Occupancy, the developer is to install 4 irrigation stations (2 stations for trees and 2 stations for the groundcover) or as needed for proper coverage at the southwest corner of the site to irrigate the 15-foot wide LLMD landscape easement.

59. All landscape located adjacent to parking areas shall be protected by a raised 6" extruded curb. (MJPA Design Guidelines)

60. The Project is to provide a 6" concrete mow curb on property line along LLMD border and remove the temporary plastic border as detailed on the preliminary landscape drawings prepared by Hunter Landscape.

61. LLMD maintenance manager shall review the proposed landscape and handicap accessible paths proposed from the public right-of-way through the LLMD area and onto the Project site as detailed on the landscape plans.

62. Prior to the issuance of the Certificate of Occupancy, the applicant shall provide a letter from the landscape architect identifying that all landscape has been installed consistent with the approved landscape plan and that the landscape complies with the provisions of the March JPA Landscape Irrigation Efficiency Ordinance (JPA ORD.#16-03).

63. The landscape irrigation schedule which identifies appropriate watering times, duration and quantities, for 1) initial landscaping and 2) established landscape, shall be continually available at the site in perpetuity, in a convenient location near the irrigation controlling unit. (JPA ORD. #16-03).

64. All on-site landscape irrigation shall be designed and constructed to meet non-potable "Purple Pipe" standards for reclaimed water systems. (MMRP)

65. All on-site parking shall be screened by one of the following methods: 1) 30" parking screen wall; 2) continuous landscape shrub; or 3) combination of shrub, wall and earthen berm. (MJPA Design Guidelines).

66. The facility shall incorporate an on-site green/landscape waste recycling/mulching area, or as an option the facility operator may identify in writing how green/landscape waste is recycled off-site. (MMRP)

67. Prior to site grading, the grading contractor shall contact the March JPA Landscape and Lighting Maintenance District (LLMD) manager at (951) 656-7000 to coordinate all activity and impacts upon LLMD facilities within the public right-of-way and landscape easements. The coordination shall assure uninterrupted operation of the LLMD irrigation system and shall identify any impacts on LLMD mainlines, wires, laterals and irrigation components, inclusive of the need to move or sleeve LLMD facilities as determined by the LLMD manager.

68. All LLMD pressure main line and laterals crossing beneath paved areas shall be encased in schedule 40 PVC sleeves twice the diameter of the pipe. Sleeves shall be placed as a depth of 24" beneath finished surface, measured from the top of sleeve. Control wires shall be separate sleeves with a minimum diameter of two inches. Wire sleeves shall be sized so that wire bundles may be pulled without binding. On each side of paved areas, a 10" round valve box with wire connections shall be installed. Pin tie connectors shall be used in wire connection box and must be branded on the valve box lid with "SW" for future identification.

69. All changes to the LLMD easement area shall be completed in accordance with the approved LLMD landscape plans and an "as built" drawing shall be submitted and approved upon completion and inspection of work. All repairs and/or installations in the LLMD right-of-way and easement areas must be inspected by the LLMD manager.

70. All LLMD irrigation damaged by construction activities shall be repaired by a qualified irrigation technician within twenty four (24) hours to ensure LLMD plant material does not incur additional damage or loss or a $500 fine per day will be accessed until completed. Alternatively, the MJPA can have their LLMD contractor repair any damage and the bill owner directly at the request of the owner.

71. All LLMD plant material damaged shall be replaced with like sized material within three (3) business days unless an extension is approved, in writing, by the LLMD manager.

72. At no time shall any contractor store or place equipment, signs, temporary utilities or any other items within the public right-of-way or LLMD landscape easement areas.

73. No contractor parking will be allowed on the MJPA streets at any time during construction.

74. No construction personnel or subcontractors may conduct their break time in the LLMD area. Cost for damages will apply as per COA 69.

75. No Certificate of Occupancy will be issued until all LLMD irrigation and/or plantings are restored in-kind and to the satisfaction of the MJPA Operations Director and any outstanding fines are paid in full.

76. Prior to any wall and fence construction or encroachment into the LLMD, the MJPA must be notified for LLMD pre-inspection and schedule of work.

**NPDES Provisions (Timing Varies)**

77. Prior to a certificate of occupancy, consistent with the requirements of the NPDES Guidelines, the applicant/owner will record a NPDES Maintenance Covenant and Agreement verifying that the property owner or association will have maintenance responsibility for the on-site storm water treatment in perpetuity.

78. Prior to the issuance of grading or building permits, the developer shall submit evidence of an approved Storm Water Pollution Prevention Plan (SWPPP) approved by the State Water Resources Control Board.

79. At all times during construction, the approved Storm Water Pollution Prevention Plan (SWPPP) shall be located in the construction office, and available for review of development compliance.

80. During construction, the developer or designee shall be responsible for: 1) storm water sampling for all storm events where storm water leaves the site and 2) storm water reporting to the State Water Resources Control Board as required by applicable law.

81. Prior to the issuance of building permits, the developer or developer's successor-in-interest applicant shall submit and receive approval of a Storm Water Management Plan addressing long term development storm water mitigation measures.

82. The future site user is responsible for obtaining a NPDES General Industrial Activities Permit (Order No. 97-03-DWQ, CAS000001) for businesses that have applicable Standard Industrial Codes (SIC code).

83. The structural BMPs selected for this project have been approved in concept. The owner shall submit a final WQMP including plans and details providing the elevations, slopes, and other details for the proposed structural BMPs including the grass lined bio-swales. The Engineering Department shall review and approve the final WQMP text, plans and details.

**Clean Air Provisions (Timing Varies)**

Projects shall provide short- and long-term bicycle parking facilities to meet peak season maximum demand (e.g., one bike rack space per 20 vehicle/employee parking spaces). ~~Project shall also provide "end-of-trip" facilities including showers, lockers, and changing space (e.g., four clothes lockers and one shower provided for every 80 employee parking spaces, separate facilities for each gender for projects with 160 or more employee parking spaces)~~. The MS Prime Six project is not designed to accommodate a larger employer of 80 employees or more as the site will be subdivided into 5 different lots with its own parking. The largest number of parking

stalls will be attributed to Building 4 at 30 stalls. Due to the project design, this mitigation measure is not applicable. (MMRP)

84. Project shall provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances. (MMRP)

85. Project shall be oriented towards existing transit, bicycle, or pedestrian corridor. Setback distance between project and existing or planned adjacent uses shall be minimized. Setbacks between project buildings and planned or existing sidewalks shall be minimized. Buildings shall be oriented towards existing or planned street frontage. Primary entrances to buildings shall be located along planned or existing public street frontage. Project shall provide bicycle access to any planned bicycle corridor(s). Project shall provide pedestrian access to any planned pedestrian corridor(s). (MMRP)

86. Project shall install Energy Star labeled roof materials. (MMRP)

87. Developer is encouraged to use materials which are resource efficient, recycled, with long life cycles and manufactured in an environmentally friendly way. (MMRP)

88. Developer shall consider an increase of exterior wall insulation and roof insulation over Title 24 requirements; however, a specific percent increase is not required. (MMRP)

89. Prior to issuance of a grading or building permit, the Construction Contractor shall submit a Construction Management Plan identifying compliance with all construction mitigation measures identified in the Meridian Subsequent EIR (SCH#2009071069). (MMRP)

90. All construction activities shall be limited to between 7:00 am and 8:00 pm as feasible. (MEIR)

## MJPA BUILDING AND SAFETY DEPARTMENT

91. Provide four (4) sets of construction plans and documentation for plan review for each proposed building. Below you will find a list of the plans and documents Building & Safety will need for plan review on each building. The initial plan review will take approximately two weeks on most projects. Prior to submitting plans to Building & Safety, submit plans to the County of Riverside Fire Department for approvals. Provide one stamped approved copy of the plans from the Fire Department with the first submittal to Building and Safety.

92. Please provide the following sets of plans and documents. All conditions of approval from each department and agency shall be placed on the building plans.

**Building and Safety submittal's required at first plan review:**

(4) Architectural Plans

(4) Structural Plans
(2) Structural Calculations
(4) Plot/Site Plans
(4) Electrical Plans
(4) Electrical Load Calculations
(4) Plumbing Plans/Isometrics, Water, Sewer and Gas
(4) Mechanical Plans
(4) Mechanical Duct Layout Plans
(4) Disabled Access Improvement Plan for the Site.
(2) Roof Truss Plans
(2) Title 24 Energy Calculations
(4) Copy of Approved Precise Grading Plans
(1) Copy of Approved Fire Department Plans for the project.
(2) Commissioning documents showing compliance with Section 5.410.2 of the 2016 California Green Code.
(2) Copies of the Soils Reports

**Building & Safety General Information:**

93. All structures shall be designed in accordance with the 2016 California Building Code, 2016 California Mechanical Code, 2016 California Plumbing Code, and the 2016 California Electrical Code, and the 2016 California Green Buildings Standards adopted by the State of California.

94. The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall obtain clearances from each department, division, or agency prior to requesting a final building inspection from Building & Safety. Each agency shall sign the bottom of the Building & Safety job card.

95. Building & Safety inspection requests can be made twenty-four (24) hours in advance for next day inspection. Please contact (951) 656-7000. You may also request inspections at the Building & Safety public counter.

96. Temporary toilet facilities shall be provided for construction workers. The toilet facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non-sewer type shall conform to ANSI ZA.3.

97. The City enforces the State of California provisions of the California Building Code disabled access requirements. The Federal Americans with Disabilities Act (ADA) standards may differ in some cases from the California State requirements, therefore it is the building owner's responsibility to be aware of those differences and comply accordingly.

98. Pursuant to the California Business and Professions Code Section 6737, most projects are required to be designed by a California Licensed Architect or Engineer. The project owner or developer should review the section of the California Codes and comply with the regulation.

99. Building & Safety, (Willdan Engineering) will inspect all foundation work, structural work on the building to include plumbing, electrical, mechanical, title 24, green building code items. Building & Safety will also inspect the electrical conduit in the common areas for exterior light standards as well as disabled accessibility from the right of way to the building and the disabled parking stalls. Sewer installation outside the building and water supply line installation up to the property line at right of way, contact 909-963-8045. Please note that Western Municipal Water District will also need to inspect both on and off site water, contact (951) 571 7204. Signage will be inspected by Building & Safety as well as trash enclosures and other ornamental structures on the site.

100. Engineering, (Tri-Lake Engineering) will inspect the construction in the right of way as well as the on-site grading and precise grading. Storm drain construction will be inspected by Tri-Lake Engineering. Storm Water retention will be inspected by CG Recourse Management, contact (909) 455-8520.

**Building & Safety Conditions:**

101. Prior to the issuance of a building permit, the applicant shall pay all Development Improvement Fee's to March JPA; this also includes any school fees and outside agency fees such as sewer water and utilities. Copies of receipts shall be provided to Building & Safety prior to permit issuance.

102. All on site utilities shall be underground to the new proposed structure unless prior approval has been obtained by the utility company or March JPA.

103. Prior to issuance of Building Permits, on-site water service shall be installed and approved by the responsible agency. On-site fire hydrants shall be approved by the Fire Department. No flammable materials will be allowed on the site until the fire hydrants are established and approved.

104. Prior to issuance of building permits, site grading certification and pad certifications shall be submitted to Building & Safety. Prior to concrete placement, submit a certification for the finish floor elevation and set backs of the structures. The certification needs to reflect that the structure is in conformance with the Precise Grading Plans. Compaction reports shall accompany pad certifications. The certifications are required to be signed by the engineer of record.

105. Prior to issuance of building permits, provide Building & Safety with a will service letter from Western Municipal Water District.

106. All construction projects shall comply with the National Pollutant Discharge Elimination Systems (NPDES).

107. Special inspectors and structural observation inspectors that are required by the engineer of record shall register with Building & Safety. The special inspectors shall provide a copy of his or her certifications and a copy of their driver's license before the start of work as an inspector on the project. Special inspectors are to provide daily reports to Building & Safety by e-mail to the City inspector and to the permit technician. Special inspectors are also required to provide a hard copy of the reports in the construction office daily for the inspector's use. The special inspectors shall make all necessary and required inspections before the City provides periodic inspections.

108. A Certificate of Occupancy will be granted to the Developer/Owner when the building is 100 percent complete and all agencies have signed for permanent occupancy. If the Developer/Owner has a tenant that will be performing a tenant improvement, Building & Safety will issue a permit for the tenant improvement if all other agencies agree to allow the permit to be issued and the plans are approved. No temporary certificate of occupancy will be granted prior to the building and site being 100 percent complete.

109. All unused construction materials shall be recycled using March JPA's Franchise Hauler. Prior to the certificate of occupancy, the building inspector will request copies of all recycling receipts.

110. Prior to certificate occupancy, the Developer/Owner shall obtain a meter release from Building & Safety for testing the fire sprinkler system as well as the electrical systems in the building. If the building has multiple electrical meters, only the house meter will be released until such time the entire project is complete and has approval for occupancy by all departments and divisions. Suite electrical meters will be released when the Developer/Owner applies for electrical meter release and a certificate of occupancy is issued for that suite. If the Developer/Owner applies for an electrical meter for an empty suite after the project is complete, a certificate of occupancy will be granted for the shell-only use with no tenant.

111. Site development and grading shall be designed to provide access to all entrances and exterior ground floors exits and access to normal paths of travel, and where necessary to provide access. Paths of travel shall incorporate (but not limited to) exterior stairs, landings, walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warning, signage, gates, lifts and walking surface materials. The accessible route(s) of travel, building to building, shall be the most practical direct route between accessible building entrances, site facilities, accessible parking, public sidewalks, and the accessible entrance(s) to the site, California Building Code, (CBC) Chapter 11B.

## MJPA PUBLIC WORKS DEPARTMENT

In a letter dated September 26, 2019, Trilake Consultants provided the following Conditions of Approval for the project: With respect to the Conditions of Approval for the above referenced project, the MJPA requires that the applicant provide the following improvements and/or dedications in accordance with the March Joint Powers Authority requirements and Standards

and pursuant to conditions of approval for Tract No. 30857 and the associated specific plan. It is understood that the site plan correctly shows all existing easements, traveled ways and drainage courses with appropriate Q's and that their omission may require the map to be resubmitted for further consideration. The following conditions are essential parts and requirement occurring in ONE is as binding as though occurring in all. They are intended to be complimentary to the tract map and specific plan and to describe the conditions for a complete design of the improvements. All questions regarding the true meaning of the conditions shall be referred to the MJPA Public Works Engineer. The on and offsite improvements shall be installed pursuant to Riverside County Flood Control, Riverside County Transportation Department, and Western Municipal Water District Standards and as approved by MJPA. Encroachment permit shall be obtained from all affected agencies.

112. Drainage and flood control facilities and improvements shall be provided in accordance with the MJPA and Riverside County Flood Control requirements and standards. The following drainage related conditions are the requirements of the project:

a. Drainage facilities outletting sump conditions shall be designed to convey the tributary 100-year on and offsite storm flows. Additional emergency escape shall also be provided pursuant to Flood Control requirements.

b. The property's street and lot grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage area. No ponding or concentration of water to upstream and downstream properties shall be permitted.

   The project site and building design shall consider the water table. The design of the site and the building shall be reviewed and approved by the Building Department.

c. Final hydrology report and hydraulic calculation shall be submitted to the MJPA Public Works Engineer and RCFC for review and approval. The report shall address the offsite flow, accumulative onsite runoff, and the impact to adjacent downstream properties.

d. All grading and drainage improvements shall comply with NPDES and Best Management Practices. Erosion control plans shall be prepared and submitted to the Water Quality Board and the MJPA Public Works Engineer as part of the grading plans.

e. The "first flush" basins shall be private and located onsite and properly landscaped and screened as determined by Planning Department. The parkway on and offsite landscaping may be utilized for this purpose. These facilities shall be connected to existing drainage facilities with permits from the appropriate agency.

f. Connection to drainage facilities maintained by RCFC will require their approval. Any onsite drainage facilities not maintained by RCFC and the JPA's maintenance district shall be privately maintained.

113. The proposed development is in the service area of Western Municipal Water District for water and sewer services. Additional lateral connection, if required, shall comply with WMWD and Fire Department requirements. Onsite sewer and water plans shall be submitted to WMWD for review and approval.

114. This project shall join the existing landscape, lighting and drainage maintenance districts established by MJPA. Owner(s) shall be responsible to pay towards maintenance of facilities as determined by the Districts.

115. On and offsite improvements including grading and paving plans along with hydrology shall be submitted to MJPA Public Works Engineer's for review and approval.

116. Driveway approaches shall be installed per Riverside County standards for commercial driveways in compliance with ADA requirements and standards.

117. Onsite striping, lighting, landscaping shall be reviewed and approved by Planning Department.

118. The existing improvements along Economic Way and Van Buren are existing but require additional striping/signage as approved by the JPA and Riverside County Transportation Department (RCTD).

119. Prior to the issuance of Building Permit, the applicant shall pay its fair share for the future traffic signal at Economic Way and Van Buren estimated at $14,423. Construction of the proposed improvements over existing easements (if any) will require the appropriate agency approval.

120. Western access along Van Buren Boulevard shall be right in/out and approved by RCTD.

121. Reciprocal access easement for the use by individual parcels shall be shown on final map or recorded separately. JPA shall be given the right to use the driveways to access the existing landscape easement.

122. The final map shall be submitted to JPA for review and approval.

123. Access shall be restricted on Van Buren and shown on final map.

124. Prior to recordation of the map, monumentation shall be installed and accepted by JPA.

125. Any outdoor lighting shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

126. The following uses/activities are not included in the proposed project and shall be prohibited at the site.

(a) Any use which would direct a steady light or flashing light of red, white, green or amber colors associated with airport operations toward an aircraft engaged in a straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

(b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

(c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

(e) Children's schools, daycare centers, libraries, hospitals, skilled nursing and care facilities, congregate care facilities, places of assembly (including churches and theaters), noise sensitive outdoor nonresidential uses, and hazards to flight.

127. The attached notice shall be provided to all prospective purchasers of the property and tenants or lessees of the buildings, and shall be recorded as a deed notice prior to or in conjunction with recordation of the final parcel map. In the event that the Office of Riverside County Assessor-Clerk-Recorder declines to record said notice, the text of the notice shall be included in the Environmental Constraint Sheet (ECS) of the final parcel map, if any ECS is otherwise required.

## NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business and Professional Code Section 11010 (b) (13) (A)

128. Any ground-level or aboveground water detention basin or facilities shall be designed and maintained for a maximum 48-hour detention period after the design storm and remain totally dry between rainfalls. Vegetation around such facilities that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced to prevent large expanses of contiguous canopy, when mature. Trees and bushes shall no produce fruit, seeds, or berries.

Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORM WATER MANAGEMENT" brochure available at the RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping may be recommended by a qualified wildlife hazard biologist.

129. March Air Reserve Base must be notified of any land use having electromagnetic radiation component to assess whether a potential conflict with the Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

130. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission and March Air Reserve Base.

131. This project has been evaluated for 91,987 square feet of manufacturing/office area. Any increase in building area or change to uses other than offices, manufacturing, storage, and/or warehousing will require review by the Airport Land Use Commission.

132. The Federal Aviation Administration has conducted aeronautical studies of the proposed buildings (Aeronautical Study No. 2019-AWP-8325 through 2019-AWP-8329-OE) and has determined that neither marking nor lighting of the structures is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 L Change 2 and shall be maintained in accordance therewith for the life of the project.

133. The proposed buildings shall not exceed a height of 33 feet above ground level and a maximum elevation at top point of 1,624 feet above mean sea level.

134. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.

135. Temporary construction equipment used during actual construction of the building shall not exceed 33 feet in height and maximum elevation of 1,624 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

136. Within five (5) days after construction reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to https://oeaaa.faa.gov for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable building.

**RIVERSIDE COUNTY FIRE DEPARTMENT, OFFICE OF THE FIRE MARSHAL**

On May 22, 2019, the Riverside County Fire Department, Office of the Fire Marshall provided a letter detailing that the department has conditionally approved this project and requires the following fire protection measures be provided in accordance with Riverside County Ordinances and/or recognized fire protection standards:

137. . Prior to issuance of a Certificate of Occupancy or Building Final, the applicant/developer shall install a fire sprinkler system based on the information provided. Fire sprinkler plans shall be submitted and approved by the Office of the Fire Marshal prior to installation. (CFC Section 903)

138. Prior to issuance of Certificate of Occupancy or Building Final, the applicant/developer shall install a monitored manual/automatic fire alarm system in accordance with the CFC Section 907. Plans shall submitted and approved by the Office of the Fire Marshal prior to installation (CFC Section 907)

139. Prior to issuance of a Certificate of Occupancy or Building Final, all commercial buildings shall display street numbers in a prominent location on the address side and additional locations as required to facilitate emergency response. The numerals shall be a minimum of twelve inches in height. (CFC 505.1)

140. Prior to the issuance of a Certificate of Occupancy or Building Final, the applicant/developer shall be responsisble for obtaining underground and/or above ground tank permits for the storage of combustible liquids, flammable liquids, or any other hazardous materials from the Office of the Fire Marshal. (CFC 105)

141. Prior to the issuance of a Certificate of Occupancy, approval shall be required from the Office of the Fire Marshal to maintain, store, uses, or handle hazardous materials regulated by the fire code and to install equipment used in connection with such activities. (CFC 105)

142. Prior to issuance of Building Permit, plans for an emergency responder radio coverage system in accordance with Riverside County Fire Department policy shall be submitted to the Office of the Fire Marshal for review and approval. (CFC 510.1)

143. Final fire and life safety conditions will be addressed when the Office of the Fire Marshal reviews building plans. These conditions will be based on occupancy, use, California Building Code (CBC), California Fire Code (CFC), and related codes, which are in effect at the time of building plan submittal.

144. Minimum fire flow for the construction of all commercial buildings is required per CFC Appendix B and Table B105.1. Prior to building permit issuance, the applicant/developer shall provide documentation to show there exists a water system capable of delivering the fire flow based on the information given. Subsequent design changes may increase or decrease the required fire flow.

145. Prior to building construction, fire apparatus access roads extending beyond 150 feet which have not been completed shall have a turnaround capable of accommodating fire apparatus. (CFC 503.2.5)

146. During phased construction, fire apparatus access roads extending beyond 150 feet which have not been completed shall have a turn-around capable of accommodating fire apparatus. (CFC 503.1 and 503.2.5)

147. If construction is phased, each phase shall provide approved emergency vehicular access for fire protection prior to any building construction. (CFC 501.4)

148. Prior to the issuance of Building permits, an approved site plan for fire apparatus access roads and signage shall be submitted and approved by the Office of the Fire Marshal. (CFC 501.3)

149. The Fire Apparatus Access Road shall be (all weather surface) capable of sustaining an imposed load of 75,000 lbs. GVW. The fire apparatus access road or temporary access road shall be reviewed and approved by the Office of the Fire Marshal and in place during the time of construction. (CFC 501.4)

150. Fire apparatus access roads shall have an unobstructed width of no less than twenty-four (24) feet as approved by the Office of the Fire Marshal and an unobstructed vertical clearance of not less the thirteen (13) feet six (6) inches or 15 feet if project is located in a State Responsibility Area Fire Hazard Zone. (CFC 503.2.1)

151. Prior to the issuance of a Certificate of Occupancy or Building Final, a "Knox Box Rapid Entry System" shall be provided. The Knox-Box shall be installed in an accessible location approved by the Fire Code Official. All electronically operated gates shall be provided with Knox key switches and automatic sensors for access by emergency personnel. (CFC 506.1)

152. The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with the C.F.C. and NFPA 24. Fire hydrants shall be located no closer than 40 feet from a building. A fire hydrant shall be located within 50 of the fire department connection for buildings protected with a fire sprinkler system. The size and number of outlets required for the approved fire hydrants are (6" x 4" x 2 ½" x 2 ½") (CFC 507.5.1, 507.5.7, Appendix C, NFPA 24-7.2.3)

153. Prior to issuance of Certificate of Occupancy or Building Finla, "Blue Reflective Markers" shall be installed to identify fire hydrant locations in accordance with City specifications. (CFC 509.1)

154. Prior to issuance of Building permits, the applicant/developer shall furnish one copy of the water system plans to the Office of the Fire Marshal for review and approval.

- The required water system, including fire hydrants, shall be installed, made serviceable, and be accepted by the Office of the Fire Marshal prior to beginning construction. They shall be maintained accessible.

155. Existing fire hydrants on public streets are allowed to be considered available. Existing fire hydrants on adjacent properties shall not be considered available unless fire apparatus access roads extend between properties and easements are established to prevent obstruction of such roads. (CFC 507, 501.3)

156. Fire safety during construction shall comply with the requirements of Chapter 33. (CFC Chapter 33 & CBC Chapter 33)

157. Requests for installation of traffic calming designs/devices on fire apparatus access roads shall be submitted and approved by the Office of the Fire Marshal.

In a letter dated September 23, 2019, Western Municipal Water District provided the following conditions of approval:

158. Compliance with water efficient landscape requirements per the March Joint Powers Authority Ordinance.

159. All applicable Added Facilities Charges (for water facilities), Sewer Connection Fees, and Meter Installation Fees must be paid as well as Cross Connection Testing and regulatory compliance approved prior to the installation of any water meter.

160. Proposed facilities for water, sewer, recycled water service, as well as onsite irrigation facilities must be designed by a Registered Civil Engineer, and reviewed and approved by Western. Deposit for plan check must be received prior to plan submittal and deposit for inspection must be received prior to plan submittal and deposit for inspection must be received prior to approval of the plans.

161. Western, as a member agency of Metropolitan Water District of Southern California (MWD) will enforce MWD's Plan for Water Use Efficiency Guideline requirements for water conservation.

162. The property is located within the 1837 and 1900 Pressure Zones. Currently, Western has an existing 18-inch water pipeline located in Van Buren Blvd. and Economic Dr. for service connection to the proposed project. There is an existing 2" recycled water lateral available to connect to for service.

163. Western has a tentative 12-inch recycled water pipeline in Van Buren Blvd. for service connection to the proposed project. There is an existing 2" recycled water lateral available to connect to for service.

164. Western has a tentative 12-inch sewer pipeline in Van Buren Blvd. for service connection to the proposed project. There is an existing 8-inch sanitary sewer lateral available to connect to for service.

165. Any existing service laterals not utilized to serve the proposed project are required to be abandoned back to the main per Western Standards.

166. Developer to submit a 22" x 34" preliminary onsite and/or offsite plan of water, sewer and/or recycled water plan layout to Western before formal submittal of Water, Sewer, and/or Recycled Improvement Plans.

167. Preliminary water, sewer and/or recycled water plans shall show the following items:

a. Delineate all existing utility facilities (i.e. pipe diameter, pipe material, manholes, water meters, air/vac, blow-off, fire hydrants, valves, sewer, gas, communication, electrical, etc…

b. Delineate all easements within project boundaries.
c. Delineate all proposed and existing lots, streets, and storm drains.
d. Delineate all proposed water, sewer, and/or recycled water facilities within project boundaries. Include pipeline diameters and type of material.

168. Developer to submit a detailed engineer's construction cost estimate to Western for review and approval. Once approved, developer shall make a deposit for plan checking services for Water, Sewer and/or Recycled Water Improvement Plans.

169. Water, Sewer and/or Recycled Water Improvement Plans shall be designed per Western's Standard Specifications. Please review Western's Developer Handbook for submittal formats and requirements online at:

http://www.wmwd.com/162/Developer-Handbook

170. Water, Sewer and Recycled Water Commercial Plans for connections only shall be designed per Western's Standards and Specifications. Please review Western's Commercial Plan Check Package for Submittal formats and requirements online at:

http://www/wmwd.com/DocumentCenter/Home/View/237

171. Developer to submit grading plans for Western's review and approval before grading permit is issued.

172. The developer is responsible for installing, paying all costs and obtaining an encroachment permit from the local jurisdiction having authority over installation of water, sewer and/or recycled water facilities including laterals in the public right-of-way. If the customer chooses to cross private property then the customer is responsible to obtain private easements from adjacent property owners. Proof of private easement must be provided to Western prior to plan approval.

173. Provide and/or pay for all applicable cost and fees including connection facilities, relocation of facilities, and additional facilities that may be necessary to accommodate applicant's proposed water and sewer usage, while maintaining resiliency of pipelines within Western's distribution system. This may include the upsizing of pipelines, installation of a pressure reduction, and/or pump stations (subject to the application of appropriate credits for additional facilities provided by applicant).

174. For water, sewer and/or recycled water service by Western, the developer must comply with the "Standard Conditions," and all applicable Rules, Regulations, and General Policies of Western at the time of construction.

175. Contact Western's Development Services Department at (951) 571-7100.

**UNITED STATES POSTAL SERVICE**

176. Prior to the issuance of certificate of occupancy, the developer shall contact the U.S. Postal Service to determine the appropriate type and location of mailboxes.

## STANDARD MARCH JPA OPERATION MITIGATION MEASURES

To be placed on the cover sheet of all construction plan submittals

1. Future uses shall comply with all applicable permitting requirements for new or modified emission sources subject to SCAQMD rules and regulations.

2. All internal combustion engine-driven equipment will be properly maintained and tuned according to manufactures specifications.

3. Hazardous materials certified handler and disposal service shall conduct the disposal and servicing of any hazardous materials.

4. All landscaped areas shall be maintained in a healthy and thriving condition, free from weeds, trash and debris by the developer or the developer's successor-in-interest. The developer, or the developer's successor-in-interest, shall be responsible for maintaining any undeveloped portion of the site in a manner that provides for the control of weeds, erosion and dust.

5. Green waste generated by the Development shall be kept separate from other waste types in order that it can be recycled for onsite composting or directed to local wood grinding and/or composting facility.

6. Any graffiti located onsite shall be removed within 72 hours. The site shall be maintained in a graffiti-free state at all times.

# MARCH JOINT POWERS COMMISSION
## OF THE
## MARCH JOINT POWERS AUTHORITY

## *MJPA - Public Hearing*
## *Agenda Item No. 10a*

**Meeting Date:** November 13, 2019

**Action:** **TAKE THE FOLLOWING ACTIONS AS THEY PERTAIN TO THE MS PRIME SIX PROJECT 1) ADOPT RESOLUTION #JPA 19-25 FOR AN ADDENDUM TO THE MERIDIAN SPECIFIC PLAN AMENDMENT (SP-5) FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT (SCH# 2009071069); 2) ADOPT RESOLUTION #JPA 19-26 APPROVING GENERAL PLAN AMENDMENT (GP 19-01); APPROVE PLOT PLAN AMENDMENT (PP 17-04, AMENDMENT 1) FOR 5 SPECULATIVE BUILDINGS WITH A COMBINED TOTAL OF 97,467 SQUARE FEET OF DEVELOPMENT ON 7.12 ACRES, SUBJECT TO CONDITIONS OF APPROVAL; APPROVE CONDITIONAL USE PERMITS (CUP 19-01), (CUP 19-02), (CUP 19-03), (CUP 19-04) AND (CUP 19-05) TO ALLOW BUILDING 1 THROUGH BUILDING 5 TO OPERATE AS BUSINESS ENTERPRISE USE WITHIN THE MIXED USE ZONE; 3) INTRODUCE AND WAIVE THE FIRST READING OF ORDINANCE #JPA 19-04 APPROVING MERIDIAN NORTH CAMPUS SPECIFIC PLAN NO. 5, AMENDMENT NO. 5 (SP 19-01, A5) AND DIRECT STAFF TO PLACE THIS ITEM ON A FUTURE COMMISSION AGENDA FOR THE SECOND READING AND FORMAL ADOPTION; AND 4) DIRECT STAFF TO FILE A NOTICE OF DETERMINATION PURSUANT TO THE MARCH JPA LOCAL CEQA GUIDELINES**

**Recommended Actions**:

1. Adopt Resolution #JPA 19-25 for an addendum to the Meridian Specific Plan Amendment (SP-5) Final Subsequent Environmental Impact Report (SCH# 2009071069); and

2. Adopt Resolution #JPA 19-26 approving General Plan Amendment (GP 19-01), approve Plot Plan Amendment (PP 17-04, Amendment 1) for 5 speculative buildings with a combined total of 97,467 square feet of development on 7.12-acres, subject to Conditions of Approval; approve Conditional Use Permits (CUP 19-01), (CUP 19-02), (CUP 19-03), (CUP 19-04) and (CUP 19-05) to allow Building 1 through Building 5 to operate as Business Enterprise uses within the Mixed Use Zone; and approve Tentative Parcel Map 19-01 (TPM 19-01) to subdivide Unit 4, Lot 12 into five (5) standalone parcels; and
3. Introduce and Waive the First Reading of Ordinance #JPA 19-04, approving the Meridian North Campus Specific Plan No. 5, Amendment No. 5 (SP 19-01, A5) and direct staff to place this item on a future Commission agenda for a second reading and formal adoption; and
4. Direct staff to file a Notice of Determination pursuant to March JPA's Local CEQA Guidelines.

**Applicant:** MS Prime Six c/o Silagi Development

**Background:**

On April 22, 2019, the Applicant submitted the following applications for consideration:

- **General Plan Amendment (GPA 19-01)**: A proposal to amend the General Plan Land Use Map in order to accommodate the proposed zone change as part of the Specific Plan Amendment as described below.
- **Specific Plan Amendment (SPA 19-01, Amendment 5):** A proposal to amend the Meridian North Campus Specific Plan SP-5 in order to modify text and figures as part of the applicant's proposal to re-zone Unit 4, Lot 9 and Unit 4, Lot 12 from their existing Office (OF) zoning designations to the Mixed Use (MU) zoning designation.
- **Plot Plan Amendment (PP 17-04, Amendment 1):** A proposal to amend the previously approved Design Plan 17-04, which entitled a two-story office building comprised of 74,922 sf, for the development of five concrete tilt-up buildings ranging from 15,115 sf to 22,036 sf for a total of 91,987 sf on Unit 4, Lot 12.
- **Conditional Use Permits (CUP 19-01 through 19-05):** In conjunction with the Plot Plan Amendment application (PP 17-04, A1), the applicant is seeking the approval of five (5) conditional use permits in order to allow Buildings 1 through 5 of Unit 4, Lot 12 to potentially operate as a Business Enterprise use which is considered a conditionally permitted use in the MU zoning district.
- **Tentative Parcel Map (TPM 19-01):** As part of proposed project, the Applicant wishes to further subdivide Unit 4, Lot 12 into five (5) separate parcels pursuant to the Subdivision Map Act by filing a Tentative Parcel Map application.

**Technical Advisory Committee (TAC):**

The MS Prime Six project went before the TAC on October 7, 2019. Provided below is a summary of changes made to the project discussed at the November 04, 2019 meeting. No additional changes were requested following the November 04, 2019 TAC meeting.

*Traffic*: At the request of City of Moreno Valley TAC member, MJPA staff routed the MS Prime Six traffic documents to the County of Riverside and cities of Riverside and Moreno

Valley for review. After further technical review, the cities and county determined that no additional changes were required and the traffic analysis conducted for the project was sufficient.

*Building Elevations*: At the request of City of Perris TAC member, additional glass was recommended to be added to the south elevation of Building's 1 through 3 and building end caps. As a result, the building elevations were revised and routed to the City of Perris for further review. In an email dated October 22, 2019, City of Perris staff acknowledged support with the revised building elevations. Provided as Attachment 2 A (11) is the revised building elevations.

*Fences/Screen walls*: At the request of City of Riverside TAC member, additional clarification was requested on the location of the proposed onsite fencing and whether any outdoor storage is permitted. Attachment 2 A (10) depicts the locations of the proposed 12-foot high screen wall and 8-foot high fence. For consistency with other projects in the Meridian development area, all onsite screen walls and fences must be consistent with the MJPA standard detail found in Attachment 2 A (13). The proposed project is designed as five speculative buildings with no tenants known. Any outdoor storage would require the approval of a Conditional Use Permit by the Joint Powers Commission.

**[FIGURE ON FOLLOWING PAGE]**

## FIGURE 1: PROJECT LOCATION




## General Plan Amendment Overview:

March JPA's General Plan was adopted in 1999 to design and implement the 1997 March Air Force Base Master Reuse Plan, which included the disposal and redevelopment of approximately 4,400 acres of the former March Air Force Base. The General Plan identifies land use, circulation, environmental, economic, and social goals and policies as they relate to land use and development. The March JPA General Plan was amended on February 19, 2003 to be consistent with the March Business Center Specific Plan. The General Plan Land Use Map designates the Project property as appropriate for an Office use, as identified by Resolution #JPA 03-02. However, the applicant is proposing an amendment to the General Plan Land Use Map in order to modify the zoning of the Unit 4, Lot 9 and Unit 4, Lot 12 from its existing Office zoning designation to the Mixed Use zoning designation. Figure's 2 and 3 below illustrate the existing and proposed zoning designations for these parcels.

## FIGURE 2: EXISTING GENERAL PLAN LAND USE MAP

MARCH BUSINESS CENTER – SPECIFIC PLAN AMENDMENT

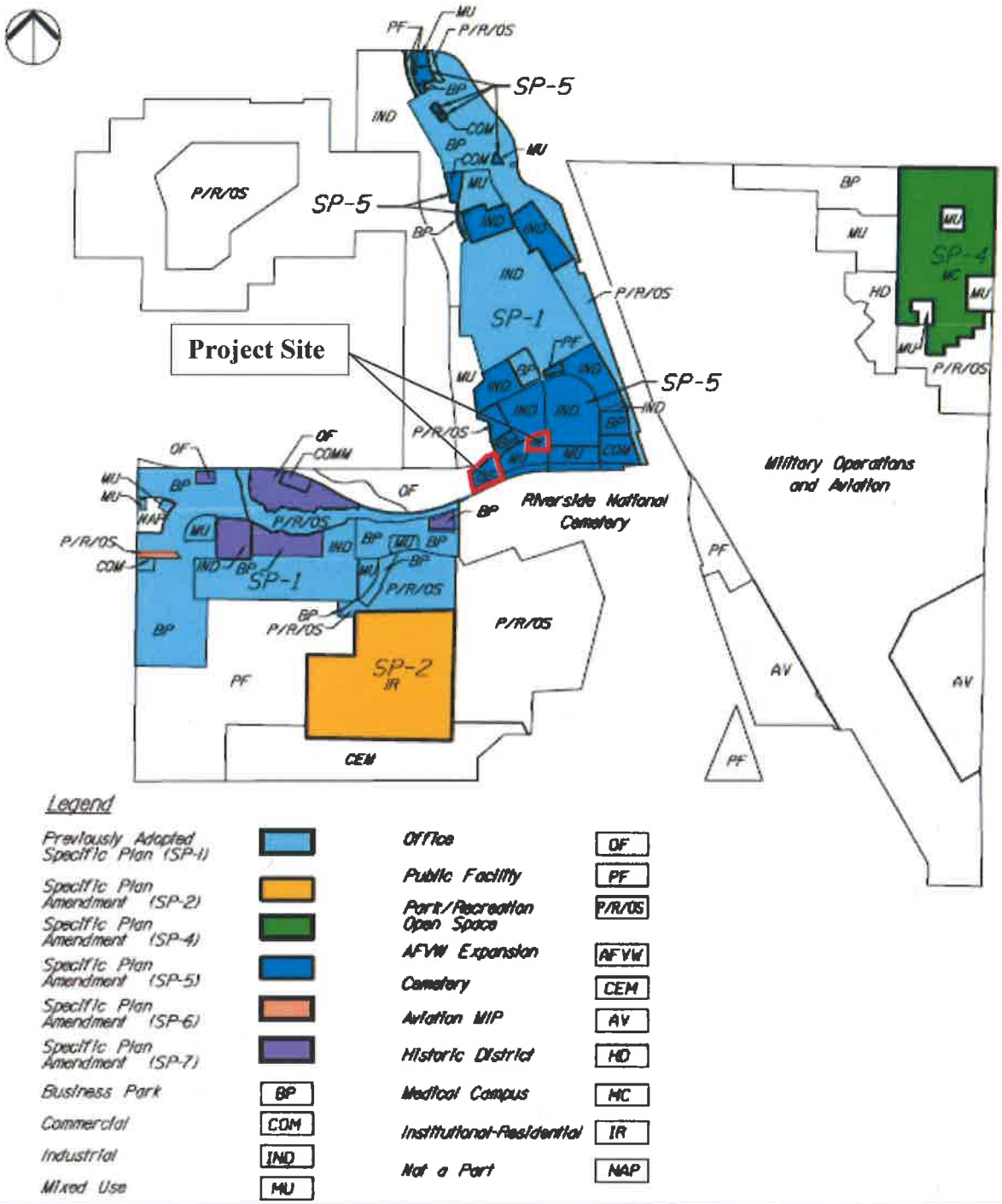



FIGURE II-3

EXISTING GENERAL PLAN LAND USES

**Preparation Date: November 7, 2019**

## FIGURE 3: PROPOSED GENERAL PLAN LAND USE MAP

**MARCH BUSINESS CENTER - GENERAL PLAN AMENDMENT**

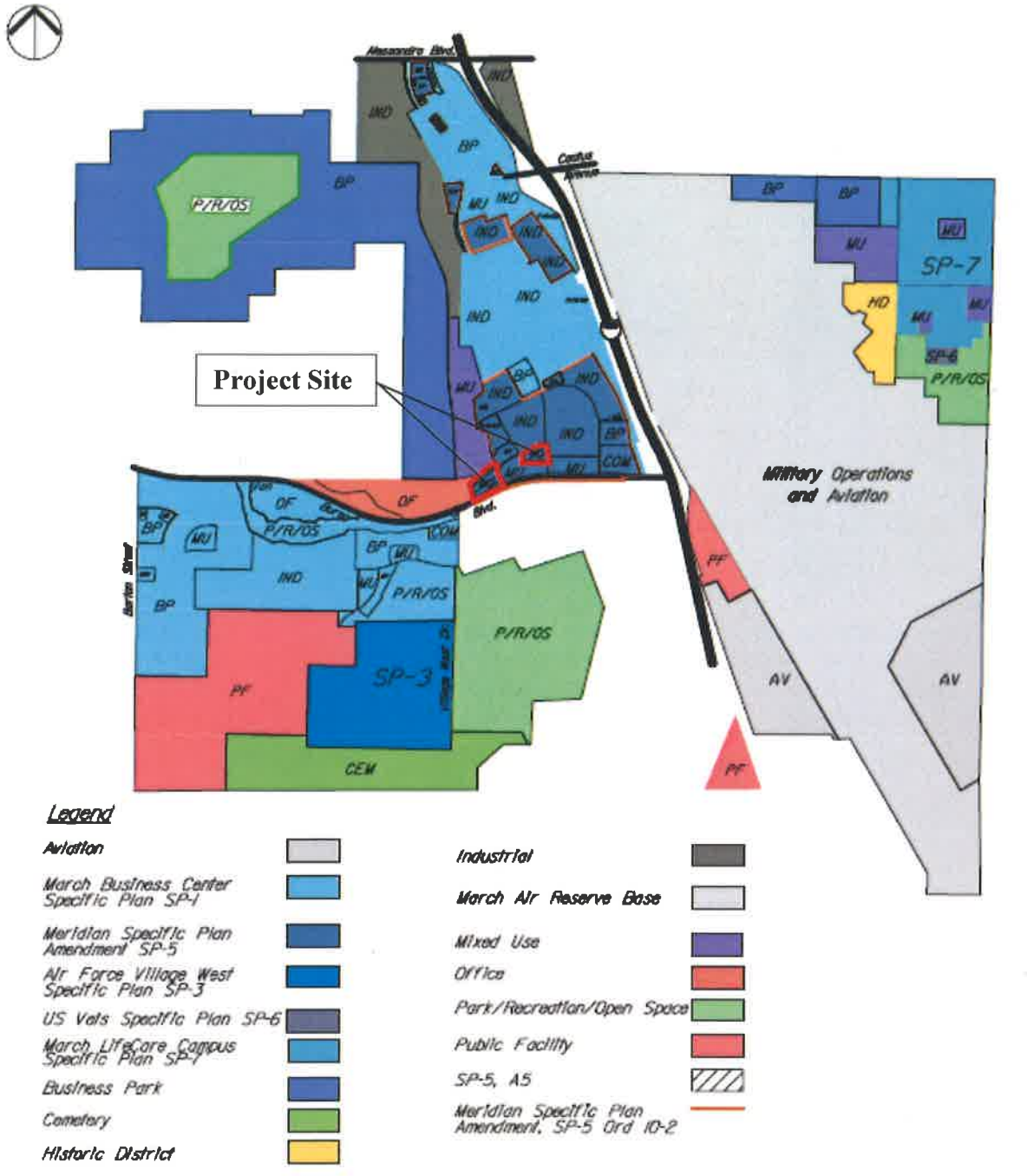



FIGURE II-3A

**PROPOSED GENERAL PLAN LAND USES**

**Preparation Date: November 7, 2019**

To account for the proposed change in zone, Table I-I "Buildout March JPA Planning Area Proposed with SP-5, A4" of the General Plan will need to be updated in order to shift the projected square footage from the Office zoning designation to the Mixed Use zoning designation. Specifically, 10.10-acres of Office would be shifted to Mixed Use for a total of 116.05-acres and 991,730 sf of Office and 108.95-acres or 1,302,270 sf of Mixed Use. Table I-I of the March JPA General Plan is provided in Track Changes below to clearly show the proposed shift in gross acres and building capacity from Office (OF) to Mixed Use (MU).

## FIGURE 4: EXISTING TABLE I-I "BUILDOUT MARCH JPA PLANNING AREA PROPOSED WITH SP-5, A5"

**TABLE 1-1**
**BUILDOUT MARCH JPA PLANNING AREA**
**PROPOSED WITH SP-5, ~~A4~~A5**

| | | Intensity | | |
|---|---|---|---|---|
| | Acres | | | |
| Land Use Designation | GROSS | MAX | AVG | Buildout Capacity sf |
| INDUSTRY | | | | |
| Business Park | 1,313 | 0.75 | 0.20 | 11,115,000 |
| Industrial | 624 | 0.60 | 0.15 | 7,827,000 |
| | | | SUBTOTAL | 18,942,000 |
| COMMERCE | | | | |
| Medical Campus (a) | 236 | 1.25 | 0.39 | 4,000,000 |
| Office | ~~126.15~~116.05 | 0.75 | 0.30 | ~~1,116,587~~991,730 |
| Mixed Use | ~~98.85~~108.95 | 0.60 | 0.27 | ~~1,177,413~~1,302,270 |
| Commercial | 43 | 0.60 | 0.30 | 222,000 |
| | | | SUBTOTAL | 6,516,000 |
| PUBLIC | | | | |
| Park/Recreation/Open Space | 789 | 0.25 | 0.002 | 69,000 |
| Public Facility | 441 | 0.50 | 0.10 | 1,365,000 |
| | | | SUBTOTAL | 1,434,000 |
| SPECIAL | | | | |
| Military Operations | 2,102 | n/a | n/a | 2,500,000 |
| Aviation | 316 | 0.40 | 0.15 | 1,445,321 |
| Historic District | 58 | 2 du/ac | 2 du/ac | 111 units |
| AFVW | 220 | 0.60 | 0.15 | 1,437,000 |
| Cemetery Expansion | 160 | 0.10 | 0.005 | 24,394 |
| | | | SUBTOTAL | 5,406,715 sf<br>111 units |
| | | | TOTAL | 32,298,715 sf<br>111 units |

(a) Medical Campus capacity does not include square footage allocated to parking garage
ac - acre sf - square feet du/ac dwelling unit per acre
FAR floor area ratio based on average intensity
Includes GPA 02-01, GPA 04-01, GPA-14-01, GPA- 15-02, ~~&~~ GPA 17-02 , & GPA 19-01

The proposed changes to both the General Plan Land Use Map and Table I-I are found consistent with the objectives of developing Mixed Use Land Uses within the March Business Center (Meridian) Development as identified in Resolution #JPA 19-26 (Attachment 2).

**Specific Plan Amendment Overview:**

The March Business Center Specific Plan was amended on July 21, 2010 ("Meridian Specific Plan Amendment") to revise the framework of development within a 257.7-acre portion of the original Specific Plan's North Campus. The Specific Plan Amendment (SP-5, aka "Meridian") maintained the original Specific Plan land use designations that included Business Park, Industrial, Commercial, Office, Mixed Use, and Park/Recreation and Open Space, but made minor modifications to increase the land area available for Mixed Use and Commercial development.

A Subsequent Environmental Impact Report (SEIR) was completed to analyze the changes under the Specific Plan Amendment and incorporated a land use and traffic budget system that would assure compatibility between proposed projects and the future buildout scenario analyzed within the SEIR. As such, individual development applications are reviewed for consistency against the analyzed traffic counts (truck and passenger vehicles) and air quality emissions within the SEIR. Any changes to the analyzed emissions or traffic expectations within the Specific Plan Amendment would trigger further CEQA analysis.

In addition to the proposed General Plan Amendment (GP 19-01), the Applicant is proposing an amendment to the Meridian North Campus Specific Plan (SP-5) in order to allow for a zone change on Unit 4, Lot 9 (a separate 2.98-acre parcel) and Unit 4, Lot 12 from its existing Office (OF) zoning designation to the Mixed Use (MU) zoning designation. In order to accomplish the zone change to these lots, the following changes to the Specific Plan will need to be accomplished:

> 1) to allow for a zone change of approximately 9.87-acres from SP-5 OF to SP-5 MU, 2) modify three figures in the Specific Plan; Figure II-3A "Proposed General Plan Land Uses" would be revised to identify the changes to the General Plan land uses proposed by the Project, Figure II-4A "Proposed Zoning Map for the North Campus" would be revised to identify the zoning changes proposed by the Project, and Figure V-4 "Proposed Planning Areas and Regions" would be revised to identify the zoning changes proposed by the Project. This Specific Plan Amendment, as attached to Ordinance #JPA 19-04, presents all revisions in a strike-through/underline format so the reader can quickly identify all changes from the previously adopted Specific Plan.

As per Senate Bill 18, Request for Consultation letters were circulated to seventeen (17) local Native American tribes identified on a list provided by the Native American Heritage Commission. The March JPA received six (6) tribal letters requesting government-to-government consultation. As a result, additional mitigation measures were added to the Cultural Resources section of the Initial Study for on-site monitoring by the Soboba tribe to occur during precise grading activities.

**Development Overview:**

*Unit 4, Lot 12*

On November 15, 2017, the March Business Center Design Implementation Committee approved Design Plan 17-04 for the development of a two-story approximately 74,922 square foot speculative office building to be located in the OF zoning designation of the Meridian North Campus Specific Plan (SP-5). The project was found to be consistent with the approved

Specific Plan development standards, March Business Center Design Guidelines and the Certified Subsequent Meridian Specific Plan EIR and Mitigation Measures. A comprehensive ministerial checklist was prepared and the project was found to be consistent with the Certified Environmental Impact Report for the Meridian Specific Plan (SCH#2009071069), March Business Center Design Guidelines and the Meridian Specific Plan (SP-5). A site plan of the previously approved Design Plan PP 17-04 is provided below.

**FIGURE 5: PREVIOUSLY APPROVED DESIGN PLAN 17-04**




The Applicant is now requesting an amendment to the previously approved Design Plan by proposing the development of five (5) speculative buildings designed as small warehouse in a business park setting. Building's 1 through 5 range in square footage at 15,115 sf to 22,036 sf and are designed to accommodate single tenants. Building height is proposed at 34 feet with no second floor or mezzanine. Additionally, each building offers one (1) grade level door and three (3) dock high doors.

Access to the Project site would be provided at two (2) locations, 1 right-in, right-out driveway off Van Buren Boulevard and 1 full turning movement driveway off Economic Way. In order to adhere to the March JPA Truck Route Ordinance #JPA 17-06, all trucks consisting of two-three axles leaving the Project site must head east on Economic Way. Additionally, "No Truck Access" striping and signage will be provided on site to assure trucks do not travel west from the Project site on Van Buren Boulevard. Condition of Approval #54 and #55 will ensure these requirements are met.

The Meridian Specific Plan (SP-5) identifies Van Buren Boulevard as a scenic corridor. Enhanced landscaping is proposed for the lots fronting the Boulevard which includes a 20-foot landscape easement on-site, a 6-foot landscape easement within the public right-of way, and an 8-foot wide multi-use trail. The proposed landscape is consistent with the landscape for the projects approved along Van Buren Boulevard. Additionally, pedestrian-scale lighting will be

provided also consistent with the other projects along Van Buren Boulevard. No outdoor storage is anticipated or proposed.

**FIGURE 6: PROPOSED SITE PLAN**

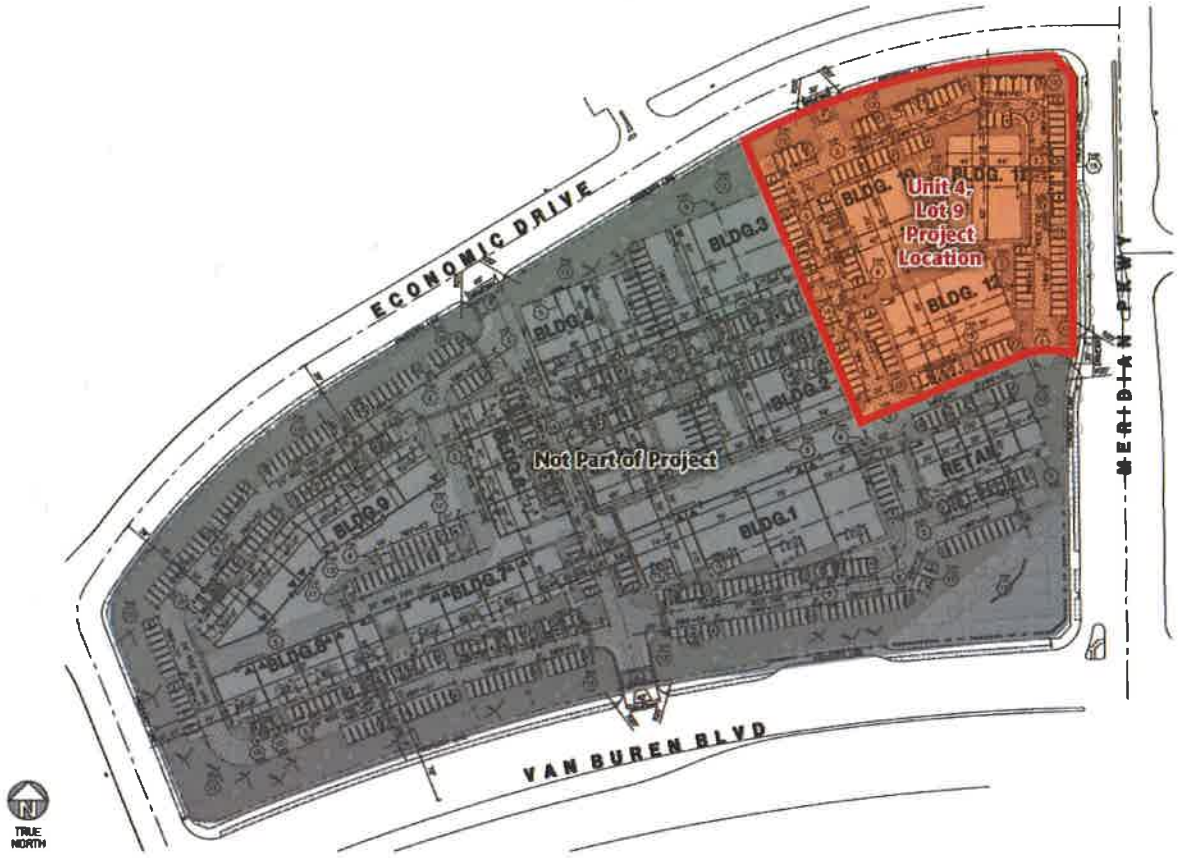



*Unit 4, Lot 9:*

The applicant is also proposing a Specific Plan Amendment and Zone Change to both Unit 4, Lot 12 and Unit 4, Lot 9. The development of Unit 4, Lot 9 was approved through Plot Plan 17-05 by the Joint Powers Commission on September 12, 2018. The applicant proposed minor changes to previously approved Plot Plan 17-05, specifically to Unit 4, Lot 9, to convert the two-story office building into 3 single-story office buildings. Accordingly, modifications were made to the building elevations, setbacks, parking layout, and landscaping. Per the March JPA Development Code 9.02.280, the March JPA determined that the proposed changes were in substantial conformance with Plot Plan 17-05. On April 11, 2019, the March JPA Planning Director approved Determination of Substantial Conformance No. 1 to Plot Plan 17-05and pursuant to CEQA and a Notice of Exemption was filed with the Riverside County Clerk's Office on April 11, 2019.

The development of Buildings 10, 11, and 12 located on Unit 4-Lot 9 were approved separately and are not included as a part of the proposed project. The requested zone change for Unit 4, Lot 9 from "Office" (OF) to Mixed Use (MU) would allow for Buildings 10, 11, and 12 to operate with a range of permitted uses for the Mixed Use (MU) zone. Figure 7 below shows the approved site plan for the Unit 4, Lot 9 development.

## FIGURE 7: MS VAN BUREN II – DEVELOPMENT B PROJECT




**Surrounding Area/Land Use:**

| Location | GP Designation/Zoning | Existing Land Use |
|---|---|---|
| **North** | **General Plan Designated: Mixed Use** | **Recorded Conservation Easement** |
| **West** | General Plan Designated: Office | Recorded Conservation Easement |
| **South** | **Federal Property** | **Riverside National Cemetery** |
| **East** | Meridian North Campus (SP-5)/Mixed Use | Approved Mixed Use development comprised of 13 buildings |

**Compliance with Development Standards:**

| Proposed Development | | |
|---|---|---|
| **Development Standard** | **Minimum/Maximum Required** | **Proposed Development** |
| **Building Area for Buildings** | N/A | 5 buildings with a combined total of 91,987 SF |
| **Gross Site Area** | 30,000 square feet (minimum) | 5 buildings with a combined total gross site area of 309,954 SF |
| **Number of Buildings (range in size)** | N/A | **5 Buildings**<br>Building 1: 15,115 SF<br>Building 2: 18,594 SF<br>Building 3: 19,931 SF<br>Building 4: 22,036 SF<br>Building 5: 16,311 SF |
| **Floor Area Ratio (Maximum)** | 40% | 29.6% |
| **Setbacks** | **Mixed Use:**<br>Front Yard-20 ft.<br>Interior Side Yard- 0 ft.<br>Street Side Yard- 15 ft.<br>Rear Yard- 10 ft. | **Mixed Use:**<br>Front Yard- 120 ft.<br>Interior Side Yard- 144 ft.<br>Street Side Yard- 36.5 ft (Meridian Parkway) and 96 ft. (Economic Way)<br>Rear Yard- 36 ft. |
| **Landscape Required (Minimum)** | 20% or 61,991SF | 31.4% or 97,467 SF |
| **Building Height (Maximum)** | **Mixed Use:**<br>50 feet/ Up to 3 stories | **Mixed Use:**<br>34 feet/ 1 story |
| **Parking** | 108 stalls | 131 stalls (of which 10 are designed as ADA parking stalls) |

Traffic associated with the Specific Plan Amendment is managed using a system of Planning Areas and Planning Regions. Each Planning Area is allocated a traffic generation "budget" based on land uses. As determined and analyzed under the SEIR, the Meridian Specific Plan Amendment (SP-5) accounted for a total combined external traffic budget of 45,419 daily passenger trips and 3,890 daily truck trips within the Specific Plan Amendment Area as illustrated on Appendix C of the Specific Plan. The Project site is located within Planning Area 6 and Planning Region C and accounted for 8,328 passenger car average daily trips (ADT), 7,539 external ADT and 294 truck ADT within the Specific Plan Amendment Area. The Meridian Specific Plan Amendment (SP-5) originally assumed Unit 4, Lots 12 would accommodate office uses only, which estimated a total of 3,893 daily trips and no truck trips. With the Applicant's proposal to amend the Meridian Specific Plan (SP-5) to rezone Unit 4, Lot 12 to Mixed Use, the potential users of the proposed buildings would become more diverse than what was analyzed. Thus, a traffic consistency assessment was completed by Kimley-

Horn and Associates dated July 11, 2019 to review the Project's consistency with the trips that were previously analyzed for Unit 4, Lot 12 in the Meridian (SP-5) FSEIR.

Trip generation for the proposed development was calculated in accordance with the Meridian SPA, which used the Institute of Transportation Engineers, Trip Generation Manual, 8th Edition (ITE, 2008) and the Fontana Truck Trip Generation Study (2003). Additional analysis was also conducted as a recent version of the ITE Trip Generation Manual was released since the preparation of the Meridian SPA. A comparison of the rates can be found in Attachment 2 A(16) concluding that the rates for the uses associated with the Project remained the same or reduced with the updated trip generation manual projections.

Due to the inherent design of the Project site and its proposed land uses, it was assumed that 2% of business park trips would be delivery trucks or other smaller trucks that may be diesel powered. These trips were accounted for in the trip generation by using a passenger car equivalent of 2.0 cars per two and three axle trucks. No four-plus axle trucks are anticipated.

Using the 2.0 Passenger Car Equivalent (PCE) scenario, the Project would generate 1,001 external passenger car ADT and 46 PCE in trucks trips, for a total daily trip generation of 1,047 PCE's. As discussed previously, the Meridian SPA originally assumed this lot would generate 3,893 gross ADT or 3,387 external ADT accounting for 13% of internal capture. Total remaining trips available to Planning Region C, Planning Area 6 is 138 external ADT and 185 truck trips, however with the approval of the Project, this Planning Area would be built-out. Based on the assessment of consistency, and the attached Initial Study, the proposed Project complies with the Trip Generation requirements of the Specific Plan Amendment, as listed below:

| | **External ADT** | **Truck Trips** |
|---|---|---|
| **Existing Remaining Planning Area Allowance** | 1,185 | 185 |
| **32,628 SF Office; 9,054 SF Retail; 5,970 SF Restaurant/Café; 114,389 SF of Business Park.** | 1,047<br><br>(1,001 external passenger cars + 46 truck PCEs) | 23*<br><br>Converted to 46 PCE (all external) |
| **Remaining Planning Area Allowance After Project** | 138 | 185 |

The proposed development is consistent with the traffic monitoring plan and trip generation allowance designated for Planning Area 6, Planning Region C in the Meridian Specific Plan (SP-5) FSEIR.

At the request of the TAC, MJPA staff routed the MS Prime Six traffic documents to the County of Riverside and cities of Riverside and Moreno Valley for review. After further technical review, the cities and county determined that no additional changes were required and the traffic analysis conducted for the project was sufficient.

Additionally, the project is conditioned to pay its fair-share fee of $14,423 towards the future traffic signal to be located at Meridian Parkway and Economic Way. Condition of Approval (COA) #31 of the attached Exhibit B will require that the fair-share fee be paid prior to building permit issuance.

The project conforms to the required development standards from the March Business Center (Meridian) development, inclusive of site landscaping, FAR and parking requirements. The development of the site into five (5) speculative buildings for a mix of uses is consistent with the permitted uses allowed for this zoning district.

Conformance with March Business Center Design Guidelines:

The March Business Center Design Guidelines establishes the design requirements for all Projects within the March Business Center (Meridian) development. The Guidelines institute criteria for site planning, architecture, landscaping, lighting and project signage. The following summarizes the consistency with the criteria:

*Site Planning:*
The proposed Project meets all minimum development standards. Specifically, the floor area ratio and landscape requirements are compliant with the Meridian North Campus Specific Plan (SP-5). Employee parking, carpool, bicycle and ADA parking spaces provided on the proposed site plan (Sheet A1.1) meet the minimum parking standards required of warehouse uses. Federal Aviation Administration (FAA) Part 77 calculations were submitted to the FAA pursuant to 49 U.S.C. Section 44718 and Title 14 of the Code of Federal Regulations (Part 77), and on July 29, 2019, the FAA issued a Determination of No Hazard To Air Navigation acknowledging that the proposed structure "Does not exceed obstruction standards and would not be a hazard to air navigation." Any modifications as it relates to an increase in the building structure height must be submitted to the FAA under a 7460-2, Part 2 review process.

A Preliminary Water Quality Management Plan (WQMP) has been submitted and approved for the site. A Final Water Quality Management Plan will be signed and notarized upon the completion of site construction and prior to Certificate of Occupancy. A conceptual drainage study has been completed for the site and has been reviewed by March JPA's Engineering Department, NPDES consultant – CGRME and the Riverside County Flood Control and Water Conservation District.

*Architecture/Color Palette:*
Staff has reviewed the proposed building architecture, color palette and glazing, and has concluded that the proposed project complies with the requirements of the March Business Center Design Guidelines. The proposed speculative buildings will be constructed as concrete tilt-up walls consisting of an earth tone exterior color palette with prominent field and base colors. Accent colors will be integrated to add further interest to the design of each building. All roof mounted equipment will be screened by the height of the parapet. Variation in parapet height combined with the contrasting field, base, and accent colors emphasize the building's architectural elements. All proposed glazing is provided to enhance building frontage and is not to exceed a reflectance rate of 25%. Additional architectural details include a metal canopy suspended over each building entrance.

*Site Landscaping:*
The Meridian North Campus Specific Plan (SP-5) requires a minimum of 20% of the Project site to be landscaped or 61,991 sf. The project site has exceeded the minimum landscape requirement by providing 31.4% of landscaping or 97,467 sf. Additionally, all landscaping is required to be consistent with the March Business Center Design Guidelines, Section 6.0 Landscaping and the Compensatory Mitigation and Monitoring Plan (CMMP) as this project

site is adjacent to the recorded Least Bell's Vireo habitat area. Therefore, all landscape proposed must be non-invasive, native species. It is determined that the proposed drought tolerant landscape palette is consistent with the landscape requirements of the Meridian North Campus (SP-5) and the CMMP.

*Site Signage:*
All signage is required to be consistent with the March Business Center Design Guidelines, including building signage and freestanding signage. To date, Project signage has not been submitted but is required to be approved by March JPA planning staff prior to construction of any on-site signage. A future sign program/sign permit application is required (COA #15) prior to the issuance of a sign permit or the placement of any signage at the site.

*Exterior Lighting:*
Given the proximity to the airport, the March Business Center Design Guidelines provide specific requirements for all on-site lighting to be fully shielded fixtures (no light emitted above horizon) that meet the following standards:

- High pressure or low-pressure sodium lighting;
- Maximum of 750 watts;
- Maximum fixture height of 25' above finished grade; and
- Maximum lighting of 0.5 candle/foot$^2$ at the property line.

LED lighting is also permitted; however the LED lighting must be at or within 100 Kelvin of 2,700 Kelvin. This information is noted in the site plan notes and identified on Page A0.1 of Project plans. Accordingly, all exterior lighting must comply with the exterior lighting requirements of the March Business Center Design Guidelines and the CMMP during the time of construction plan submittal. All proposed lighting will be required not to spill out into the conservation easement.

**Airport Compatibility:**

The Compatibility between the airport and its surrounding environment is evaluated in terms of four aeronautical factors: noise, overflight, safety, and airspace protection. These factors are compiled and used to designate compatibility zones in the Joint Land Use Study (JLUS), which was adopted as a portion of the Meridian North Campus Specific Plan Amendment (SP-5). The proposed development is located in Compatibility Zone C1. Compatibility Zone C1 is considered the Primary Approach/Departure Zone with an average 100 people/acre and 250 people/in the most concentrated single acre. The proposed Project was submitted and reviewed by the Riverside County Airport Land Use Commission (ALUC). On October 10, 2019 the Riverside County Airport Land Use Commission found the Project "Consistent" with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan with Conditions. Provided as an Attachment 2 A (25) is a copy of the memo from the Riverside County ALUC regarding the consistency determination for ZAP1382MA19.

**Conditional Use Permits (CUP 19-01) through (CUP 19-05):**

The Applicant is pursuing the approval of five (5) Conditional Use Permits to allow speculative building's one (1) through five (5) to potentially operate as a Business Enterprise use in the Mixed-Use zone. Business Enterprise uses are considered a conditionally permitted use in the Mixed-Use zone and requires a Conditional Use permit. The March Joint Powers

Commission has the authority to grant the Conditional Use Permits following public notice and a public hearing pursuant to March JPA Development Code Section 9.02.060 and Section 9.02.200. Listed below are the required findings (in *italics*) and how the applicant meets each of the required criteria necessary for the Commission to grant the Conditional Use Permits:

1. *The proposed Project is consistent with the goals, objectives, policies and programs of the March JPA General Plan because* the proposed Project is a part of a balanced mix of land uses that contribute to the regional setting and expands upon the existing physical and economic potential of the General Plan and the Meridian Specific Plan Amendment (SP-5) and will systematically implement the goals and objective of the General Plan and the Meridian Specific Plan (SP-5); and

2. *The proposed Project complies with all applicable zoning and other regulations because* the Project complies with all the requirements of Section 9.02.060 and 9.11.070 of the March JPA Development Code and the requirements of the Meridian Specific Plan (SP-5); and

3. *The proposed Project will not be detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity because* the Project is consistent with Chapter 9.05 (Industrial Districts), Chapter 9.13 (Specific Plan) and the Meridian Specific Plan Amendment (SP-5). The Project will include Business Enterprise and Business Park uses and shall be limited to 100 average people/acre and 250 people/single-acre since the Project is located in Airport Compatibility Zone C1 as per the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan adopted on November 13, 2014; and

4. *The location, design, and operation of the proposed Project will be compatible with existing and planned land uses in the vicinity* as the Project is consistent with the requirements of the Meridian Specific Plan Amendment (SP-5), which ensures that the proposed development is compatible with existing and planned development in the vicinity.

**Tentative Parcel Map (TPM 19-01):**

The Applicant is pursuing the approval of a Tentative Parcel Map (TPM 19-01) for the subdivision of Unit 4, Lot 12 of Tentative Map 30857-4 into five (5) separate parcels. The March Joint Powers Commission has the authority to grant the Tentative Parcel Map request following public notice and a public hearing pursuant to March JPA Development Code Section 9.14.050, Section 9.14.070, and Section 9.02.200. Listed below are the required findings (in *italics*) and how the applicant meets each of the required criteria necessary for the Commission to grant the Tentative Parcel Map:

1. *The Tentative Parcel Map 19-01 (TPM 19-01) is consistent with the March JPA General Plan and the Meridian North Campus Specific Plan (SP-5) because* the Project site is designed to minimize land use conflicts and achieve maximum land use compatibility while improving or maintaining the desired integrity of the Planning Area and subregion; and

2. *The design or improvement of the Tentative Parcel Map 19-01 (TPM 19-01) is consistent with applicable March JPA General Plan and Meridian North Campus Specific Plan (SP-5) because* the Project site is designed in accordance with Section G. Development Regulations of the Specific Plan; and

3. *The site of the Tentative Parcel Map 19-01 (TPM 19-01) is physically suitable for development because* the Project proposes the development of five buildings for uses such as Business Enterprise and Business Park to be located in the Mixed Use zoning designation of the Meridian Specific Plan (SP-5).

4. *The design of Tentative Parcel Map 19-01 (TPM 19-01) or its proposed improvements are not likely to cause substantial environmental damage to or substantially unavoidably injure fish or wildlife or their habitat because* no development would occur within any significant habitat or impact a rare or endangered species of plant, animal, or insect, or any fragile or unique biotic community; and

5. *The design of the Tentative Parcel Map 19-01 (TPM 19-01) or its proposed improvements are not likely to cause serious public health problems because* all development and public improvements will be performed per the applicable standards and codes, while promoting the safe use of alternative transportation modes; and

6. *The design of the Tentative Parcel Map 19-01 (TPM 19-01) and the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision because* no such easements currently exist within the Project site; and

7. *Land is not subject to a contract entered pursuant to the California Land Conservation Act of 1965*; and

8. *The Tentative Parcel Map 19-01 (TPM 19-01) and the associated design and improvements are consistent with all applicable ordinances* as the Project is designed consistent with the provisions and standards of the Meridian North Campus Specific Plan (SP-5) previously adopted by ordinance through the Joint Powers Commission; and

9. *The design of the Tentative Parcel Map 19-01 (TPM 19-01) provides a shift in land uses* to more efficiently accommodate Mixed Use; and

10. *The discharge of waste into an existing sewer system from development proposed in the Tentative Parcel Map 19-01 (TPM 19-01) will not cause a violation of existing requirements prescribed by the local water quality control board because* the Project will improve existing sewer system capacity to support local and regional growth; and

11. *The effect of the Tentative Parcel Map 19-01 (TPM 19-01) on the housing needs of the region were considered and balanced against the public service needs of residents, and the available fiscal and environmental resources because* the Project facilitates the construction of a regional job center that will improve residents' ability to live where they work which yields a higher quality of life and more sustainable communities.

**CEQA Analysis:**

Master Environmental Impact Report (EIR)

The potential environmental effects of the re-development of the excessed land from the former March Air Force Base (4,400-acres) described in the March JPA General Plan, were evaluated in the March JPA Master EIR, which was certified on March 15, 1999. The Master EIR identified significant unavoidable impacts to biology (Stephen's kangaroo rat habitat)

solid waste (effects on regional landfill capacity) and significant unavoidable cumulative impacts to air quality (air pollutant emissions within a non-attainment area); thus the Master EIR was adopted with a Statement of Overriding Considerations. The Master EIR (MEIR pg. 3-68) also notes that, "regional and cumulative impacts without the Project and its associated transportation improvements would result in significant impacts to the transportation of the subregion", and specifically identified that development consistent with the General Plan would create a regional employment center that would reduce vehicle miles traveled within the region by 350,000 per day and would reduce daily traffic volume in and out of the County by approximately 32,000 trips per day (MEIR pg. 3-69). All other issue areas addressed in the Master EIR were assessed as either less than significant or less than significant as mitigated.

Subsequent EIR for Meridian Business Park Specific Plan Amendment

The Subsequent EIR for the 257.7-acre portion (inclusive of this site) of the March Business Center Specific Plan North Campus, was certified by the March Joint Powers Commission on July 21, 2010. The SEIR analyzed the reconfiguration of Unit 2, lots 3, 9 and 10 and Unit 1, lot 19 to reflect revised land uses and/or revised lot dimensions near the Metrolink site; revised the land use designation for Unit 2, lots 9 and 10 from Business Park to Commercial; identified a temporary sewer lift facility near Unit 4, lot 3; incorporated Clear Zone (CZ) and Accident Potential Zones (APZs) (i.e., March JPA Resolution #JPA 08-01); reconfigured lots west of Meridian Parkway and south of Opportunity Way to include a revised detention basin and incorporated the former Arnold Heights School site into the March Business Center Specific Plan North Campus; created Lot 16 through the consolidation of 14 smaller lots east of Meridian Parkway and south and west of Opportunity Way, and removed the eastern portion of Street F; developed a new east/west private street along the south side of new lot 16; modified Unit 6, lots 1a and 1b to reflect the planned location of a Riverside County Fire Station; removed cul-de-sacs serving office lots located along the north side of Van Buren Boulevard and relocated access via Street F; analyzed three rail spurs to accommodate freight rail service to Unit 1, Lots 5 and 6; and modified the long and shallow lot running along the eastern side of Meridian Parkway to incorporate it into an adjacent Defense Reutilization and Marketing Office (DRMO) parcel.

The Subsequent EIR found that no significant or cumulative impacts would occur to Aesthetic, Agricultural and Forest, Mineral, Population and Housing and Recreational Resources. Accordingly, these resources were scoped out of the EIR and not addressed in detail. Environmental Impacts that were mitigated to a level of less than significance included Land Use, Transportation/Traffic (Threshold IV.B-2 through B-6), Air Quality (Thresholds IV.C-1 and C-4), Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Geology and Soils, Hydrology and Water Quality, Utilities and Service Systems, Noise and Vibration, Public Services, Global Warming/Climate Change. Environmental Impacts that required a Statement of Overriding Considerations included Air Quality (Threshold IV.C-2), and Transportation/Traffic (Threshold IV.B-1).

Addendum to the Certified SEIR

In accordance with section 15183(a) of the CEQA Guidelines, "CEQA mandates that Projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are Project-

specific effects which are peculiar to the Project or its site. This streamlines the review of such Projects and reduces the need to prepare repetitive environmental documents".

In accordance with the CEQA guidelines, the attached SEIR Addendum for the proposed Project tiers off the previous environmental analysis from the Master EIR and Subsequent EIR, and finds that the proposed Project would not result in any new significant environmental impacts or substantially increase the severity of significant unavoidable impacts evaluated in the Meridian SP-5 SEIR. The Supplemental Environmental Checklist presented in this document provides an analysis of the proposed Project in comparison to what was analyzed in the SEIR. The anticipated environmental impacts of the proposed Project are consistent with the analysis contained in the previous analysis. In addition, the proposed Project would not result in additional impacts and would not require additional mitigation measures.

California Environmental Quality Act (CEQA) Compliance:

CEQA and the State Guidelines for Implementing CEQA ("State CEQA Guidelines"; California Code of Regulations Section 15000 et seq.) require that state and local agencies:

(1) Inform governmental decision-makers and the public about the potential, significant environmental effects of proposed activities.

(2) Identify the ways that environmental damage can be avoided or significantly reduced.

(3) Prevent significant, avoidable damage to the environment by requiring changes in Projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.

(4) Disclose to the public the reasons why a governmental agency approved the Project in the manner the agency chose if significant environmental effects are involved.

**Staff Recommendations:**

Staff recommends that the March Joint Powers Commission take the following actions:

1. Adopt Resolution #JPA 19-25 for an addendum to the Meridian Specific Plan Amendment (SP-5) Final Subsequent Environmental Impact Report (SCH# 2009071069); and
2. Adopt Resolution #JPA 19-26 approving General Plan Amendment (GP 19-01), approve Plot Plan Amendment (PP 17-04, Amendment 1) for 5 speculative buildings with a combined total of 97,467 square feet of development on 7.12 acres, subject to Conditions of Approval; approve Conditional Use Permits (CUP 19-01), (CUP 19-02), (CUP 19-03), (CUP 19-04) and (CUP 19-05) to allow Building 1 through Building 5 to operate as Business Enterprise use within the Mixed Use Zone; and approve Tentative Parcel Map 19-01 (TPM 19-01) to subdivide Unit 4, Lot 12 into five (5) standalone parcels; and
3. Waive the First Reading of Ordinance #JPA 19-04, approving the Meridian North Campus Specific Plan No. 5, Amendment No. 5 (SP 19-01, A5) and Direct Staff to place this item on a future Commission agenda for a second reading and formal adoption; and
4. Direct staff to file a Notice of Determination pursuant to March JPA's Local CEQA Guidelines.

**Attachments:**

1) Resolution #JPA 19-25 approving the Addendum to the Meridian Specific Plan Amendment (SP-5) Final Subsequent Environmental Impact Report (SCH # 2009071069);
   **Exhibit A**: Initial Study
   **Exhibit B**: Addendum
   **Exhibit C**: Initial Study Technical Studies available at the office of March JPA (also available in separate electronic copy)
2) Resolution #JPA 19-26 Approving General Plan Amendment (GPA 19-01), Plot Plan (PP 17-04, Amendment 1), Conditional Use Permits (CUP 19-01), (CUP 19-02), (CUP 19-03), (CUP 19-04) and (CUP 19-05), and Tentative Parcel Map (TPM 19-01), subject to Conditions of Approval.
   **Exhibit A**: Project Entitlements
   1) Existing General Plan Land Use map
   2) Proposed General Plan Land Use map
   3) Table I-I of March JPA General Plan
   4) Existing Meridian (SP-5) zoning map
   5) Proposed Meridian (SP-5) zoning map
   6) Applicant's narrative
   7) Previously approved site plan
   8) Proposed Site Plan
   9) ProposedArchitectural Drawings
   10) Fence and Screen Wall Exhibit
   11) Proposed Colored Building Elevations
   12) Proposed Landscape Plans
   13) MJPA Standard Fence and Screen Wall Detail
   14) Proposed Preliminary Grading and Drainage Plans
   15) Tentative Parcel Map 19-01
   16) Traffic Consistency Memo dated July 11, 2019
   17) FAA – Determination of No Hazard to Air Navigation letters dated July 29, 2019
   18) WMWD Conditions of Approval dated September 23, 2019
   19) Willdan Building and Safety Conditions of Approval dated January 30, 2017
   20) Trilake Consultants Conditions of Approval dated September 26, 2019
   21) Riverside County Fire Department Planning Conditions dated May 22, 2019
   22) Preliminary Water Quality Management Plan approval letter dated August 30, 2019
   23) VRPA Transportation Consultants letter dated May 28, 2019
   24) Riverside County TLMA letter dated September 28, 2017
   25) Riverside County ALUC ZAP1382MA19 Consistency Letter dated October 17, 2019

   **Exhibit B**: Conditions of Approval

3) Ordinance #JPA 19-04
   **Exhibit A:** Meridian North Campus Specific Plan Amendment No. 5, Amendment No. 5 (SP-19-01, A5)
4) Notice of Determination
5) Meridian Subsequent EIR (SCH# 2009071069) available at the office of March JPA (also available as an electronic copy)

**RESOLUTION # JPA 19-31**

**AN RESOLUTION OF THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY ADOPTING GENERAL PLAN AMENDMENT NO. 18-02 (GPA 18-02), PLOT PLAN NO. 18-04 (PP 18-04) FOR THE DEVELOPMENT OF THE K-4 AND CACTUS CHANNEL IMPROVEMENT PROJECT**

**WHEREAS**, the March Joint Powers Authority ("Authority" or "March JPA") is a joint powers agency created by a joint powers agreement dated September 7, 1993 to act as the federally recognized reuse authority, local land use authority, redevelopment agency, and airport authority for the former March Air Force Base; and

**WHEREAS**, the Authority is comprised of the County of Riverside, the City of Riverside, the City of Moreno Valley, and the City of Perris; and

**WHEREAS**, Meridian Park West, LLC ("Applicant") proposes the development of the "K-4" site, a 35.4 acre property that is adjacent to Cactus Avenue to the north and adjacent to the March Air Reserve Base (MARB) to the south and to the east. The development would specifically entail build-out as follows ("Project"):

- The proposed Plot Plan grants approval for the proposed project which includes a 685,000 square foot warehouse and building on approximately 35.4 acres of land, including approximately 18,000 of office space, approximately 667,000 square feet of storage/warehouse.

- The project includes a total of 572 total parking stalls including 242 truck trailer parking stalls,

- The project includes 195,000 square feet of landscaping, which represents 12.6% of the total site. A drought tolerant, water conserving landscape palette is provided for this site and right-of-way landscape. MARB has requested that projects near the base use trees that birds typically do not nest in. The proposed trees include African sumac, Crape Myrtle, Chinese Elm, Afghan Pine, and Chilean Mesquite.

- Building materials include painted tilt-up concrete exterior walls for the majority of the building, two storefronts consisting of anodized aluminum and blue glass with 26% reflection glazing. The Industrial and Business Park buildings will be constructed with tilt-up concrete construction. Variation in parapet height and use of contrasting field, base and accent colors emphasize the variation in the building design. Prominent low reflectance Vistacool Pacifica #2 (>25% reflectance) glazing is proposed at both entrances to the building and used to emphasize the building grid module.

- The proposed building ranges in height between 43 to 50 feet tall, with 43 ft being the average roof height, and 50 ft at the end tower-storefront elements.

- The building also includes 105 loading docks and doors, and a 14 ft tall decorative wall around the truck parking area.

- Access is provided to the site at two driveways at the terminus of Fredrick Street and Veterans Way, and from Cactus Avenue and the I-215 Freeway located approximately 1 mile west of the site.

- A 14-foot tall decorative wall designed to match existing walls used across from Cactus Avenue will surround the truck parking area, which will also fully block the dock bay doors from public view.

- The Cactus Channel Improvement Project consists of proposed improvements to the entire 7,900 linear feet channel and improvements to 11.06 acres of land along its entire run which starts at the MARB main gate at Elsworth Street eastward to the Heacock Street channel southwest of the Heackock Street Avenue Cactus Avenue intersection.

- The drainage improvements are proposed to be an underground box culvert that would run the entire duration of the channel and would vary in width from an 11-foot wide box to a 9-foot wide double box (approximately 19 feet in width).

- The installation of the box culvert would require trenching through the existing swale behind the Cactus Avenue right-of-way. It is anticipated that there would be some utility relocations for existing crossings in record plans as well as removal of some existing roadway culverts and extending existing storm drain connections to the earth swale.

- In association with the K-4 approvals and entitlements, the applicant is proposing the following:

  a) CEQA clearance for the entire 7,900 linier feet of channel improvements;
  b) Plan check the entire reach of the Cactus Channel through Riverside County Flood;
  c) Process 404 permit for the reach of the Cactus Channel through the Army Corp of Engineers;
  d) NEPA clearance for the entire 7,900 linier feet of channel improvements as needed;
  e) Pro-Rata contribution to the Cactus Channel construction costs ($4,704,000);
  f) Total amount of the above items: $5,000,000
  g) Drainage Fees paid of approximately $212,000

**WHEREAS**, on August 6, 2018, Applicant submitted certain land use applications (collectively, the "Project Entitlements") requesting the following:

1. A General Plan Amendment No. 18-02 application (GPA 18-02) proposes to change the General Plan Designation of the 35.4-acre K-4 Project Site, which is

currently designated Business Park (BP) on the March JPA General Plan (GP) Land Use Map, to the requested Industrial (IND) designation; and

2. A Plot Plan No. 18-04 application (PP 18-04) in order to construct a 685,000 square foot building industrial building on 35.4-acres of land, including 597 automobile parking stalls, 242 truck trailer parking stalls, and 195,000 square feet of landscaping representing 12.6% of the total project site;

Other project components include the approval of the location and conceptual design for the approximately 400,000 square foot Cactus Channel box culvert and a parcel merger of five (5) existing parcels into one (1) parcel.

**WHEREAS**, this General Plan Amendment (GPA 18-02), and Master Plot Plan No. 18-04, (PP 18-04), along with Change of Zone (Z 18-01), collectively constitute the "Project" for purposes of the California Environmental Quality Act (Pub. Resources Code, § 2100 et seq.) ("CEQA"); and

**WHEREAS**, in accordance with CEQA, the State CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 et seq.), and the March JPA's Local CEQA Guidelines, March JPA staff prepared a Final Environmental Impact Report for the K-4 and Cactus Channel Improvement Project (SCH #2018111036) ("FEIR"); and

**WHEREAS**, in accordance with CEQA, the State CEQA Guidelines, and the March JPA's Local CEQA Guidelines, March JPA staff has prepared and pursuant to Resolution # JPA 19-30 the Commission has certified the FEIR for the Project Entitlements; and

**WHEREAS**, on December 11, 2019, the Commission conducted a duly-noticed public hearing pursuant to the March JPA Development Code on the Project Entitlements, at which time all persons wishing to testify in connection with the Project Entitlements were heard and the Project Entitlements were comprehensively reviewed; and

**WHEREAS**, all other legal prerequisites to the adoption of this Resolution have occurred.

**NOW, THEREFORE, THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY DOES RESOLVE AS FOLLOWS:**

**SECTION 1**. Recitals. The above recitals are true and correct and incorporated herein as findings or fact.

**SECTION 2**. Compliance with the California Environmental Quality Act. Pursuant to Resolution # JPA 19-30 the Commission has considered and certified the FEIR (SCH # 2018111036) for the Project, including General Plan Amendment (GPA 18-02) and Plot Plan No. 18-04 (PP 18-04), in accordance with the requirements of CEQA, the State CEQA Guidelines, and the March JPA Local CEQA Guidelines. As the lead agency and decision-making body for the Project, the Commission has reviewed and considered the FEIR, any oral or

written comments received, and the administrative record prior to taking action on the Project, including action on General Plan Amendment (GPA 18-02), and Plot Plan No. 18-04 (PP 18-04).

**SECTION 3**. Findings for General Plan Amendment (GPA 18-02). Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of General Plan Amendment (GPA 18-02) in accordance with Section 9.02.040 of the March JPA Development Code and Section 65358 of the California Government Code:

1. The proposed General Plan Amendment (GPA 18-02) is consistent with existing goals, objective, policies, and programs of the General Plan for the following reasons:

   a. The Project complies with General Plan Land Use Policy 1.1 *"Provide for a mix of land uses which implement the Base Master Reuse Plan for March AFB; offer a variety of employment opportunities; and capitalizes, enhances and expands upon existing physical and economic assets of the Planning Area"* as the March ARB Master Reuse Plan (Page II-38) mirrors the March JPA General Plan Land Use Map in this area. The project complies with the objective of developing predominately Industrial land uses, as the proposed warehouse building will utilize its close proximity to the I-215 Freeway, Cactus Avenue, which is a Urban Arterial Roadway as designed on the March JPA Transportation Plan, and will take advantage of it's fairly close proximity to the commuter rail station, while generating an estimated 300 permanent jobs.

   b. The Project complies with General Plan Land Use Policy 1.5 *"Provide for a variety of industrial uses, including heavy manufacturing, light manufacturing, warehousing, and distribution, transportation-related, and research and development"* as the Project proposes a 685,000 square foot industrial warehouse building and is anticipated to be used as such. For the purpose of determining the most impactful use for the property, the applicant analyzed traffic based on an e-commerce fulfilment center use. However, the building will be marketed for general warehouse storage.

2. The proposed General Plan Amendment (GPA 18-02) will not adversely affect the public health, safety, or general welfare for the following reasons:

   a. The project complies with General Land Use Policy 1.3 *"Provide for patterns of land use which can be supported by existing and planned circulation, public facilities, and infrastructure system improvements in a manner that will preserve the March JPA's fiscal capacity"* the Project site is located adjacent to Cactus Avenue, which is designated as a Urban Arterial road within the March JPA transportation Plan. Although the existing roadway is at its full developed width, the applicant is proposing a sidewalk that will parallel Cactus Avenue to provide for and add to the ultimate width of the street. Fredrick Street and Veterans way also terminate at Cactus

Avenue, and both streets are developed to their ultimate widths at each intersection. This project is also located approximately one-mile east of the I-215 Freeway intersection at Cactus Avenue.

b. The project complies with General Land Use Policy 1.9 *"Plan for compatible land uses within the aircraft noise impact contours depicted in the Air Installation Compatible Use Zones (AICUZ) Report for the airfield use"* as the Project is located in Airport Compatibility Zone C1, which allows for the use proposed by the Project. The project site is located within the 60 to 65 dBA CNEL noise level contour boundaries and would be considered normally acceptable. Outdoor activities at within the Project site are expected to be minimal and include employees traveling from their vehicles to the offices within the proposed building within the site. Truck trailer loading and unloading will cause some noise but will not be louder than roadway noise from Cactus Avenue. Additionally, the truck trailer parking area is screed by a 14-foot-tall cement wall. Construction of the Project would be required to meet California Building Code (CBC) standards. Additionally, the March JPA would review and approve the plans and specifications of the proposed Project to ensure compliance with the provisions of the CBC and Title 24, which regulates building standards. With standard building construction, the Project would satisfy these Riverside County ALUCP compatibility criteria based on the noise level contour boundaries.

4. GPA 18-02 will not impact the Housing Element as the proposal is for General Plan Land Use Designation will change from Business Park to Industrial, and the project is specifically for a warehouse use.

5. GPA 18-02 is integrated and compatible with the Resource Management Element in that it provides for the orderly conservation, development, and utilization of natural resources as stated within the Resource Management Element including the protection of groundwater resources and the control of flooding.

6. GPA 18-02 is integrated and compatible with the Noise Element in that the design and placement of the building and screen wall greatly minimizes the exposure of community residents to excessive and unwanted noise due to the prohibition of noise sensitive residential uses within the area impacted by aviation activities, promotes alternative modes of travel, will not be a noise sensitive commercial use, and encourages mass transit to reduce noise generated from vehicles.

7. GPA 18-02 is integrated and compatible with the Safety Risk Management Element in that it provides an appropriate land use distribution and orientation that protects the community from unreasonable risks associated with seismic, geologic, flood, and wildfire hazards because GPA 18-02 is consistent with existing goals for compliance with seismic standards, master drainage plan standards, fire flow standards and other public safety objectives identified within the existing General Plan.

8. GPA 18-02 is consistent with the applicable airport land use plan in accordance with Government Code section 65302.3 because the development proposed along with Plot Plan 18-04 has been reviewed by the Riverside County Airport Land Use Commission and has been determined by the Riverside County Land Use Commission to be consistent with the Riverside County Airport Land Use Plan (ALUP) and has been conditioned to be developed consistent with FAA regulations. GPA 18-02 relies on the approved Air Installation Compatible Use Zone (AICUZ) Study and Airport Layout Plan (ALP) to establish land use policies that will ensure the compatibility of land uses with the projected military and commercial aviation uses of the airfield.

9. GPA 18-02 will not adversely affect the public health, safety or general welfare as the Project is designed for sufficient access by the general public and employees. Additionally, the Riverside County Fire Department has determined that the Project meets the design requirements for fire access and circulation. Furthermore, sufficient accessible parking and accessible paths of travel in and around the Project has been designed to assure further safety.

**SECTION 4.** Finding for Plot Plan No. 18-04 (PP) 18-04. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of Master Plot Plan No. 18-04 (PP 18-04), in accordance with Section 9.02.070 of the March JPA Development Code:

1. The proposed Project is consistent with the goals, objective, policies, and programs of the March JPA General Plan because

a. The Project complies with General Plan Land Use Policy 1.1 *"Provide for a mix of land uses which implement the Base Master Reuse Plan for March AFB; offer a variety of employment opportunities; and capitalizes, enhances and expands upon existing physical and economic assets of the Planning Area"* as the March ARB Master Reuse Plan (Page II-38) mirrors the March JPA General Plan Land Use Map in this area. The Project complies with the objective of developing predominately Industrial land uses, as the proposed warehouse building will utilize its close proximity to the I-215 Freeway, Cactus Avenue, which is a Urban Arterial Roadway as designed on the March JPA Transportation Plan, and will take advantage of it's fairly close proximity to the commuter rail station, while generating an estimated 300 permanent jobs.

b. The Project complies with General Plan Land Use Policy 1.5 *"Provide for a variety of industrial uses, including heavy manufacturing, light manufacturing, warehousing, and distribution, transportation-related, and research and development"* as the Project proposes a 685,000 square foot industrial warehouse building and is anticipated to be used as such. For the purpose of determining the most impactful use for the property, the applicant

analyzed traffic based on an e-commerce fulfilment center use. However, the building will be marketed for general warehouse storage; and

2. The proposed Project was reviewed by the March JPA Project Review team, consisting of the March JPA Civil Engineer(s), Water Quality Engineer, Land Use Planner, Riverside County Fire Marshal, March JPA Building Plans Examiner (Willdan), the March JPA as well as the Technical Advisory Committee (TAC), and the proposed development complies with all required development standards; and

3. The proposed Project will not be detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity because:

a. The project complies with General Land Use Policy 1.3 *"Provide for patterns of land use which can be supported by existing and planned circulation, public facilities, and infrastructure system improvements in a manner that will preserve the March JPA's fiscal capacity"* the Project site is located adjacent to Cactus Avenue, which is designated as a Urban Arterial road within the March JPA transportation Plan. Although the existing roadway is at its full developed width, the applicant is proposing a sidewalk that will parallel Cactus Avenue to provide for the ultimate width of the street. Fredrick Street and Veterans way also terminate at Cactus Avenue, and both streets are developed to their ultimate widths at each intersection. This project is also located approximately one-mile east of the I-215 Freeway intersection at Cactus Avenue.

b. The project complies with General Land Use Policy 1.9 *"Plan for compatible land uses within the aircraft noise impact contours depicted in the Air Installation Compatible Use Zones (AICUZ) Report for the airfield use"* as the Project is located in Airport Compatibility Zone C1, which allows for the use proposed by the Project. The project site is located within the 60 to 65 dBA CNEL noise level contour boundaries and would be considered normally acceptable. Outdoor activities at within the Project site are expected to be minimal and include employees traveling from their vehicles to the offices within the proposed building within the site. Truck trailer loading and unloading will cause some noise but will not be louder than roadway noise from Cactus Avenue. Additionally, the truck trailer parking area is screed by a 14-foot-tall cement wall. Construction of the Project would be required to meet California Building Code (CBC) standards. Additionally, the March JPA would review and approve the plans and specifications of the proposed Project to ensure compliance with the provisions of the CBC and Title 24, which regulates building standards. With standard building construction, the Project would satisfy these Riverside County ALUCP compatibility criteria based on the noise level contour boundaries; and

4. The location, design, and operation of the proposed Project will be compatible with existing and planned land uses in the vicinity because:

a. The Project complies with General Plan Land Use Policy Goal 2: *"Locate land uses to minimize land use conflict or creating competing land uses, and achieve maximum land use compatibility while improving or maintaining the desired integrity of the Planning Area and sub-region"* as the Project Applicant proposes an industrial warehouse building that will be located adjacent to the MARB and is surrounded on two sides. North of the project site is property owned by the USDA, who has similar plans for a warehouse building to house fire fighting related equipment for the US Forest Service and Cal Fire. North of the property is Industrial Zoned land used as warehousing located within the City of Moreno Valley. The project is located approximately one-mile east of the I-215 Freeway interchange at Cactus Avenue.

**SECTION 6.** Approval of Project Entitlements. Based on the entire record before the Commission, all written and oral evidence presented to the Commission, and the findings made in this Resolution, the Commission hereby approves the Project Entitlements, including General Plan Amendment (GPA 18-02) and Plot Plan No. 18-04 (PP 18-04)(site plan, landscape plan, floor plan, and building elevations), which is Exhibit "A", attached hereto and incorporated herein by this reference, subject to the Conditions of Approval, as shown on the attached Exhibit "B", attached hereto and incorporated herein by this reference.

**SECTION 7.** Notice of Determination. The Commission directs March JPA staff to prepare, execute, and file a Notice of Determination with the Riverside County Clerk within five (5) working days of the passage and adoption of this Resolution.

**SECTION 8.** Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings are based are located at the Office of the Planning Manager, March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518.

**SECTION 9.** Execution of Resolution. The Chair of the Commission of March JPA shall sign this Resolution and the Clerk of March JPA shall attest and certify to the passage and adoption thereof.

**SECTION 10.** Effective Date. This Resolution shall be effective upon its adoption.

**PASSED, APPROVED, AND ADOPTED** this 11th day of December 2019.

Michael M. Vargas, Chairman
March Joint Powers Authority Commission

ATTEST:

I, Carey L. Allen, Clerk of the March Joint Powers Commission, do hereby certify that the foregoing Resolution #JPA 19-31 was adopted by the March Joint Powers Commission of the March Joint Powers Authority at a regular meeting thereof held on the 11th day of December, 2019, by the following vote of the Commission:

| | |
|---|---|
| Ayes: | Melendrez (2 votes), Jeffries, Rogers, Thornton, Hewitt, Baca, Vargas |
| Noes: | None |
| Abstain: | None |
| Absent: | None |

Dated: December 11, 2019

Carey L. Allen, CMC, Clerk
March Joint Powers Authority Commission

EXHIBIT "A"
Site Plan, Landscape Plan, Floor Plans and Building Elevations

EXHIBIT "B"
Conditions of Approval

# MARCH JOINT POWERS COMMISSION
## OF THE
## MARCH JOINT POWERS AUTHORITY

## *MJPA - Public Hearing*
## *Agenda Item No. 11a*

**Meeting Date:** December 11, 2019

**Action:** **TAKE THE FOLLOWING ACTIONS ON A REQUEST BY MERIDIAN PARK, LLC, INVOLVING THE 35.4-ACRE K-4 PARCEL, LOCATED DIRECTLY ADJACENT TO THE MARCH AIR RESERVE BASE, AT APPROXIMATELY THE TERMINUS OF FREDERICK STREET AND VETERANS WAY AT CACTUS AVENUE, EAST OF THE MARCH AIR RESERVE BASE MAIN ENTRANCE GATE, AND APPROXIMATELY ONE-MILE EAST OF THE I-215 FREEWAY AT THE CACTUS AVENUE INTERCHANGE, AS WELL AS THE CACTUS CHANNEL IMPROVEMENT PROJECT LOCATED DIRECTLY SOUTH OF CACTUS AVENUE RUNNING APPROXIMATELY 8,000 LINEAR FEET FROM THE CACTUS AVENUE I-215 INTERCHANGE EASTWARD TO HEACOCK STREET: 1) ADOPT RESOLUTION #JPA 19-30 CERTIFYING THE CEQA FINAL EIR FOR THE K-4 AND CACTUS CHANNEL IMPROVEMENT PROJECT (SCH#2018111036), ADOPTING FINDINGS, APPROVING A MITIGATION MONITORING AND REPORTING PLAN; AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS; 2) ADOPT RESOLUTION #JPA 19-31 APPROVING GENERAL PLAN AMENDMENT 18-02, AND PLOT PLAN PP18-04 SUBJECT TO CONDITIONS OF APPROVAL; 3) WAIVE THE FIRST READING OF ORDINANCE #JPA 20-01 APPROVING CHANGE OF ZONE Z18-01 FROM NO ZONE DESIGNATION TO INDUSTRIAL ZONING FOR THE PROJECT SITE AND DIRECT STAFF TO PLACE THIS ITEM ON A FUTURE COMMISSION AGENDA FOR THE SECOND READING AND FORMAL ADOPTION; AND 4) DIRECT STAFF TO FILE A NOTICE OF DETERMINATION**

**Preparation Date: December 5, 2019**

**Motions:** Move To: 1) Adopt Resolution #JPA 19-30 Certifying the CEQA Final EIR for the K-4 and Cactus Channel Improvement Project (Sch#2018111036), Adopting Findings, Approving a Mitigation Monitoring and Reporting Plan and Adopting a Statement of Overriding Considerations; 2) Adopt Resolution #JPA 19-31 Approving General Plan Amendment 18-02, Adopting Plot Plan PP18-04, Subject to Conditions of Approval; 3) Waive the First Reading of Ordinance #JPA 20-01, Approving Change of Zone Z 18-01 changing non-zoned land to the Industrial Zoning Designation, and Directing Staff to Place this Item on a Future Commission Agenda for the Second Reading and Formal Adoption; and 4) Direct Staff to File a Notice of Determination.

**Applicant:** Meridian Park, LLC

**Proposed Project:**

**General Plan Amendment 18-02:** The 35.4-acre Project Site is currently designated Business Park (BP) on the March JPA General Plan (GP) Land Use Map. The requested General Plan amendment would modify the General Plan to change the existing Business Park land use designation to Industrial (IND);

**Change of Zone Request Z 18-01:** As the Project site is not yet zoned, to be consistent with the requested General Plan land use designations, the proposed Project is pursuing a zoning designation of Industrial (IND) for the full 35.4-acre K-4 project site;

**Plot Plan PP18-04:** A plot plan approval is required to construct the 685,000 square foot building industrial building on 35.4-acres of land, including 597 automobile parking stalls, 242 truck trailer parking stalls, and 195,000 square feet of landscaping representing 12.6% of the total project site;

Other project components include the approval of the location and conceptual design for the approximately 400,000 square foot Cactus Channel box culvert and a parcel merger of five (5) existing parcels into one (1) parcel.

**Technical Advisory Committee (TAC) Review:**

The K-4 project went before the TAC on five separate occasions. Below are the dates and a summary of the discussions for each TAC meeting:

1. January 4, 2019 – EIR Scoping Meeting follow-up. Staff gave an update to the TAC regarding the December 3, 2018 EIR scoping meeting.

    - Discussion regarding Flood Control lead agency on the Cactus Channel improvements and if the project would be conditioned to have interim measures they will be building. Staff agreed to reach out to flood control regarding the interim condition issue.
    - Member Lee asked if the applicant was responsible for the entire Cactus Channel improvement. Project applicant Mr. Reeves of Lewis responded they are not and added they are not building it only providing entitlement. There is a separate

agreement for funding which is a multi-party agreement. That funding mechanism is not in place. Staff noted K-4 will pay their fair share of the channel as a condition of approval.

- A representative from the March Air Reserve Base asked if solar is included and Mr. Reeves answered yes. Staff noted that glare and glint study would be required prior to the issuance of building permits for the solar, and that the MARB and ALUC would have to review first.
- The meeting concluded with no additional discussion.

2. July 22, 2019 – 1st formal project presentation to the TAC

   - Member Lee stated this item is still under review and his jurisdiction is not in agreement with several items on the project and requested JPA staff bring this item back to the next TAC with an update to include additional comments from March Air Reserve Base on the EIR. He requested the EIR release be delayed as well. Staff agreed to a future meeting with City of Moreno Valley staff and the applicant to address concerns.
   - The meeting concluded with no additional discussion.

3. September 9, 2019 – 2nd formal project presentation to TAC.

   - Staff provided a brief overview and history of the K-4 and Cactus Channel Improvement Project as well as items to address City of Moreno Valley concerns expressed in prior meetings, those items included:

     a. Site Plan Revision-Building footprint reduced from 718,000 SF to 685,000 SF
     b. Building Elevation Revision-Parking area and much of the building will not be visible from Cactus Avenue due to 14 ft. screen wall
     c. Landscape Plan Revision-Landscape to be planted on top of the box culvert
     d. Screen wall revision- Modified to be 14 feet tall precast concrete panels with stacked stone pilasters

   - Staff noted that they would be meeting with staff from the City of Moreno Valley and the applicant on September 26, 2019.
   - Mr. Sandzimier with the City of Moreno Valley stated he had concerns regarding the General plan designation and he also expressed concerns with the size of the building. Mr. Sandzimier also noted that at the last TAC meeting on July 22, 2019 they asked for the truck doors on the building to be changed to face South West corner of the property instead of Cactus Avenue. JPA staff noted that during the pre-application meeting, that MARB had requested the building face away from the base rather towards the base. Legal Counsel Mr. Brown responded to Mr. Sandzimier's concerns on the General Plan Amendment stating that Planning and Zoning scenarios for March JPA were carefully looked at to be compatible with the surrounding jurisdictions. In this instance there was a strong preference pushed in the direction of industrial and that requires a General Plan amendment.
   - Member Perez had questions about the project providing interim improvements, fair share contributions to the existing channels and wondered if this improvement of the channels will provide positive flow. Mr. Perez also had concerns with site issues, and the underground water situation. Project applicant Mr. Reeves stated

that that the two sections that are being put in are approximately 120 ft. each but will be the ultimate box. Mr. Reeves also stated that yes installation will maintain positive flow. He stated the fair share contributions with flood control district has been established, there is a 5 party agreement being drafted between Moreno Valley, March Life Care, USDA, MARB and Lewis. In relation to the underground water issues and movement, the reason why the building is being put towards the rear is to protect the base. Since the channel will not be built for a few years, water flow will come forward, if the buildings are flipped everything will go backwards on site to the Base. Additionally, there are no open basins and everything is underground. There are no open retentions so no bird issues.

- Legal Counsel Mr. Brown stated that Dr. Kelly has informed him that she is in receipt of a letter from the Air Force dated August 29, 2019. Discussions are underway to discuss concerns in particular with that communication and electrical issues. Mr. Feeley from MARB stated that the most recent concerns coming from the Base have been in regards to communication lines and power substations. The way the power comes in the Base wanted to see if there is a possibility for a utility corridor there. This came as a concern from Security Forces, given some of the importance of those utilities. Mr. Feeley stated that these are the 2 additional pieces that have come forward in the last few weeks, which pertain to several key communication lines that need relocating and there are also traffic concerns.
- Member Lee had concerns with total cost of channel and who pays the increasing cost and asked if Flood Control would take on the burden of additional cost. Mr. Whaley from the March JPA responded stating that the total cost of channel is $22.5 million dollars. Dr. Kelly also responded by stating at this point flood control set aside money from the Heacock channel project which they had saved from that project which equates to roughly $4 million, which is their contribution. Everything else is a pro rata share based on lineal channel frontage.
- Member Lee had additional comments asking for the project not be placed on the TAC or JPC agenda until the City of Moreno Valley has had time to review all terms. The city has issues with Cactus channel, elevation, traffic and wants the Base's concerns addressed as well. Dr. Kelly responded the applicant and the JPA were still in negotiations with the City of Moreno Valley and that the item was more of an update from the previous meeting on the progress. Staff agreed to provide project updates to the TAC before formally bringing back for final review.

4. October 7, 2019 – TAC Update

    - Staff noted that JPA staff and the project applicant met with members of the MARB security staff to discuss their concerns regarding the project (see March Air Reserve Base/United States Air Force Review and Input below). Staff also noted that the JPA and the applicant were still working with the City of Moreno Valley to address outstanding concerns and that we would report back to the TAC in November.
    - Member Lee requested that a bike path be placed atop the channel box culvert in front of project. The project applicant Mr. Reeves had agreed to this in a prior conversation with the City of Moreno Valley. Applicant will be responsible for all cost of bike path.

5. November 4, 2019 – TAC Meeting Update.

- Staff gave an update to TAC regarding the ongoing discussions between the applicant and the City of Moreno Valley, and that a "cooperative agreement" between the two parties to address their concerns was being worked out. Staff noted that the project was placed on the November 13th JPC meeting in anticipation that all of the issues between the City of Moreno Valley and the applicant would be worked out.
- Member Lee noted that the City and the applicant had still not yet come to an agreement and voiced his displeasure with the fact that the project was scheduled for the next JPC meeting, and that the final EIR had been released. The project Applicant, Mr. Reeves, stated that the cooperative agreement between the two should be enough to address the City's concerns. Member Lee noted that the City would exercise its veto rights if the project moved forward without the agreement first being approved by the Moreno City Council. The TAC members agreed that the item should come back to them prior to the next hearing. Staff agreed to bring it back to the TAC before the item is heard by the JPC

6. December 2, 2019 – TAC Meeting 3rd formal project presentation to TAC.

- Staff announced to the TAC that the cooperative agreement between the applicant and the City of Moreno Valley was approved by the City Council on November 19th. Staff outlined the key points of the agreement, as well as the project Conditions of Approval offered to the JPA by the City. Staff then gave a brief presentation of the project and explained all changes made over the course of the project review and noted the item was scheduled to go before the JPC for consideration at their December 11, 2019 meeting. Member Lee thanked the JPA staff and the applicant for working with the City of Moreno Valley to resolve their issues and noted that although the City didn't get everything they wanted, they ended up with a good project. No other comments were offered.

**March Air Reserve Base/United States Air Force Review and Input**

On September 11, 2019 the March JPA staff and applicant for the K4 Project met with representatives from MARB to discuss issues related to the project and to address concerns raised by MARB in a letter received by March JPA on August 29, 2019 (Attachment 5). It should be noted that the conclusions of the meeting were forwarded to the City of Moreno Valley for their review. Listed below were the main topics of discussion and what was agreed upon by the developer and MARB:

1) Utilities. The applicant has agreed to relocate all utilities on K4 that service MARB to the south along the rear of the property.

2) Force Protection and Security. The applicant has agreed to install fencing which meets MARB' security standards along the property lines shared with MARB. Standard fencing includes 7-foot-tall chain link fence with a concrete strip along the bottom with outriggers facing back toward the project site. Furthermore, the applicant has agreed to provide additional lighting behind the building and to install additional cameras for added security measures. Lastly, the base strongly favors the current configuration and building placement for various security reasons (see below).

3) Building Configuration. MARB is favorable to the current configuration of the site plan, with the building pushed back away from Cactus Avenue, for the following reasons:

   a. As designed, the water will now drain away from MARB towards the channel. If the building was flipped, the water would drain towards the base and this is not acceptable to them;
   b. MARB is strongly opposed to the idea of allowing truck parking in the rear of the building due to security and protection issues.
   c. MARB has requested a clear area between the property line and the building of at least 30-50 feet. As currently designed, the building is 46 feet away from the property line, and only an emergency drive aisle is provided in back of the building. It should be noted that as a standard condition of approval, truck parking in this location will be prohibited.

4) Ellsworth and Cactus Intersection. MARB has asked the developer to provide a right turn into MARB from Cactus Avenue, as well as a right turn onto Cactus Avenue for egress from MARB. Additionally, MARB has asked for signal timing modifications so that traffic flows in and out of MARB more efficiently (see Condition of Approval #96 which addresses this request).

**Project Location**

The Project site, which collectively consists of the K-4 Parcel and the Cactus Avenue Drainage Channel (Cactus Channel), is located on the south side of Cactus Avenue and extends from where Veterans Way terminates at Cactus Avenue on the west to where Frederick Street terminates at Cactus Avenue on the east. The Project site is generally rectangular in shape except for the exclusion of an existing substation near the eastern end. The Project site is located within an urbanized area of Riverside County, east of Interstate 215 (I-215), south of Cactus Avenue, and north of the MARB. The K-4 Parcel is located within the March JPA jurisdiction, which is within unincorporated Riverside County, California (Figure 1 - Project Location). The K4 Parcel is comprised of five parcels designated as Assessor's Parcel Numbers (APNs) 297-150-006-8, 297-150-007-9, 297-150-038-7, 297-160-005-8, and 297-200-004-0.

**Figure 1 – K-4 Location**
**Site**




The Cactus Channel portion of the Project is located along the south side of Cactus Avenue, extending from the MARB main entrance at the Elsworth Street intersection and runs eastward to the Heacock Channel, west Heacock Street. The portion of the Cactus Channel that would be improved as part of the proposed Project runs a total of 7,900 linear feet (see Figure 2 below).

**Figure 2 – Cactus Avenue Improvement Project Location**




## March JPA General Plan Consistency

**Preparation Date: December 5, 2019**

In 1993, the federal government mandated the realignment of March Air Force Base (AFB) and a substantial reduction in its military use. In April 1996, March AFB was re-designated an Air Reserve Base (ARB). Approximately 4,400-acres of land that had historically supported March AFB was no longer needed to support the ARB. The cities of Moreno Valley, Perris, Riverside, and County of Riverside formed the March JPA to oversee the dispensation and management of the surplus land. A General Plan (GP) and Master Environmental Impact Report (EIR) were prepared and adopted/certified in 1999 for the JPA planning area.

***March JPA General Plan Land Use Element***

The March JPA General Plan Land Use Element is based upon the March AFB Master Reuse Plan (Exhibit A, p. II-38) preferred land use pattern. This General Plan element delineates the general location and distribution, extent of existing and proposed land uses for March JPA, and development criteria for development intensity. The goals and policies contained within the Land Use Element address the capitalization of the opportunities within the Planning Area, and the reuse and revitalization of existing facilities. The goals and policies contained in the Land Use Element focus on creating 38,000 jobs within the excess former March Air Force Base, maintaining a balance between commerce and industry, providing compatible land uses with the airport and the surrounding residential area, while promoting high quality development with minimizing land use conflicts. The current General Plan designation (shown below) identifies a predominance of Industrial use for the Project 130-acre site area.

***March JPA General Plan Transportation Element***

The Transportation Element identifies the multiple transportation and circulation components of the GP, inclusive of roads, trails, rail, multi-modal, transit, aviation, and goods movement services. The extent of necessary facilities, adequacy of service levels, and transportation demand management measures, along with general location and infrastructure facilities, are described. Prior amendments to the March JPA General Plan have entailed modifications to the Transportation Plan (General Plan Exhibit 2-1), however no modifications to the planned extension of Cactus Avenue has occurred. Thus, the planned road network is consistent with the March JPA General Plan Transportation Element.

***General Plan Amendment GP 18-02***

The proposed 35.4-acre K-4 Project site is currently designated Business Park (BP) on the March JPA General Plan (GP) Land Use Map. The application would change that designation from BP to Industrial (IND) to allow for a 685,000 square foot industrial building, parking and landscaping on the site (see Figure 3 – Existing General Plan Land Use Map below).

**Figure 3 - General Plan Land Use Map**




The proposed amendment is consistent with the objectives the General Plan's objective to develop predominately Industrial land uses within the March JPA boundaries. The K-4 development, including the minor modification to the General Plan land use map from Business Park (BP) to Industrial (IND), is expected to generate an estimated 300 permanent jobs (the EIR estimated 900 based on e-commerce fulfillment center, which is not approved at this time), helping to implement the goals of bringing 38,000 jobs to the reuse area. The request also complies with the objectives of the 2005 Air Installation Compatibility Use Zone (AICUZ) study and the March ARB March Inland Port Comprehensive Land Use Plan (CLUP). The following General Plan policies table is provided to demonstrate the Projects compliance with the existing General Plan policies (see Table 4.9-1 "Project Consistency with March Joint Powers Authority General Plan" of the K-4 EIR for full consistency with the General Plan Policies and Goals).

The Cactus Channel portion of the Project is an existing earthen drainage channel that runs along the south side of Cactus Avenue from the Elsworth Street intersection eastward to the Heacock Drainage Channel and west of Heacock Street. The existing earthen drainage channel is depressed below the Cactus Avenue street elevation and contains vegetation. As the governing regulatory document, the March JPA General Plan includes policies related to scenic quality applicable to the proposed Project. Project consistency with these policies is detailed in Table 4.9-1 "Project Consistency with March Joint Powers Authority General Plan" within the K-4 EIR (Attachment #6).

**Zoning Change Z18-01:**

As the Project site is not yet zoned, the applicant is requesting to change the zone from no-zoning assigned, to Industrial (IND) to be consistent with the requested General Plan land use designation of Industrial. The zoning designation request is consistent with the Proposed General Plan designation and would allow the orderly development of Industrial development consistent with the March JPA General Plan objectives. As identified in the General Plan discussion, the requested zoning is to apply the Industrial land use designation for airport land use compatibility. Furthermore, according to Chapter 9.05 of the March Joint Powers Authority Development Code, the purpose of the Industrial Zoning District as defined below:
*"Industrial District (I) The primary purpose of the Industrial (I) District is to provide for manufacturing, research and development, warehousing and distribution, and multi-tenant industrial uses, as well as certain supporting administrative and professional offices and commercial activities on a limited basis. This district is intended as an area for light industrial and limited service commercial uses that can meet high performance standards but that frequently do not meet site development standards appropriate to planned research and development parks. C. Business Park-Mixed Use (BPX)"*

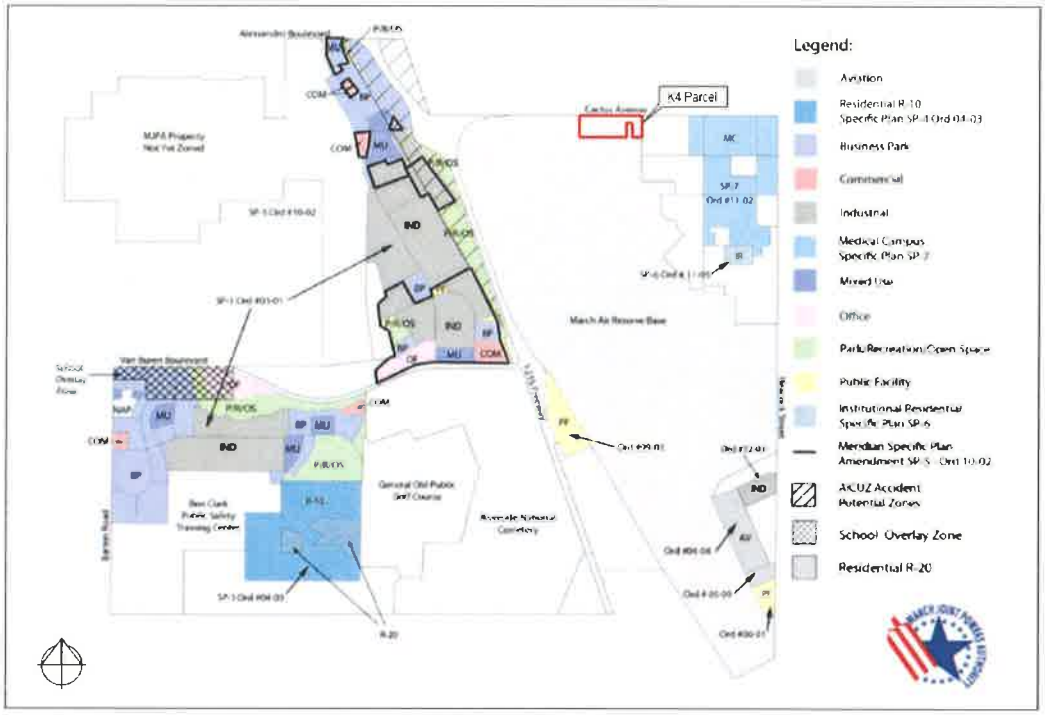
The proposed K-4 project is a proposed warehouse use as defined by the Chapter 9.15 "Definitions" as:

*Warehousing: The use of a building or buildings primarily for the storage of goods of any type, when such building or buildings contain more than five hundred (500) square feet of storage space.*

Although the Project EIR studied all allowed uses within the Development Code, including general distribution, storage and an e-commerce fulfilment center, the applicant has agreed to use the building strictly for warehousing, storage, and general distribution only. Any other uses, such as an e-commerce fulfilment center, etc., will require additional review and approval by the March Joint Power Commission (see Condition of Approval 51 and 136)

Below is Figure 4, which is the Existing Zoning Map showing the K-4 site outlined in Red:

**Figure 4 – Existing Zoning Map**




## Surrounding Land Uses & Compatibility

Adjacent to the north of the proposed K-4 Parcel warehouse site, across Cactus Avenue, is an industrial and commercial center located within the City of Moreno Valley. To the east, the proposed warehouse site is bounded by vacant land owned by the USDA, and the parcel also wraps around an electrical substation on three sides that serves MARB. To the south, the proposed warehouse site is bordered by March ARB and to the west the proposed warehouse site is bordered by a vacant lot and March ARB. At a regional level, the City of Moreno Valley is to the north and east of the proposed Project. To the south and west of the Project site is the March ARB, which previously was the March AFB. The March AFB was realigned as the March ARB in 1993, along with the substantial reduction in its military use. The March ARB currently has a presence of reservists, guardsmen, and active duty from all branches of the military. The March ARB contains a runway, approximately 0.7 mile southwest of the Project site. The uses nearest to the Project site include warehousing, internal services, and housing. Interstate (I) 215, intersects the March ARB, is located is approximately 0.7 miles west of the Project site. Further west is the City of Riverside, along with unincorporated areas of Riverside County (see Table 3 below).

**Table 3 – Surrounding Uses**

| Location | GP Designation/Zoning | Existing Land Use |
|---|---|---|
| **North** | General Plan Designated: Light Industrial (City of Moreno Valley) | Industrial Warehouse Building |
| **West** | March Air Reserve Base | Vacant/Fallow |
| **South** | March Air Reserve Base | Warehouse Building/Cement Mixing Plant |
| **East** | Business Park | Vacant/Fallow |

## Development Overview

*Plot Plan PP18-04:*

The proposed Plot Plan grants approval for the proposed project which includes a 685,000 square foot warehouse and building on approximately 35.4-acres of land, including approximately 18,000 of office space, approximately 667,000 square feet of storage/warehouse, 572 total parking stalls including 242 truck trailer parking stalls, 195,000 square feet of landscaping, which represents 12.6% of the total site. Building materials include painted tilt-up concrete exterior walls for the majority of the building, two storefronts consisting of anodized aluminum and blue glass with 26% reflection glazing. The proposed building ranges in height between 43 to 50 feet tall, with 43 ft being the average roof height, and 50 ft at the end tower-storefront elements. The building also includes 105 loading docks and doors, and a 14 ft tall decorative wall around the truck parking area. Access is provided to the site at two driveways at the terminus of Fredrick Street and Veterans Way, and from Cactus Avenue and the I-215 Freeway located approximately 1 mile west of the site.

***Development Code Compliance:***

The K-4 Industrial site is not located within a Specific Plan, and thus the proposed warehouse project is subject to various Development Standards within the March JPA 2016 Development Code. Table 9.02.020-1 of the Development Code establishes permitted uses in each zoning district. The proposed zoning district for the K-4 property is Industrial (IND). According to Table 9-02-020-1, warehousing and distribution centers, which is defined as within the Development Code as "Wholesale, Storage, and Distribution All Activities Indoors" is a permitted use within the zone designation (see Figure 5 – Permitted Uses Table below):

**Figure 5 – Permitted Uses Table**

**DEVELOPMENT CODE** **CHAPTER 9.02**

**Permitted Uses Table 9.02.020-1**

X – Indicates stated use is permitted subject to district requirements.
C – Indicates stated use is allowed with a Conditional Use Permit.
ⓒ – Indicates a use is permitted unless the use is located 300 feet or less from a residential zone or use, in which case the use is allowed with a Conditional Use Permit.

| | HR | RR | R1 | R2A | R2 | R3 | R5 | R10 | RSTO | R15 | R20 | NC | CC | TRC | VC | OC | O | P | A | I | BP | BPX | AG | OS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Weight Reduction Center | | | | | | | | | | | | X | X | X | X | X | | | | | | | | |
| Wholesale, Storage, and Distribution All Activities Indoors | | | | | | | | | | | | | | | | | | | | X | X | X | | |
| All Activities Outdoors | | | | | | | | | | | | | | | | | | | X | X | | | | |
| Retail Sale of Goods Warehoused On-site[7] | | | | | | | | | | | | | | | | | | | | X | X | X | | |
| Wrecking Yard | | | | | | | | | | | | | | | | | | | | ⓒ | | | | |

**Development Standards**

The proposed K-4 project is also subject to a series of other development standards, including lot size, coverage, setbacks, landscaping building height, etc. The K-4 site is subject to Chapter 9.05 Industrial Districts, of the March JPA Development Code. Zone designations subject to this chapter are Business Park (BP), and Business Park Mixed-Use (BPX) and Industrial (IND). Listed below in Figure 6 are the Development Standards specific to the K-4 project as required by Chapter 9.05:

**Figure 6 - Compliance with Development Standards - Industrial Zone:**

| **Proposed Development** | | |
|---|---|---|
| **Development Standard** | **Minimum/Maximum Required** | **Proposed Development** |
| **Building Area for Buildings** | N/A | 1 building totaling 685,000 SF |
| **Gross Site Area** | 5 Acre (minimum) | 35.4 acres – **Meets Standard** |
| **Floor Area Ratio (Maximum)** | 50% | 46% - **Meets Standard** |
| **Setbacks** | Front:<br>Front Landscaped<br>Building Side:<br>Side Landscaped<br>Rear Building<br>Rear Landscaped | 20 Feet Required – 265 Feet Proposed<br>15 Feet Required – 20-25 Feet Proposed – w/o channel<br>0 Feet Required 79 Proposed<br>5 Feet Required – 5 Proposed<br>25 Feet Required - 41 Proposed (40 feet requested by MARB)<br>5 Feet Required 14 +/- Proposed<br>**All setbacks meet or exceed standards** |
| **Landscape Required (Minimum)** | 10% Required | 154,362 sq ft Required – **1,95,000 Provided (12.6%) exceeds standards** |
| **Building Height (Maximum)** | 45 Feet to 80 Feet (50-foot max height due to FAA regulations) | Total Building Height 40 Feet (average)<br>Total Height to top of Parapet 46 Feet (average)<br>Total Height to top of Tower Element 50 Feet – **Meets Standards** |
| **Parking** | 18,000 sf office @ 3.3/1000 0 - 50,000 sf @ 1/1000 50,000 - 200,000 sf @ 0.33/1000 500,000 sf + @ 0.20/1000 | 60 Stalls Required<br>50 Stalls Required<br>50 Stalls Required<br>93 Stalls Required<br>253 Total Stalls Required<br>**597 Total Stalls Provided – exceeds standards** |

***Project Design:***

Although the project is not located within a Specific Plan area, the proposed K-4 Industrial Warehouse Building was designed to meet the Design Guidelines for the March Business Center, including the site layout, building elevations and colors. The project site, which is currently vacant undeveloped fallow land, will be fully developed with no excess land being left for future development. The site includes a 685,000 square foot building, which includes approximately 18,000 of office space, approximately 667,000 square feet of storage/warehouse, 572 passenger vehicle parking stalls, a truck parking area with 242 truck trailer parking stalls, 195,000 square feet of landscaping representing 12.6% of the total site. A 14-foot tall decorative wall designed to match existing walls used across from Cactus Avenue will surround the truck parking area, which will also fully block the dock bay doors from public view (see Figure 7 – Line of Site Detail and Figure 8, Proposed Screen Wall below).

**Figure 7 – Line of Site Detail**

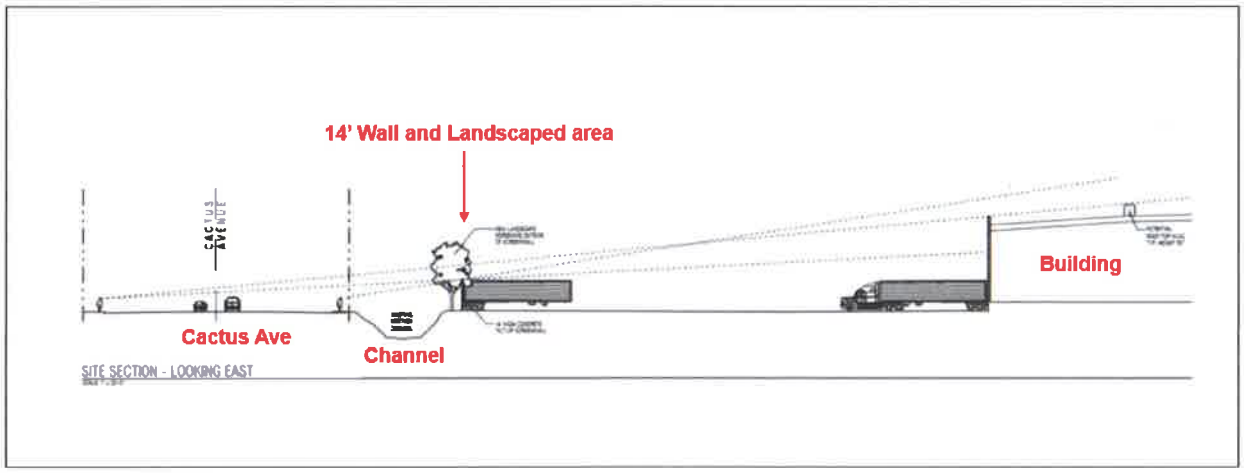
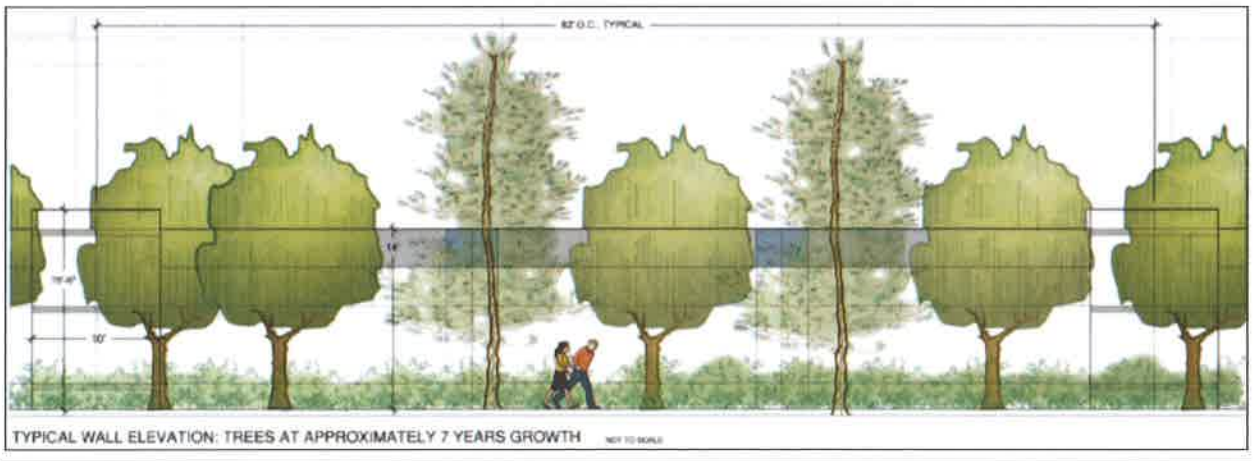



**Figure 8 – Proposed Screen Wall**




## Project Site Plan

As noted above, all proposed building height, setbacks, parking and landscape requirements are compliant with the Development Code requirements. Employee parking, carpool, and

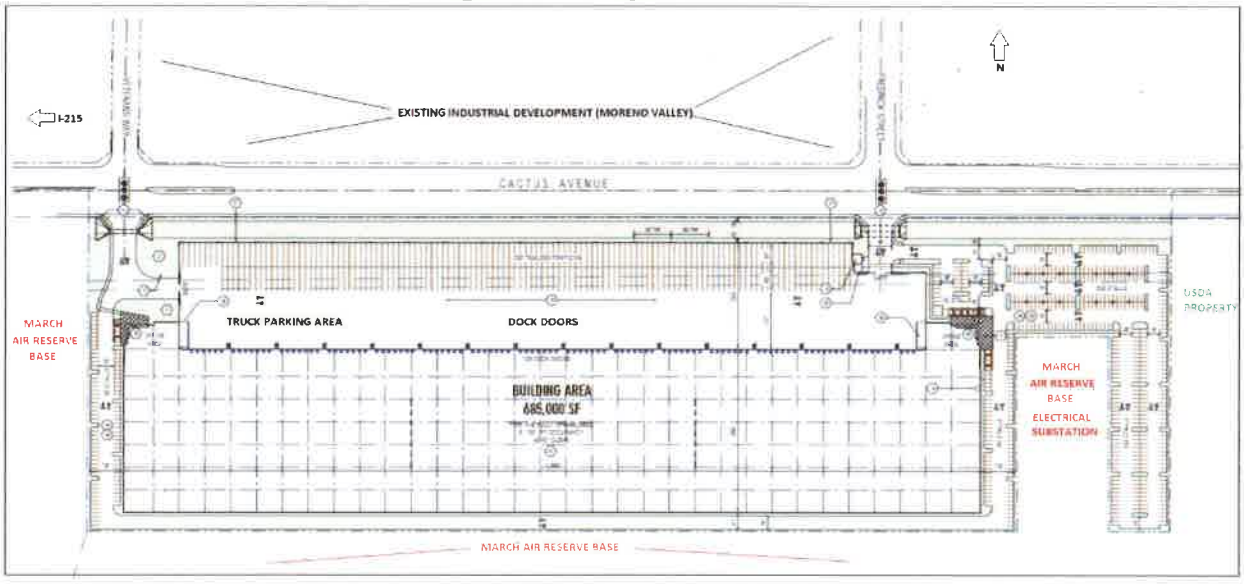
bicycle parking spaces provided on the proposed site plan (Sheet A1-01P) meet the parking standards required for Industrial uses. In addition, the facility provides 45 electric auto charging parking spaces. A Preliminary Water Quality Management Plan has been submitted and approved. A Final Water Quality Management Plan will be signed and notarized upon the completion of building construction and prior to Certificate of Occupancy, recorded to assure long term water quality. A conceptual drainage study has been completed for the site and has been reviewed and approved by March JPA's Engineering Department, NPDES consultant CGRME and Riverside County Flood Control and Water Conservation District.

Building Placement:

As noted above in the Development Standards, the proposed setback of the building is 265 feet from property line. The placement of the building is to allow for the truck court parking area between the office towers, and between the Cactus Channel, landscaping and screen wall, and the building. The placement of the building towards the back of the lot near the MARB property line with the bay doors facing east was designed based on feedback from MARB Security and Planning personnel who early on in the planning process commented that they would rather have the truck dock bays facing away from the base rather than towards the base. MARB also requested that the be no truck parking backing up to the base due to Force Protection concerns (see March Air Reserve Base/United States Air Force Input below).

Additionally, there is also an existing 54-inch Eastern Municipal Water District line that runs east-west directly through the property approximately 120 feet in from Cactus Avenue. As designed, the easement runs through most of the trailer parking area in front of the building. Although asphalt and cement can be placed over the easement and water line, a structure or building cannot. There are also existing backbone electrical lines that service the MARB that run through the front of the property; however, the applicant has agreed to relocate those around the property (see Condition of Approval 103). Therefore, in order to accommodate the necessary truck trailer parking area and while complying with MARB concerns for Force Protection, the building placement at 264 feet from the edge of Cactus Avenue with the truck and trailer parking area adjacent to the street configuration was chosen as the best option for the building placement (see Figure 9 – Project Site Plan below).

**Figure 9 – Project Site Plan**



*Architecture/Color Palette:*

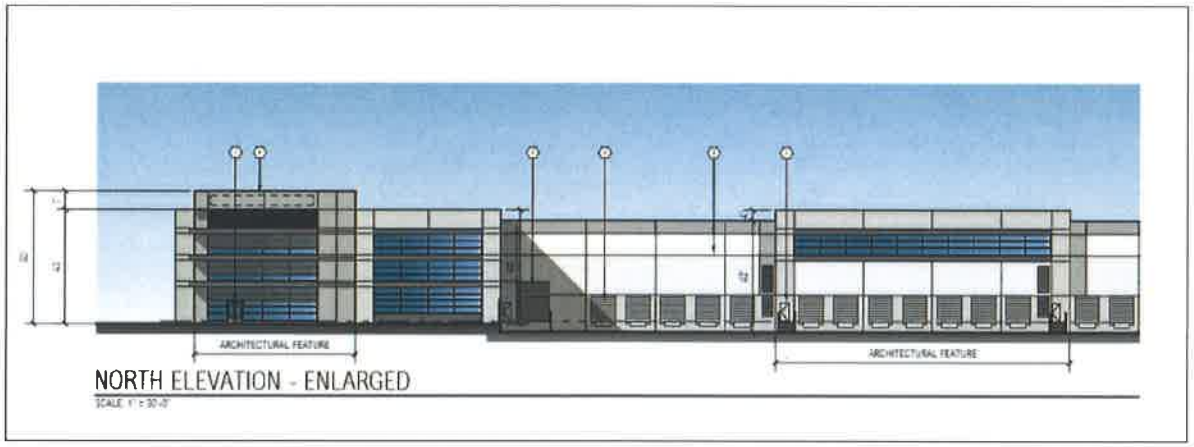
The Industrial and Business Park buildings will be constructed with tilt-up concrete construction. Variation in parapet height and use of contrasting field, base and accent colors emphasize the variation in the building design. Prominent low reflectance Vistacool Pacifica #2 (>25% reflectance) glazing is proposed at both entrances to the building and used to emphasize the building grid module. The building façade, which will be visible along Cactus Avenue approaching from both the east and the west, will be mostly visible at the tower-end elements of the building, which is where the majority of the design elements are located. The first 14-feet of the body of the building between the tower elements, will not be visible from Cactus Avenue as they will be screened by the 14-foot tall decorative wall. Figure 10 shows a Photo Simulation of the K-4 warehouse building. The Photo Simulation is a view of north tower looking southwest:

**Figure 10 - Building Photo Simulation**



Figure 11 as shown below, is an example of the proposed elevations and colors for the K-4 Building:

**Figure 11 – Color Elevation Example**




As noted previously, the project architecture, color palette and glazing all comply with the standards of the March Business Center Design Guidelines, even though the K-4 project is located outside of the Specific Plan area. The proposed color pallet includes the predominate use of Moderate White, Worldy Gray, and Gray Area. Accent colors include Connected Gray and Midnight. The storefront uses Clear Anodized Aluminum and the Vistacool Pacifica glazing as noted above (see Figure 12 – K-4 Color and Materials Board). The physical materials and color board will also be available for review at the JPC meeting.

**Figure 12 – K-4 Color and Materials Board**

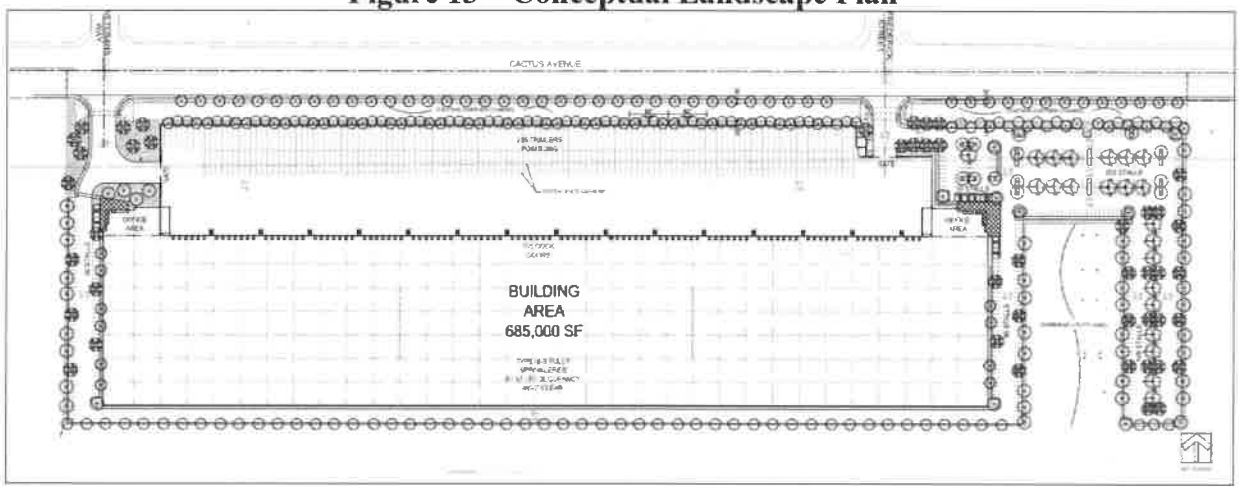



***Site Landscaping:***

As previously noted, 12.6% of the overall site will be landscaped. The Industrial Zone Designation requires a minimum of 10% landscaping. A drought tolerant, water conserving landscape palette is provided for this site and right-of-way landscape. MARB has requested that projects near the base use trees that birds typically do not nest in. The proposed trees

include African sumac, Crape Myrtle, Chinese Elm, Afghan Pine, and Chilean Mesquite. The applicant has also agreed to provide additional trees within the front landscaping area between the Channel and the Wall to help soften the long wall span around the truck parking area, which is reflected in the conceptual landscape plan (see Figure 13 – Conceptual Landscape Plan below). The project Landscape Plan is located on Sheet A3-02P of the Planning Set.

**Figure 13 – Conceptual Landscape Plan**




***Exterior Lighting:***

Given the proximity to the airport, all on-site lighting provides fully shielded fixtures (no light emitted above horizon), high pressure or low-pressure sodium lighting, maximum 750 watts, maximum fixture height of 25' above finished grade, and maximum lighting of 0.5 candle/foot$^2$ at the property line. Additionally, the applicant has agreed to provide additional lighting and a camera system in the rear of the building to enhance the MARB Force Protection efforts in order to identify potential threats to the base (see Condition of Approval #99).

***Access, Circulation and Traffic***

Access to the site is achieved from two driveways leading to the property from Cactus Avenue; the first driveway is located at the intersect of Frederick Street at Cactus Avenue, and the second driveway is located at the intersection of Veterans Way and Cactus Avenue. Local traffic will access the site from various locations, including the adjacent Cactus Avenue, Fredrick Street and Veterans way to the north, the I-215 Freeway from the west, and Heacock Street from the east. Truck traffic is limited to a right-in driveway at Frederick Street, and a left-turn-only onto Cactus Avenue from the intersections of Frederick Street and Veterans Way. A truck route sign will be posted at the exit of each driveway to inform drivers that truck traffic is prohibited from turning right onto Cactus Avenue, unless the truck traffic is local.

Truck traffic to the site is achieved from the I-215 Freeway at the Cactus Avenue on and offramp located approximately one-mile from the project site. The proposed warehouse building will utilize its close proximity to the freeway as well as Cactus Avenue, which is designated as an Urban Arterial Roadway as designated on the March JPA Transportation Plan. It is also anticipated that the project will take advantage of its fairly close proximity to the commuter rail station located south of Cactus Avenue at Meridian Parkway. The rail station, which is also a bus hub, has current and established routes from the facility that travel eastbound on Cactus Avenue. The applicant has also agreed to contribute $300,000 to the City

of Moreno Valley for a future bus turn out in front of, or near the property (see City of Moreno Valley Review below).

As shown on the site plan and as analyzed in the EIR, a total of 598 automobile parking stalls and 242 truck trailer parking stalls will be provided. According to the K-4 traffic report, the project is estimated to generate a total of 5,873 trip-ends per day, in actual vehicles, with 425 A.M. peak hour trips and 983 P.M. peak hour trips. The anticipated trips are based on a High-Cube Fulfillment Center Warehouse as the "worst case scenario" for traffic. As such, Project trip generation has been calculated based on the trip-generation statistics published in the 2019 TUMF High-Cube Warehouse Trip Generation Study which was commissioned by Western Riverside Council of Governments (WRCOG) in support of the Transportation Uniform Mitigation Fee (TUMF) update. However, it should be noted that traffic will likely be greatly reeducated from the numbers analyzed in the EIR, as the building will be constructed for general warehousing and storage, generating a likely 300 full-time jobs rather than a High-Cube Fulfillment Center Warehouse that would likely generate 900 full-time jobs.

**Cactus Channel Improvement Project**

The Cactus Channel Improvement Project consists of proposed improvements to the entire 7,900 linear feet channel and improvements to 11.06 acres of land along its entire run which starts at the MARB main gate at Elsworth Street eastward to the Heacock Street channel southwest of the Heackock Street Avenue Cactus Avenue intersection. The drainage improvements are proposed to be an underground box culvert that would run the entire duration of the channel and would vary in width from an 11-foot wide box to a 9-foot wide double box (approximately 19 feet in width). The installation of the box culvert would require trenching through the existing swale behind the Cactus Avenue right-of-way. It is anticipated that there would be some utility relocations for existing crossings in record plans as well as removal of some existing roadway culverts and extending existing storm drain connections to the earth swale. In association with the K-4 approvals and entitlements, the applicant is proposing the following:

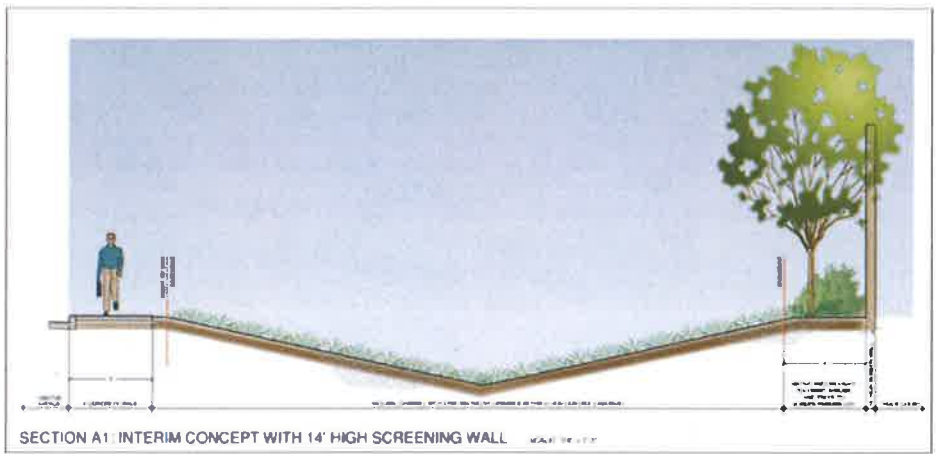
1) CEQA clearance for the entire 7,900 linear feet of channel improvements;
2) Plan check the entire reach of the Cactus Channel through Riverside County Flood;
3) Process 404 permit for the reach of the Cactus Channel through the Army Corp of Engineers;
4) NEPA clearance for the entire 7,900 linear feet of channel improvements as needed;
5) Pro-Rata contribution to the Cactus Channel construction costs ($4,704,000);
6) Total amount of the above items: $5,000,000;
7) Drainage Fees paid of approximately $212,000 (see Condition of Approval 29).
8) Benefits:
    - Once the Cactus Channel improvements are complete, the threat of flooding the March Air Reserve Base and Cactus Avenue at Elsworth Street become greatly reduced;
    - Entitling the Cactus Channel along with this project will likely speed up the project timeline by 10+ years.

The total cost of completing the channel is currently estimated at $19.6 million dollars and it is anticipated that completing the channel will take roughly 5 years.

*Interim Channel Conditions*

The proposed interim condition for the channel is the project in place as it exists today. Currently, the channel is maintained by the JPA, which includes only light maintenance of the channel, which entails debris removal, weed control, and with special permitting, limited dredging. Figure 14 below shows the interim condition of the channel after construction of the K-4 project, including a proposed sidewalk adjacent to Cactus Avenue, the existing channel, a 6-foot sidewalk, 4-feet of landscaping, channel in the interim, and 10-16-feet of landscaping between the screen wall or parking lot.

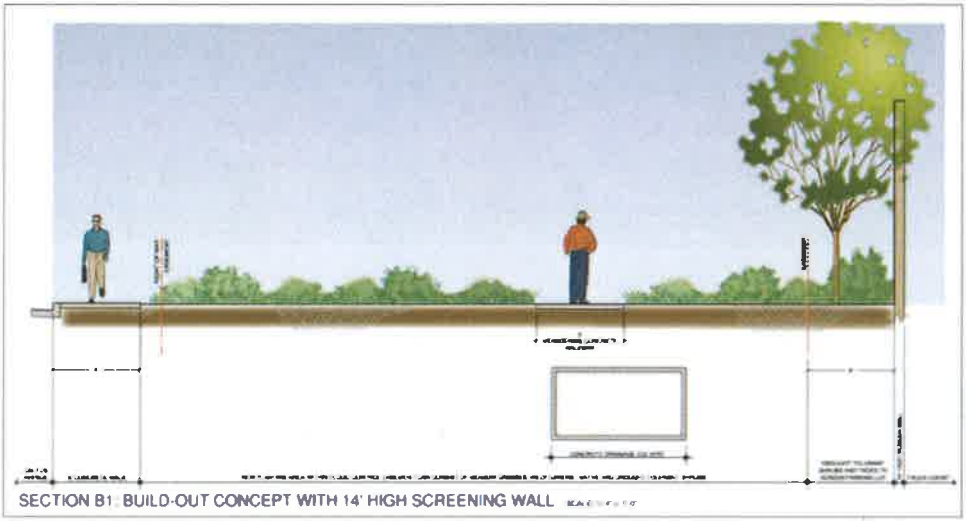
**Figure 14 – Conceptual Interim Conditions**




*Ultimate Channel Conditions*

Once completed, it is anticipated that there will be limited landscaping and an additional bike-path and walking trail atop of the box culvert along the frontage of the K-4 project, of which approximately 3,940 linear feet in length and 74,860 square feet will be maintained by the Developer/Property owner in perpetuity (see Condition of Approval #30). Riverside County Flood Control will only assume responsibility and maintenance of the box culvert and not the amenities above the box. The applicant of the K-4 project has agreed to maintain the limited landscaping atop of the box culvert as part of the overall landscape maintenance for the project. Landscaping and other amenities atop of the box culvert in other locations will need constructed and maintained by other means at some point in the future. The ultimate improvements include the 6-foot sidewalk, approximately 25-feet of landscaping, including a 6-8-foot-wide pathway atop the box culvert channel, and 10-16-feet of landscaping between the screen wall or parking lot. Figure 15 below, shows the conceptual landscape plan for the ultimate channel conditions:

**Figure 15 – Conceptual Ultimate Conditions**




## Parcel Merger

The applicant is requesting a parcel merger to combine five existing parcels into one Lot. The parcels are eligible for a parcel merger under the California Subdivision Map Act (Article 1.5. Merger of Parcels), as each parcel is contiguous to each other. The California State law states:

> *(a) Notwithstanding Section 66424, except as is otherwise provided for in this article, two or more contiguous parcels or units of land which have been created under the provisions of this division, or any prior law regulating the division of land, or a local ordinance enacted pursuant thereto, or which were not subject to those provisions at the time of their creation, shall not be deemed merged by virtue of the fact that the contiguous parcels or units are held by the same owner, and no further proceeding under the provisions of this division or a local ordinance enacted pursuant thereto shall be required for the purpose of sale, lease, or financing of the contiguous parcels or units, or any of them.*
>
> *(b) This article shall provide the sole and exclusive authority for local agency-initiated merger of contiguous parcels. On and after January 1, 1984, parcels may be merged by local agencies only in accordance with the authority and procedures prescribed by this article. This exclusive authority does not, however, abrogate or limit the authority of a local agency or a sub-divider with respect to the following procedures within this division:*
> *(1) Lot line adjustments.*
> *(2) Amendment or correction of a final or parcel map.*
> *(3) Reversions to acreage.*
> *(4) Exclusions.*
> *(5) Tentative, parcel, or final maps which create fewer parcels.*

No action by the Joint Powers Commission is necessary as the approval of the parcel merger is ministerial.

## Airport Compatibility:

The Compatibility between the airport and its surrounding environment is evaluated in terms of four aeronautical factors: noise, overflight, safety, and airspace protection. These factors are compiled and used to designate compatibility zones in the Joint Land Use Study (JLUS). The proposed development is located in Compatibility Zone C1. Compatibility Zone C1 is considered the Primary Approach/Departure Zone with an average 100 people/acre and 250 people/in the most concentrated single acre. The proposed Project was submitted and reviewed by the Riverside County Airport Land Use Commission (ALUC). On March 14, 2019 the Riverside County Airport Land Use Commission found the Project "Consistent" with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan with Conditions. Provided as an Attachment 4 is a copy of the memo from the Riverside County ALUC regarding the consistency determination for ZAP1344MA18.

## City of Moreno Valley Review

During the various TAC meetings, the City of Moreno Valley staff had addressed various concerns regarding the project's impact on the City. The March JPA Staff, the Developer and the City Staff met on several occasions to go over the various issues and determine how best to resolve them. One of the main issues was that because the project is located within March JPA boundaries, taxes from the property will be paid to the County of Riverside, and thus the project does not generate revenue for the City of Moreno Valley to fund future impacts to the City's roadways from the project, including public improvements and future maintenance/repairs. Since the last meeting with Moreno Valley, the applicant has made changes to the plans that are reflected on the current plans.

Additionally, the City and the Developer agreed upon a cooperative agreement to resolve the issues raised by the City that the March JPA could not legally require to be Conditions of Approval for the project. On November 19, 2019, the Moreno Valley City Council approved the cooperative agreement between the two parties. A summary of the agreement of the key points of the agreement include the following:

1. Traffic and Roadway Mitigation:

    - The Developer agrees to construct the Elsworth Street and Cactus Avenue intersection improvements that accommodate truck turning movements.
    - The Developer agrees to pay the City of Moreno Valley a fair share traffic mitigation contribution in the amount of $265,734.
    - The Developer agrees to pay the City of Moreno Valley an in lieu of $300,000 for the future construction of a bus turn-out.
    - The Developer agrees to pay the City of Moreno Valley for pavement maintenance of Cactus Avenue in annual installments of $20,212 (up to a maximum of $1,010,602), terminating in fifty annual payments or unless the City annexes the property in the future prior to the termination of the agreement.

2. Cactus Channel:

    - Developer to pay its fair share of the Cactus Channel storm drain improvements as established by Riverside County Flood Control.

- Developer to pay for the City of Moreno Valley's fair share contribution to the Cactus Channel storm drain improvements (estimated at $200K). Landscaping and Aesthetics:

3. Construct all landscaped areas to include enhanced treatment:

- A 14' high decorative wall with landscaping and a pedestrian walk/bike path over the channel improvements in front of the property.
- Participate in any special district thatMJPA might form to pay for the long term maintenance and installation of the landscaping/bike path/walking trail. Community Benefit:
- Developer to pay to the City of Moreno Valley a community benefit contribution of $500,000, which can be utilized by the City with no restrictions.

**SB-18 and AB-52 Review**

As per Senate Bill (SB) 18 and Assembly Bill (AB) 52, Request for Consultation letters were circulated to seventeen (17) local Native American tribes identified on a list provided by the Native American Heritage Commission. The March JPA received five (5) tribal letters requesting government-to-government consultation. The five Tribes who requested consultation are:

- Agua Caliente Band of Cahuilla Indians
- Gabrieleno Band of Mission Indians - Kizh Nation
- Morongo Band of Mission Indians
- Pechanga Band of Luiseño Indians
- Rincon Band of Luiseño Indians
- Soboba Band of Mission Indians

Staff worked closely with three of the tribes (Morongo, Rincon and Soboba) on the final language within the MMRP, as well as held an on-site meeting in August that was attended by representatives from the Morongo and Soboba tribes. Although there are no known cultural resources identified within the Cultural Resources Report, all consulting tribes will be given the chance to provide monitoring of the site during ground disturbance activities, as per the project EIR's Mitigation and Monitory Reporting and Program, Table 1, MM-CUL-4 (On-site Monitoring).

**Final EIR for the K-4 and Cactus Channel Project:**

The K-4 and Cactus Channel Improvement Project Final EIR was prepared to inform decision makers and the public of the potential significant environmental effects associated with the Project.

March JPA circulated a Notice of Preparation (NOP) and Initial Study seeking environmental input on the proposed Project from April 17, 2019 and May 31, 2019. The agency determined that an EIR should be prepared because the Project could have a significant effect on the environment in the following areas: Aesthetics, Agriculture and Forest Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Greenhouse Gas Emissions, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing,

Public Services, Recreation, Transportation/Traffic (VMT/LOS), Utilities and Service Systems, and Wildfire. Based on the Initial Study, March JPA further determined that impacts to Biological Resources, Cultural Resources, Energy, Geology and Soils, Hazardous Materials, Land Use and Planning, Transportation, Tribal Cultural Resources, and Utilities and Service Systems would be less than significant and thus need not be analyzed further in the EIR. 5 comment letters were received in response to the NOP. In accordance with State CEQA Guidelines sections 15082(c) and 15083, March JPA held a duly noticed Scoping Meeting on December 3, 2018 at the March JPA conference room to solicit comments on the scope of the environmental review of the proposed Project and no additional comments were received.

March JPA prepared a Draft EIR to focus the discussion on those potential effects on the environment which the lead agency has determined may be significant and to recommend feasible mitigation measures, when applicable, to reduce or avoid significant environmental impacts. A Notice of Availability and Draft Environmental Impact Report (Draft EIR) was circulated, incorporating comments received in response to the NOP from April 18 to May 31, 2019. During the 45-day public comment period, March JPA consulted with and requested comments from all responsible and trustee agencies, and other regulatory agencies. The Agency received five written comment letters on the Draft EIR, including an acknowledgement from the State Clearinghouse that March JPA has complied with the CEQA environmental review requirements. An overview regarding the findings, mitigation measures, and significance of environmental impacts is listed below. The Final EIR found that the Project would result in significant and unavoidable impacts to air quality, greenhouse gas, and transportation and traffic. All other resource areas were found to be less than significant impacts or less than significant with mitigation. Full information regarding the K-4 and Cactus Channel Improvement Project Final EIR is available on the March JPA website at www.marchjpa.com.

**Staff Recommendations:**

Staff recommends that the March Joint Powers Commission take the following actions:

1) Adopt Resolution #JPA 19-30 Certifying the CEQA Final EIR for the K-4 and Cactus Channel Improvement Project (SCH#2018111036), Adopting Findings and approving a Mitigation Monitoring and Reporting Plan and Adopting a Statement of Overriding Considerations; and

2) Adopt Resolution #JPA 19-31 approving General Plan Amendment 18-01, and adopting Plot Plan PP18-04, subject to Conditions of Approval; and

3) Waive the First Reading of Ordinance #JPA 20-01, approving the change of zone from no zone designation give to the Industrial (IND) zoning on the Project Site and directing staff to place this item on a future Commission agenda for the second reading and formal adoption; and

4) Direct Staff to File a Notice of Determination.

**Attachments:**

1. Resolution #JPA 19-30 Certifying the CEQA Final EIR for K-4 and Cactus Channel Improvement Project (Sch#2018111036), aadopting findings, and aapproving a

Mitigation Monitoring and Reporting Plan and Adopting a Statement of Overriding Considerations.

*Exhibit A: CEQA Findings of Fact and Statement of Overriding Considerations (available electronically at* https://www.marchjpa.com/documents/docs_forms/K-4_Project_Reso_19-30_Exhibit_A_FoF.pdf*)*

*Exhibit B: Mitigation Monitoring and Reporting Program (available electronically at* https://www.marchjpa.com/documents/docs_forms/K-4_Project_Resolution_JPA_19-30_Exhibit%20B_FEIR_MMRP.pdf)

2. Resolution #JPA 19-31 Approving General Plan Amendment 18-02, and adopting Plot Plan PP18-04, Subject to Conditions of Approval.

   *Exhibit A: General Plan Map*

   *Exhibit B: Site Plan, Building Elevations, Photo Simulations, Utility Plans, Grading Plans, Landscape Plans*

   *Exhibit C: Project Conditions of Approval*

3. Ordinance #JPA 20-01.

   *Exhibit A: March JPA Zoning Map*

4. ALUC Consistency Determination.
5. K-4 and Cactus Channel Improvement Project Final EIR & Appendices available at https://www.marchjpa.com/documents/docs_forms//Final_EIR_Combined.pdf

# MARCH JOINT POWERS COMMISSION
**OF THE**
**MARCH JOINT POWERS AUTHORITY**

## *MJPA - Public Hearing*
## *Agenda Item No. 11a*

**Meeting Date:** December 11, 2019

**Action:** **TAKE THE FOLLOWING ACTIONS ON A REQUEST BY MERIDIAN PARK, LLC, INVOLVING THE 35.4-ACRE K-4 PARCEL, LOCATED DIRECTLY ADJACENT TO THE MARCH AIR RESERVE BASE, AT APPROXIMATELY THE TERMINUS OF FREDERICK STREET AND VETERANS WAY AT CACTUS AVENUE, EAST OF THE MARCH AIR RESERVE BASE MAIN ENTRANCE GATE, AND APPROXIMATELY ONE-MILE EAST OF THE I-215 FREEWAY AT THE CACTUS AVENUE INTERCHANGE, AS WELL AS THE CACTUS CHANNEL IMPROVEMENT PROJECT LOCATED DIRECTLY SOUTH OF CACTUS AVENUE RUNNING APPROXIMATELY 8,000 LINEAR FEET FROM THE CACTUS AVENUE I-215 INTERCHANGE EASTWARD TO HEACOCK STREET: 1) ADOPT RESOLUTION #JPA 19-30 CERTIFYING THE CEQA FINAL EIR FOR THE K-4 AND CACTUS CHANNEL IMPROVEMENT PROJECT (SCH#2018111036), ADOPTING FINDINGS, APPROVING A MITIGATION MONITORING AND REPORTING PLAN; AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS; 2) ADOPT RESOLUTION #JPA 19-31 APPROVING GENERAL PLAN AMENDMENT 18-02, AND PLOT PLAN PP18-04 SUBJECT TO CONDITIONS OF APPROVAL; 3) WAIVE THE FIRST READING OF ORDINANCE #JPA 20-01 APPROVING CHANGE OF ZONE Z18-01 FROM NO ZONE DESIGNATION TO INDUSTRIAL ZONING FOR THE PROJECT SITE AND DIRECT STAFF TO PLACE THIS ITEM ON A FUTURE COMMISSION AGENDA FOR THE SECOND READING AND FORMAL ADOPTION; AND 4) DIRECT STAFF TO FILE A NOTICE OF DETERMINATION**

**Preparation Date: December 5, 2019**

**Motions:** Move To: 1) Adopt Resolution #JPA 19-30 Certifying the CEQA Final EIR for the K-4 and Cactus Channel Improvement Project (Sch#2018111036), Adopting Findings, Approving a Mitigation Monitoring and Reporting Plan and Adopting a Statement of Overriding Considerations; 2) Adopt Resolution #JPA 19-31 Approving General Plan Amendment 18-02, Adopting Plot Plan PP18-04, Subject to Conditions of Approval; 3) Waive the First Reading of Ordinance #JPA 20-01, Approving Change of Zone Z 18-01 changing non-zoned land to the Industrial Zoning Designation, and Directing Staff to Place this Item on a Future Commission Agenda for the Second Reading and Formal Adoption; and 4) Direct Staff to File a Notice of Determination.

**Applicant:** Meridian Park, LLC

**Proposed Project:**

**General Plan Amendment 18-02:** The 35.4-acre Project Site is currently designated Business Park (BP) on the March JPA General Plan (GP) Land Use Map. The requested General Plan amendment would modify the General Plan to change the existing Business Park land use designation to Industrial (IND);

**Change of Zone Request Z 18-01:** As the Project site is not yet zoned, to be consistent with the requested General Plan land use designations, the proposed Project is pursuing a zoning designation of Industrial (IND) for the full 35.4-acre K-4 project site;

**Plot Plan PP18-04:** A plot plan approval is required to construct the 685,000 square foot building industrial building on 35.4-acres of land, including 597 automobile parking stalls, 242 truck trailer parking stalls, and 195,000 square feet of landscaping representing 12.6% of the total project site;

Other project components include the approval of the location and conceptual design for the approximately 400,000 square foot Cactus Channel box culvert and a parcel merger of five (5) existing parcels into one (1) parcel.

**Technical Advisory Committee (TAC) Review:**

The K-4 project went before the TAC on five separate occasions. Below are the dates and a summary of the discussions for each TAC meeting:

1. January 4, 2019 – EIR Scoping Meeting follow-up. Staff gave an update to the TAC regarding the December 3, 2018 EIR scoping meeting.

    - Discussion regarding Flood Control lead agency on the Cactus Channel improvements and if the project would be conditioned to have interim measures they will be building. Staff agreed to reach out to flood control regarding the interim condition issue.
    - Member Lee asked if the applicant was responsible for the entire Cactus Channel improvement. Project applicant Mr. Reeves of Lewis responded they are not and added they are not building it only providing entitlement. There is a separate

agreement for funding which is a multi-party agreement. That funding mechanism is not in place. Staff noted K-4 will pay their fair share of the channel as a condition of approval.

- A representative from the March Air Reserve Base asked if solar is included and Mr. Reeves answered yes. Staff noted that glare and glint study would be required prior to the issuance of building permits for the solar, and that the MARB and ALUC would have to review first.
- The meeting concluded with no additional discussion.

2. July 22, 2019 – 1st formal project presentation to the TAC

   - Member Lee stated this item is still under review and his jurisdiction is not in agreement with several items on the project and requested JPA staff bring this item back to the next TAC with an update to include additional comments from March Air Reserve Base on the EIR. He requested the EIR release be delayed as well. Staff agreed to a future meeting with City of Moreno Valley staff and the applicant to address concerns.
   - The meeting concluded with no additional discussion.

3. September 9, 2019 – 2nd formal project presentation to TAC.

   - Staff provided a brief overview and history of the K-4 and Cactus Channel Improvement Project as well as items to address City of Moreno Valley concerns expressed in prior meetings, those items included:

     a. Site Plan Revision-Building footprint reduced from 718,000 SF to 685,000 SF
     b. Building Elevation Revision-Parking area and much of the building will not be visible from Cactus Avenue due to 14 ft. screen wall
     c. Landscape Plan Revision-Landscape to be planted on top of the box culvert
     d. Screen wall revision- Modified to be 14 feet tall precast concrete panels with stacked stone pilasters

   - Staff noted that they would be meeting with staff from the City of Moreno Valley and the applicant on September 26, 2019.
   - Mr. Sandzimier with the City of Moreno Valley stated he had concerns regarding the General plan designation and he also expressed concerns with the size of the building. Mr. Sandzimier also noted that at the last TAC meeting on July 22, 2019 they asked for the truck doors on the building to be changed to face South West corner of the property instead of Cactus Avenue. JPA staff noted that during the pre-application meeting, that MARB had requested the building face away from the base rather towards the base. Legal Counsel Mr. Brown responded to Mr. Sandzimier's concerns on the General Plan Amendment stating that Planning and Zoning scenarios for March JPA were carefully looked at to be compatible with the surrounding jurisdictions. In this instance there was a strong preference pushed in the direction of industrial and that requires a General Plan amendment.
   - Member Perez had questions about the project providing interim improvements, fair share contributions to the existing channels and wondered if this improvement of the channels will provide positive flow. Mr. Perez also had concerns with site issues, and the underground water situation. Project applicant Mr. Reeves stated

that that the two sections that are being put in are approximately 120 ft. each but will be the ultimate box. Mr. Reeves also stated that yes installation will maintain positive flow. He stated the fair share contributions with flood control district has been established, there is a 5 party agreement being drafted between Moreno Valley, March Life Care, USDA, MARB and Lewis. In relation to the underground water issues and movement, the reason why the building is being put towards the rear is to protect the base. Since the channel will not be built for a few years, water flow will come forward, if the buildings are flipped everything will go backwards on site to the Base. Additionally, there are no open basins and everything is underground. There are no open retentions so no bird issues.

- Legal Counsel Mr. Brown stated that Dr. Kelly has informed him that she is in receipt of a letter from the Air Force dated August 29, 2019. Discussions are underway to discuss concerns in particular with that communication and electrical issues. Mr. Feeley from MARB stated that the most recent concerns coming from the Base have been in regards to communication lines and power substations. The way the power comes in the Base wanted to see if there is a possibility for a utility corridor there. This came as a concern from Security Forces, given some of the importance of those utilities. Mr. Feeley stated that these are the 2 additional pieces that have come forward in the last few weeks, which pertain to several key communication lines that need relocating and there are also traffic concerns.
- Member Lee had concerns with total cost of channel and who pays the increasing cost and asked if Flood Control would take on the burden of additional cost. Mr. Whaley from the March JPA responded stating that the total cost of channel is $22.5 million dollars. Dr. Kelly also responded by stating at this point flood control set aside money from the Heacock channel project which they had saved from that project which equates to roughly $4 million, which is their contribution. Everything else is a pro rata share based on lineal channel frontage.
- Member Lee had additional comments asking for the project not be placed on the TAC or JPC agenda until the City of Moreno Valley has had time to review all terms. The city has issues with Cactus channel, elevation, traffic and wants the Base's concerns addressed as well. Dr. Kelly responded the applicant and the JPA were still in negotiations with the City of Moreno Valley and that the item was more of an update from the previous meeting on the progress. Staff agreed to provide project updates to the TAC before formally bringing back for final review.

4. October 7, 2019 – TAC Update

- Staff noted that JPA staff and the project applicant met with members of the MARB security staff to discuss their concerns regarding the project (see March Air Reserve Base/United States Air Force Review and Input below). Staff also noted that the JPA and the applicant were still working with the City of Moreno Valley to address outstanding concerns and that we would report back to the TAC in November.
- Member Lee requested that a bike path be placed atop the channel box culvert in front of project. The project applicant Mr. Reeves had agreed to this in a prior conversation with the City of Moreno Valley. Applicant will be responsible for all cost of bike path.

5. November 4, 2019 – TAC Meeting Update.

- Staff gave an update to TAC regarding the ongoing discussions between the applicant and the City of Moreno Valley, and that a "cooperative agreement" between the two parties to address their concerns was being worked out. Staff noted that the project was placed on the November 13th JPC meeting in anticipation that all of the issues between the City of Moreno Valley and the applicant would be worked out.
- Member Lee noted that the City and the applicant had still not yet come to an agreement and voiced his displeasure with the fact that the project was scheduled for the next JPC meeting, and that the final EIR had been released. The project Applicant, Mr. Reeves, stated that the cooperative agreement between the two should be enough to address the City's concerns. Member Lee noted that the City would exercise its veto rights if the project moved forward without the agreement first being approved by the Moreno City Council. The TAC members agreed that the item should come back to them prior to the next hearing. Staff agreed to bring it back to the TAC before the item is heard by the JPC

6. December 2, 2019 – TAC Meeting 3rd formal project presentation to TAC.

- Staff announced to the TAC that the cooperative agreement between the applicant and the City of Moreno Valley was approved by the City Council on November 19th. Staff outlined the key points of the agreement, as well as the project Conditions of Approval offered to the JPA by the City. Staff then gave a brief presentation of the project and explained all changes made over the course of the project review and noted the item was scheduled to go before the JPC for consideration at their December 11, 2019 meeting. Member Lee thanked the JPA staff and the applicant for working with the City of Moreno Valley to resolve their issues and noted that although the City didn't get everything they wanted, they ended up with a good project. No other comments were offered.

**March Air Reserve Base/United States Air Force Review and Input**

On September 11, 2019 the March JPA staff and applicant for the K4 Project met with representatives from MARB to discuss issues related to the project and to address concerns raised by MARB in a letter received by March JPA on August 29, 2019 (Attachment 5). It should be noted that the conclusions of the meeting were forwarded to the City of Moreno Valley for their review. Listed below were the main topics of discussion and what was agreed upon by the developer and MARB:

1) Utilities. The applicant has agreed to relocate all utilities on K4 that service MARB to the south along the rear of the property.

2) Force Protection and Security. The applicant has agreed to install fencing which meets MARB' security standards along the property lines shared with MARB. Standard fencing includes 7-foot-tall chain link fence with a concrete strip along the bottom with outriggers facing back toward the project site. Furthermore, the applicant has agreed to provide additional lighting behind the building and to install additional cameras for added security measures. Lastly, the base strongly favors the current configuration and building placement for various security reasons (see below).

3) Building Configuration. MARB is favorable to the current configuration of the site plan, with the building pushed back away from Cactus Avenue, for the following reasons:

   a. As designed, the water will now drain away from MARB towards the channel. If the building was flipped, the water would drain towards the base and this is not acceptable to them;
   b. MARB is strongly opposed to the idea of allowing truck parking in the rear of the building due to security and protection issues.
   c. MARB has requested a clear area between the property line and the building of at least 30-50 feet. As currently designed, the building is 46 feet away from the property line, and only an emergency drive aisle is provided in back of the building. It should be noted that as a standard condition of approval, truck parking in this location will be prohibited.

4) Ellsworth and Cactus Intersection. MARB has asked the developer to provide a right turn into MARB from Cactus Avenue, as well as a right turn onto Cactus Avenue for egress from MARB. Additionally, MARB has asked for signal timing modifications so that traffic flows in and out of MARB more efficiently (see Condition of Approval #96 which addresses this request).

**Project Location**

The Project site, which collectively consists of the K-4 Parcel and the Cactus Avenue Drainage Channel (Cactus Channel), is located on the south side of Cactus Avenue and extends from where Veterans Way terminates at Cactus Avenue on the west to where Frederick Street terminates at Cactus Avenue on the east. The Project site is generally rectangular in shape except for the exclusion of an existing substation near the eastern end. The Project site is located within an urbanized area of Riverside County, east of Interstate 215 (I-215), south of Cactus Avenue, and north of the MARB. The K-4 Parcel is located within the March JPA jurisdiction, which is within unincorporated Riverside County, California (Figure 1 - Project Location). The K4 Parcel is comprised of five parcels designated as Assessor's Parcel Numbers (APNs) 297-150-006-8, 297-150-007-9, 297-150-038-7, 297-160-005-8, and 297-200-004-0.

**Figure 1 – K-4 Location Site**




The Cactus Channel portion of the Project is located along the south side of Cactus Avenue, extending from the MARB main entrance at the Elsworth Street intersection and runs eastward to the Heacock Channel, west Heacock Street. The portion of the Cactus Channel that would be improved as part of the proposed Project runs a total of 7,900 linear feet (see Figure 2 below).

**Figure 2 – Cactus Avenue Improvement Project Location**




## March JPA General Plan Consistency

**Preparation Date: December 5, 2019**

In 1993, the federal government mandated the realignment of March Air Force Base (AFB) and a substantial reduction in its military use. In April 1996, March AFB was re-designated an Air Reserve Base (ARB). Approximately 4,400-acres of land that had historically supported March AFB was no longer needed to support the ARB. The cities of Moreno Valley, Perris, Riverside, and County of Riverside formed the March JPA to oversee the dispensation and management of the surplus land. A General Plan (GP) and Master Environmental Impact Report (EIR) were prepared and adopted/certified in 1999 for the JPA planning area.

***March JPA General Plan Land Use Element***

The March JPA General Plan Land Use Element is based upon the March AFB Master Reuse Plan (Exhibit A, p. II-38) preferred land use pattern. This General Plan element delineates the general location and distribution, extent of existing and proposed land uses for March JPA, and development criteria for development intensity. The goals and policies contained within the Land Use Element address the capitalization of the opportunities within the Planning Area, and the reuse and revitalization of existing facilities. The goals and policies contained in the Land Use Element focus on creating 38,000 jobs within the excess former March Air Force Base, maintaining a balance between commerce and industry, providing compatible land uses with the airport and the surrounding residential area, while promoting high quality development with minimizing land use conflicts. The current General Plan designation (shown below) identifies a predominance of Industrial use for the Project 130-acre site area.

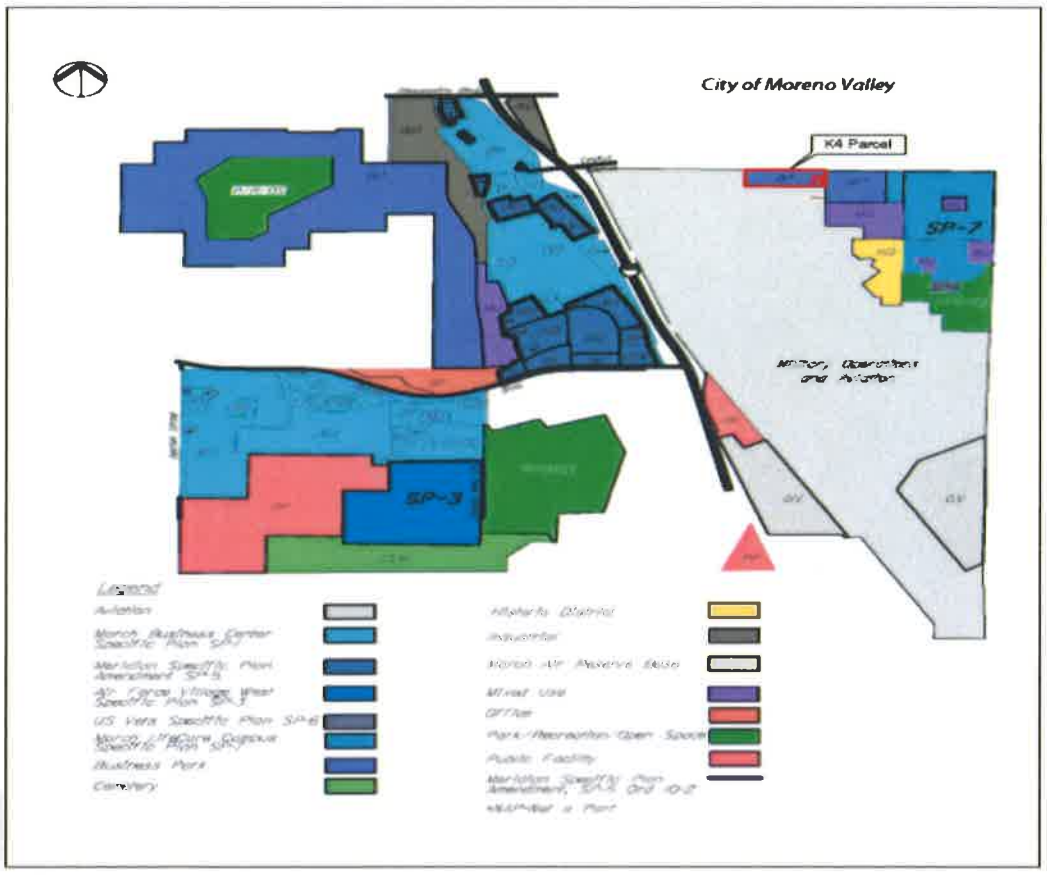
***March JPA General Plan Transportation Element***

The Transportation Element identifies the multiple transportation and circulation components of the GP, inclusive of roads, trails, rail, multi-modal, transit, aviation, and goods movement services. The extent of necessary facilities, adequacy of service levels, and transportation demand management measures, along with general location and infrastructure facilities, are described. Prior amendments to the March JPA General Plan have entailed modifications to the Transportation Plan (General Plan Exhibit 2-1), however no modifications to the planned extension of Cactus Avenue has occurred. Thus, the planned road network is consistent with the March JPA General Plan Transportation Element.

***General Plan Amendment GP 18-02***

The proposed 35.4-acre K-4 Project site is currently designated Business Park (BP) on the March JPA General Plan (GP) Land Use Map. The application would change that designation from BP to Industrial (IND) to allow for a 685,000 square foot industrial building, parking and landscaping on the site (see Figure 3 – Existing General Plan Land Use Map below).

**Figure 3 - General Plan Land Use Map**




The proposed amendment is consistent with the objectives the General Plan's objective to develop predominately Industrial land uses within the March JPA boundaries. The K-4 development, including the minor modification to the General Plan land use map from Business Park (BP) to Industrial (IND), is expected to generate an estimated 300 permanent jobs (the EIR estimated 900 based on e-commerce fulfillment center, which is not approved at this time), helping to implement the goals of bringing 38,000 jobs to the reuse area. The request also complies with the objectives of the 2005 Air Installation Compatibility Use Zone (AICUZ) study and the March ARB March Inland Port Comprehensive Land Use Plan (CLUP). The following General Plan policies table is provided to demonstrate the Projects compliance with the existing General Plan policies (see Table 4.9-1 "Project Consistency with March Joint Powers Authority General Plan" of the K-4 EIR for full consistency with the General Plan Policies and Goals).

The Cactus Channel portion of the Project is an existing earthen drainage channel that runs along the south side of Cactus Avenue from the Elsworth Street intersection eastward to the Heacock Drainage Channel and west of Heacock Street. The existing earthen drainage channel is depressed below the Cactus Avenue street elevation and contains vegetation. As the governing regulatory document, the March JPA General Plan includes policies related to scenic quality applicable to the proposed Project. Project consistency with these policies is detailed in Table 4.9-1 "Project Consistency with March Joint Powers Authority General Plan" within the K-4 EIR (Attachment #6).

**Zoning Change Z18-01:**

As the Project site is not yet zoned, the applicant is requesting to change the zone from no-zoning assigned, to Industrial (IND) to be consistent with the requested General Plan land use designation of Industrial. The zoning designation request is consistent with the Proposed General Plan designation and would allow the orderly development of Industrial development consistent with the March JPA General Plan objectives. As identified in the General Plan discussion, the requested zoning is to apply the Industrial land use designation for airport land use compatibility. Furthermore, according to Chapter 9.05 of the March Joint Powers Authority Development Code, the purpose of the Industrial Zoning District as defined below: *"Industrial District (I) The primary purpose of the Industrial (I) District is to provide for manufacturing, research and development, warehousing and distribution, and multi-tenant industrial uses, as well as certain supporting administrative and professional offices and commercial activities on a limited basis. This district is intended as an area for light industrial and limited service commercial uses that can meet high performance standards but that frequently do not meet site development standards appropriate to planned research and development parks. C. Business Park-Mixed Use (BPX)"*

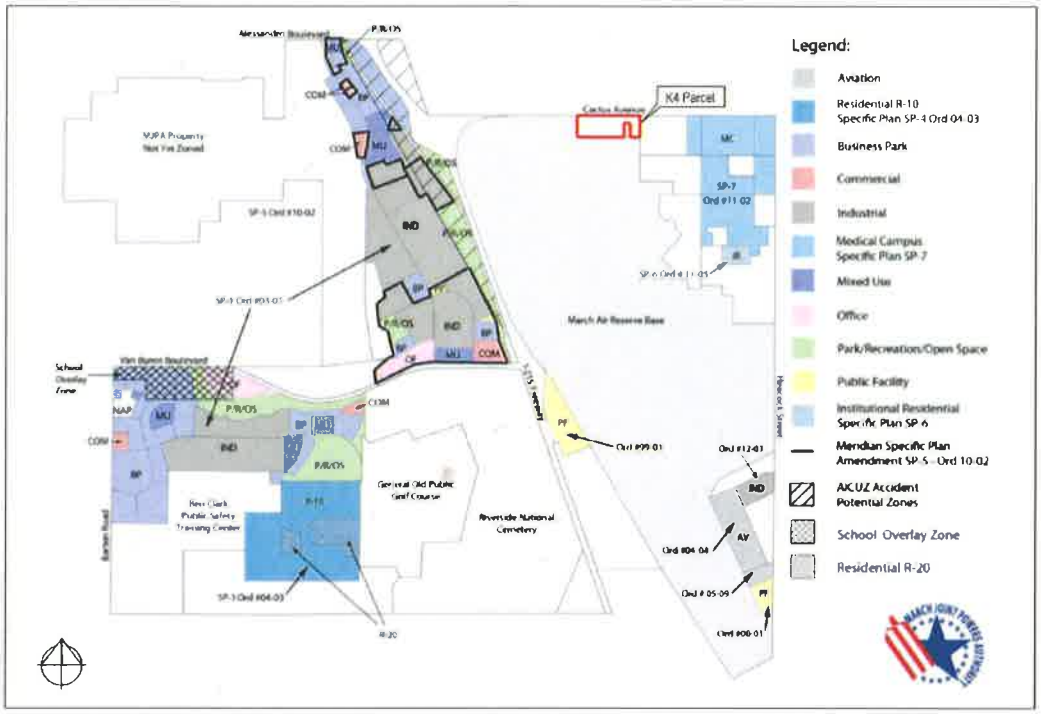
The proposed K-4 project is a proposed warehouse use as defined by the Chapter 9.15 "Definitions" as:

*Warehousing: The use of a building or buildings primarily for the storage of goods of any type, when such building or buildings contain more than five hundred (500) square feet of storage space.*

Although the Project EIR studied all allowed uses within the Development Code, including general distribution, storage and an e-commerce fulfilment center, the applicant has agreed to use the building strictly for warehousing, storage, and general distribution only. Any other uses, such as an e-commerce fulfilment center, etc., will require additional review and approval by the March Joint Power Commission (see Condition of Approval 51 and 136)

Below is Figure 4, which is the Existing Zoning Map showing the K-4 site outlined in Red:

**Figure 4 – Existing Zoning Map**




## Surrounding Land Uses & Compatibility

Adjacent to the north of the proposed K-4 Parcel warehouse site, across Cactus Avenue, is an industrial and commercial center located within the City of Moreno Valley. To the east, the proposed warehouse site is bounded by vacant land owned by the USDA, and the parcel also wraps around an electrical substation on three sides that serves MARB. To the south, the proposed warehouse site is bordered by March ARB and to the west the proposed warehouse site is bordered by a vacant lot and March ARB. At a regional level, the City of Moreno Valley is to the north and east of the proposed Project. To the south and west of the Project site is the March ARB, which previously was the March AFB. The March AFB was realigned as the March ARB in 1993, along with the substantial reduction in its military use. The March ARB currently has a presence of reservists, guardsmen, and active duty from all branches of the military. The March ARB contains a runway, approximately 0.7 mile southwest of the Project site. The uses nearest to the Project site include warehousing, internal services, and housing. Interstate (I) 215, intersects the March ARB, is located is approximately 0.7 miles west of the Project site. Further west is the City of Riverside, along with unincorporated areas of Riverside County (see Table 3 below).

**Table 3 – Surrounding Uses**

| Location | GP Designation/Zoning | Existing Land Use |
|---|---|---|
| **North** | General Plan Designated: Light Industrial (City of Moreno Valley) | Industrial Warehouse Building |
| **West** | March Air Reserve Base | Vacant/Fallow |
| **South** | March Air Reserve Base | Warehouse Building/Cement Mixing Plant |
| **East** | Business Park | Vacant/Fallow |

## Development Overview

*Plot Plan PP18-04:*

The proposed Plot Plan grants approval for the proposed project which includes a 685,000 square foot warehouse and building on approximately 35.4-acres of land, including approximately 18,000 of office space, approximately 667,000 square feet of storage/warehouse, 572 total parking stalls including 242 truck trailer parking stalls, 195,000 square feet of landscaping, which represents 12.6% of the total site. Building materials include painted tilt-up concrete exterior walls for the majority of the building, two storefronts consisting of anodized aluminum and blue glass with 26% reflection glazing. The proposed building ranges in height between 43 to 50 feet tall, with 43 ft being the average roof height, and 50 ft at the end tower-storefront elements. The building also includes 105 loading docks and doors, and a 14 ft tall decorative wall around the truck parking area. Access is provided to the site at two driveways at the terminus of Fredrick Street and Veterans Way, and from Cactus Avenue and the I-215 Freeway located approximately 1 mile west of the site.

***Development Code Compliance:***

The K-4 Industrial site is not located within a Specific Plan, and thus the proposed warehouse project is subject to various Development Standards within the March JPA 2016 Development Code. Table 9.02.020-1 of the Development Code establishes permitted uses in each zoning district. The proposed zoning district for the K-4 property is Industrial (IND). According to Table 9-02-020-1, warehousing and distribution centers, which is defined as within the Development Code as "Wholesale, Storage, and Distribution All Activities Indoors" is a permitted use within the zone designation (see Figure 5 – Permitted Uses Table below):

**Figure 5 – Permitted Uses Table**

**DEVELOPMENT CODE** **CHAPTER 9.02**

**Permitted Uses Table 9.02.020-1**

X – Indicates stated use is permitted subject to district requirements.
C – Indicates stated use is allowed with a Conditional Use Permit.
∝ – Indicates a use is permitted unless the use is located 300 feet or less from a residential zone or use, in which case the use is allowed with a Conditional Use Permit.

| | HR | RR | R1 | R2A | R2 | R3 | R5 | R10 | R5-10 | R15 | R20 | NC | CC | TRC | VC | OC | O | P | A | I | BP | BPX | AC | OS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Weight Reduction Center | | | | | | | | | | | | X | X | X | X | X | | | | | | | | |
| Wholesale, Storage, and Distribution<br>All Activities Indoors | | | | | | | | | | | | | | | | | | | | X | X | X | | |
| All Activities Outdoors | | | | | | | | | | | | | | | | | | | X | X | | | | |
| Retail Sale of Goods Warehoused On-site[7] | | | | | | | | | | | | | | | | | | | | X | X | X | | |
| Wrecking Yard | | | | | | | | | | | | | | | | | | | | ∝ | | | | |

**Development Standards**

The proposed K-4 project is also subject to a series of other development standards, including lot size, coverage, setbacks, landscaping building height, etc. The K-4 site is subject to Chapter 9.05 Industrial Districts, of the March JPA Development Code. Zone designations subject to this chapter are Business Park (BP), and Business Park Mixed-Use (BPX) and Industrial (IND). Listed below in Figure 6 are the Development Standards specific to the K-4 project as required by Chapter 9.05:

**Figure 6 - Compliance with Development Standards - Industrial Zone:**

| **Proposed Development** | | |
|---|---|---|
| **Development Standard** | **Minimum/Maximum Required** | **Proposed Development** |
| **Building Area for Buildings** | N/A | 1 building totaling 685,000 SF |
| **Gross Site Area** | 5 Acre (minimum) | 35.4 acres – **Meets Standard** |
| **Floor Area Ratio (Maximum)** | 50% | 46% - **Meets Standard** |
| **Setbacks** | Front:<br>Front Landscaped<br>Building Side:<br>Side Landscaped<br>Rear Building<br>Rear Landscaped | 20 Feet Required – 265 Feet Proposed<br>15 Feet Required – 20-25 Feet Proposed – w/o channel<br>0 Feet Required 79 Proposed<br>5 Feet Required – 5 Proposed<br>25 Feet Required - 41 Proposed (40 feet requested by MARB)<br>5 Feet Required 14 +/- Proposed<br>**All setbacks meet or exceed standards** |
| **Landscape Required (Minimum)** | 10% Required | 154,362 sq ft Required – **1,95,000 Provided (12.6%) exceeds standards** |
| **Building Height (Maximum)** | 45 Feet to 80 Feet (50-foot max height due to FAA regulations) | Total Building Height 40 Feet (average)<br>Total Height to top of Parapet 46 Feet (average)<br>Total Height to top of Tower Element 50 Feet – **Meets Standards** |
| **Parking** | 18,000 sf office @ 3.3/1000 0 - 50,000 sf @ 1/1000 50,000 - 200,000 sf @ 0.33/1000 500,000 sf + @ 0.20/1000 | 60 Stalls Required<br>50 Stalls Required<br>50 Stalls Required<br>93 Stalls Required<br>253 Total Stalls Required<br>**597 Total Stalls Provided – exceeds standards** |

***Project Design:***

Although the project is not located within a Specific Plan area, the proposed K-4 Industrial Warehouse Building was designed to meet the Design Guidelines for the March Business Center, including the site layout, building elevations and colors. The project site, which is currently vacant undeveloped fallow land, will be fully developed with no excess land being left for future development. The site includes a 685,000 square foot building, which includes approximately 18,000 of office space, approximately 667,000 square feet of storage/warehouse, 572 passenger vehicle parking stalls, a truck parking area with 242 truck trailer parking stalls, 195,000 square feet of landscaping representing 12.6% of the total site. A 14-foot tall decorative wall designed to match existing walls used across from Cactus Avenue will surround the truck parking area, which will also fully block the dock bay doors from public view (see Figure 7 – Line of Site Detail and Figure 8, Proposed Screen Wall below).

**Figure 7 – Line of Site Detail**

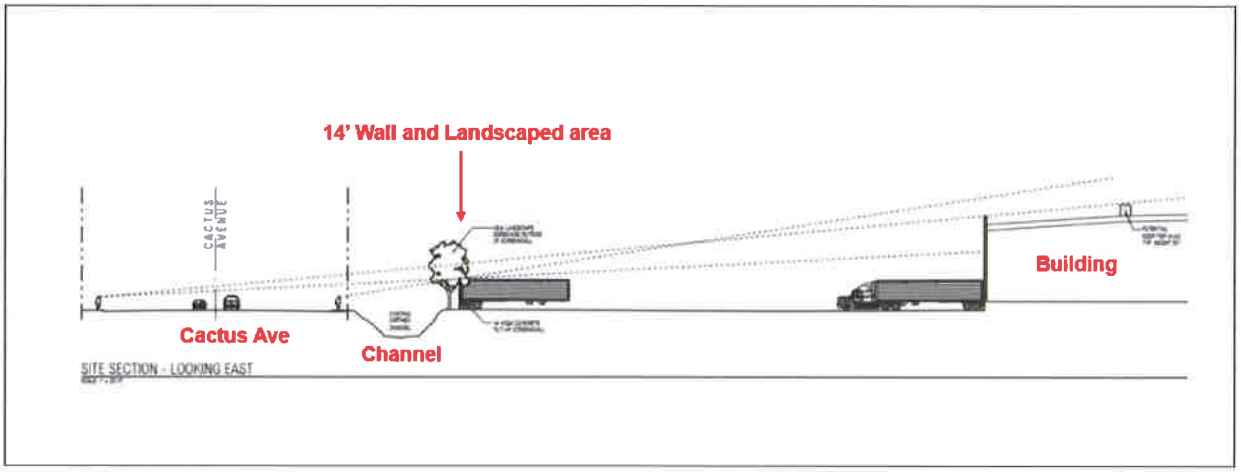
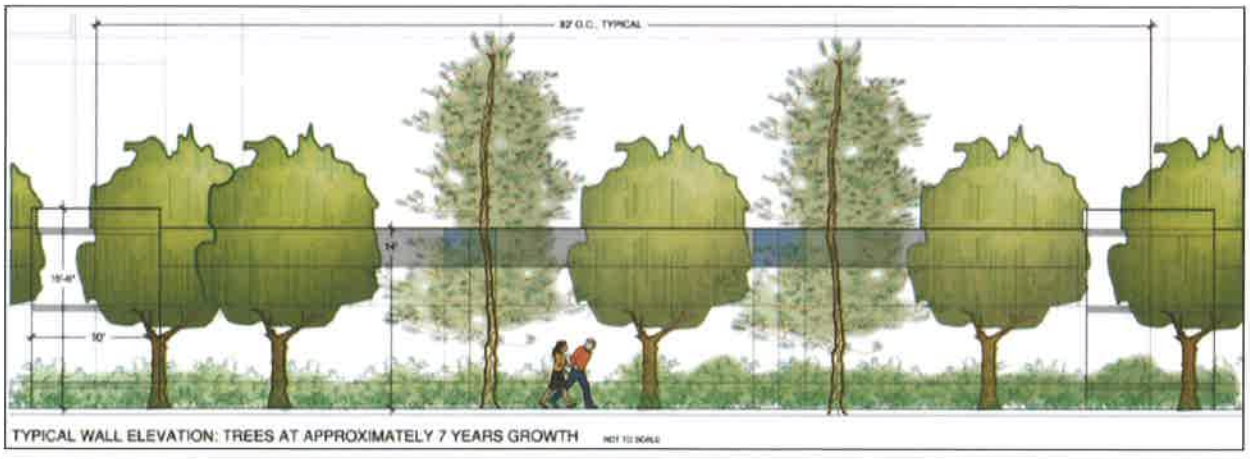



**Figure 8 – Proposed Screen Wall**




## Project Site Plan

As noted above, all proposed building height, setbacks, parking and landscape requirements are compliant with the Development Code requirements. Employee parking, carpool, and

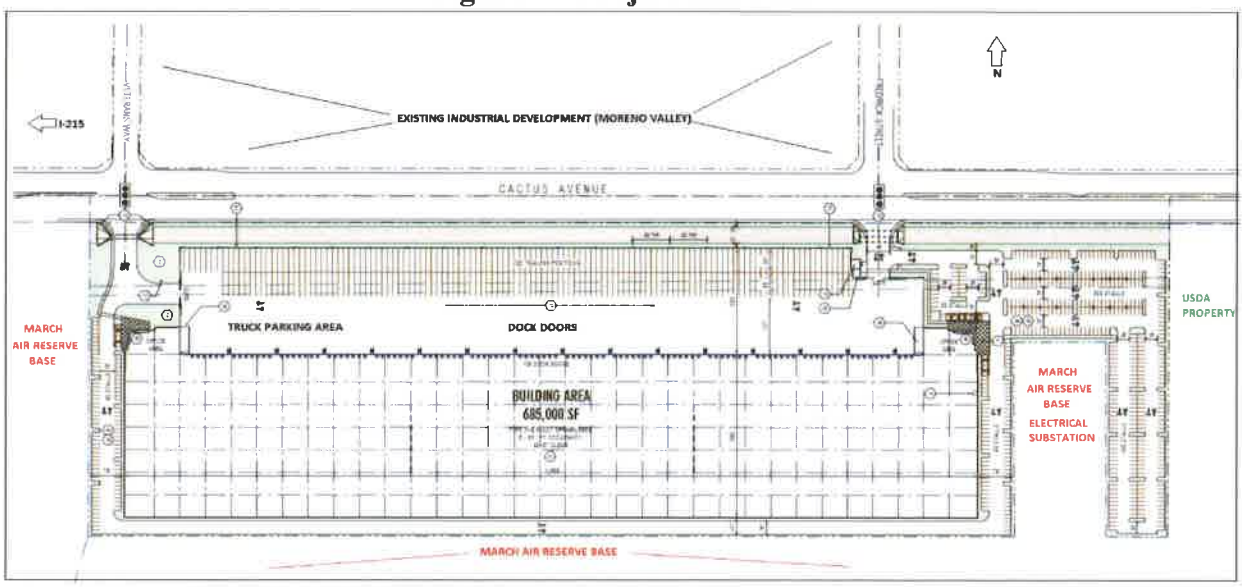
bicycle parking spaces provided on the proposed site plan (Sheet A1-01P) meet the parking standards required for Industrial uses. In addition, the facility provides 45 electric auto charging parking spaces. A Preliminary Water Quality Management Plan has been submitted and approved. A Final Water Quality Management Plan will be signed and notarized upon the completion of building construction and prior to Certificate of Occupancy, recorded to assure long term water quality. A conceptual drainage study has been completed for the site and has been reviewed and approved by March JPA's Engineering Department, NPDES consultant CGRME and Riverside County Flood Control and Water Conservation District.

Building Placement:

As noted above in the Development Standards, the proposed setback of the building is 265 feet from property line. The placement of the building is to allow for the truck court parking area between the office towers, and between the Cactus Channel, landscaping and screen wall, and the building. The placement of the building towards the back of the lot near the MARB property line with the bay doors facing east was designed based on feedback from MARB Security and Planning personnel who early on in the planning process commented that they would rather have the truck dock bays facing away from the base rather than towards the base. MARB also requested that the be no truck parking backing up to the base due to Force Protection concerns (see March Air Reserve Base/United States Air Force Input below).

Additionally, there is also an existing 54-inch Eastern Municipal Water District line that runs east-west directly through the property approximately 120 feet in from Cactus Avenue. As designed, the easement runs through most of the trailer parking area in front of the building. Although asphalt and cement can be placed over the easement and water line, a structure or building cannot. There are also existing backbone electrical lines that service the MARB that run through the front of the property; however, the applicant has agreed to relocate those around the property (see Condition of Approval 103). Therefore, in order to accommodate the necessary truck trailer parking area and while complying with MARB concerns for Force Protection, the building placement at 264 feet from the edge of Cactus Avenue with the truck and trailer parking area adjacent to the street configuration was chosen as the best option for the building placement (see Figure 9 – Project Site Plan below).

**Figure 9 – Project Site Plan**



*Architecture/Color Palette:*

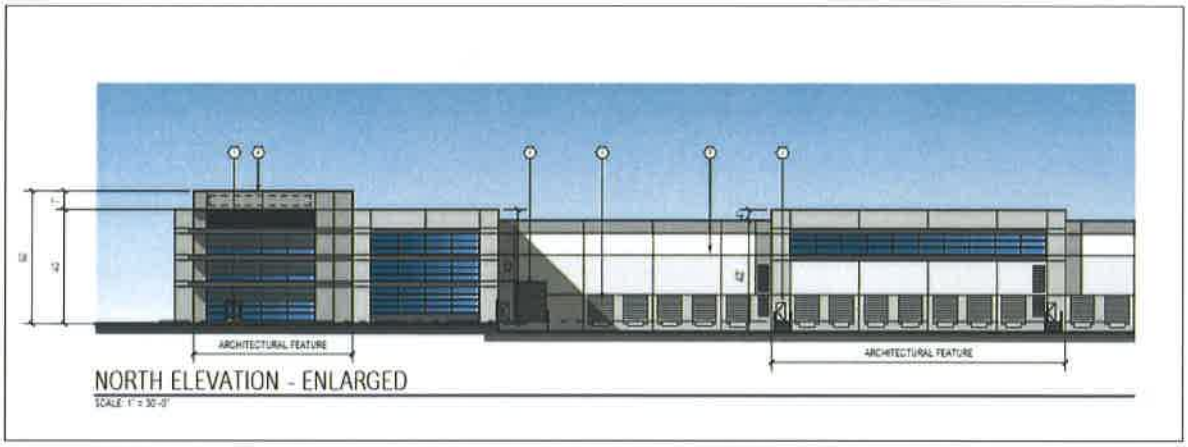
The Industrial and Business Park buildings will be constructed with tilt-up concrete construction. Variation in parapet height and use of contrasting field, base and accent colors emphasize the variation in the building design. Prominent low reflectance Vistacool Pacifica #2 (>25% reflectance) glazing is proposed at both entrances to the building and used to emphasize the building grid module. The building façade, which will be visible along Cactus Avenue approaching from both the east and the west, will be mostly visible at the tower-end elements of the building, which is where the majority of the design elements are located. The first 14-feet of the body of the building between the tower elements, will not be visible from Cactus Avenue as they will be screened by the 14-foot tall decorative wall. Figure 10 shows a Photo Simulation of the K-4 warehouse building. The Photo Simulation is a view of north tower looking southwest:

**Figure 10 - Building Photo Simulation**



Figure 11 as shown below, is an example of the proposed elevations and colors for the K-4 Building:

**Figure 11 – Color Elevation Example**




As noted previously, the project architecture, color palette and glazing all comply with the standards of the March Business Center Design Guidelines, even though the K-4 project is located outside of the Specific Plan area. The proposed color pallet includes the predominate use of Moderate White, Worldy Gray, and Gray Area. Accent colors include Connected Gray and Midnight. The storefront uses Clear Anodized Aluminum and the Vistacool Pacifica glazing as noted above (see Figure 12 – K-4 Color and Materials Board). The physical materials and color board will also be available for review at the JPC meeting.

**Figure 12 – K-4 Color and Materials Board**

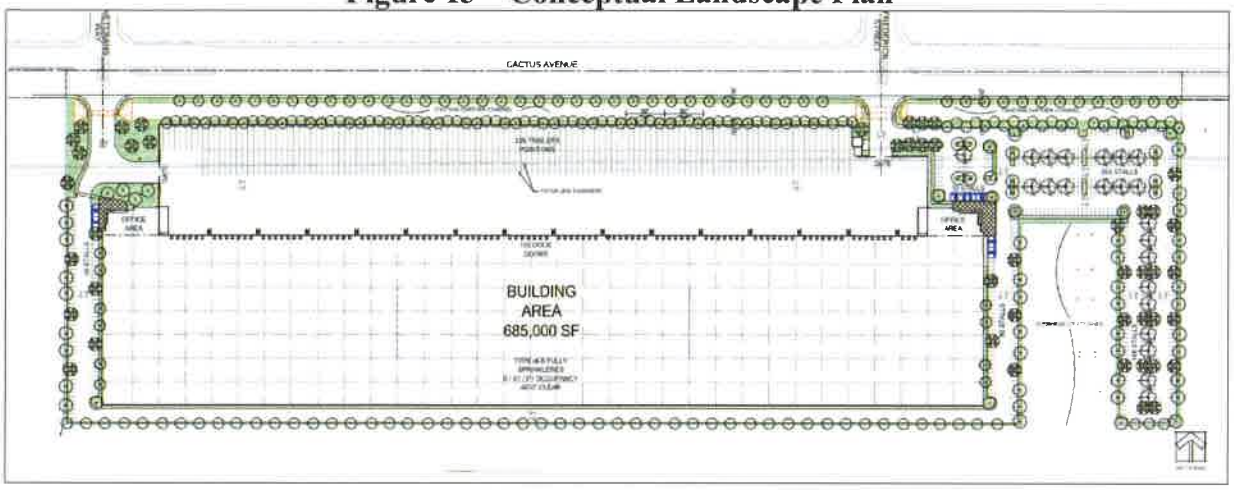



***Site Landscaping:***

As previously noted, 12.6% of the overall site will be landscaped. The Industrial Zone Designation requires a minimum of 10% landscaping. A drought tolerant, water conserving landscape palette is provided for this site and right-of-way landscape. MARB has requested that projects near the base use trees that birds typically do not nest in. The proposed trees

include African sumac, Crape Myrtle, Chinese Elm, Afghan Pine, and Chilean Mesquite. The applicant has also agreed to provide additional trees within the front landscaping area between the Channel and the Wall to help soften the long wall span around the truck parking area, which is reflected in the conceptual landscape plan (see Figure 13 – Conceptual Landscape Plan below). The project Landscape Plan is located on Sheet A3-02P of the Planning Set.

**Figure 13 – Conceptual Landscape Plan**




***Exterior Lighting:***

Given the proximity to the airport, all on-site lighting provides fully shielded fixtures (no light emitted above horizon), high pressure or low-pressure sodium lighting, maximum 750 watts, maximum fixture height of 25' above finished grade, and maximum lighting of 0.5 candle/foot$^2$ at the property line. Additionally, the applicant has agreed to provide additional lighting and a camera system in the rear of the building to enhance the MARB Force Protection efforts in order to identify potential threats to the base (see Condition of Approval #99).

***Access, Circulation and Traffic***

Access to the site is achieved from two driveways leading to the property from Cactus Avenue; the first driveway is located at the intersect of Frederick Street at Cactus Avenue, and the second driveway is located at the intersection of Veterans Way and Cactus Avenue. Local traffic will access the site from various locations, including the adjacent Cactus Avenue, Fredrick Street and Veterans way to the north, the I-215 Freeway from the west, and Heacock Street from the east. Truck traffic is limited to a right-in driveway at Frederick Street, and a left-turn-only onto Cactus Avenue from the intersections of Frederick Street and Veterans Way. A truck route sign will be posted at the exit of each driveway to inform drivers that truck traffic is prohibited from turning right onto Cactus Avenue, unless the truck traffic is local.

Truck traffic to the site is achieved from the I-215 Freeway at the Cactus Avenue on and offramp located approximately one-mile from the project site. The proposed warehouse building will utilize its close proximity to the freeway as well as Cactus Avenue, which is designated as an Urban Arterial Roadway as designated on the March JPA Transportation Plan. It is also anticipated that the project will take advantage of its fairly close proximity to the commuter rail station located south of Cactus Avenue at Meridian Parkway. The rail station, which is also a bus hub, has current and established routes from the facility that travel eastbound on Cactus Avenue. The applicant has also agreed to contribute $300,000 to the City

of Moreno Valley for a future bus turn out in front of, or near the property (see City of Moreno Valley Review below).

As shown on the site plan and as analyzed in the EIR, a total of 598 automobile parking stalls and 242 truck trailer parking stalls will be provided. According to the K-4 traffic report, the project is estimated to generate a total of 5,873 trip-ends per day, in actual vehicles, with 425 A.M. peak hour trips and 983 P.M. peak hour trips. The anticipated trips are based on a High-Cube Fulfillment Center Warehouse as the "worst case scenario" for traffic. As such, Project trip generation has been calculated based on the trip-generation statistics published in the 2019 TUMF High-Cube Warehouse Trip Generation Study which was commissioned by Western Riverside Council of Governments (WRCOG) in support of the Transportation Uniform Mitigation Fee (TUMF) update. However, it should be noted that traffic will likely be greatly reeducated from the numbers analyzed in the EIR, as the building will be constructed for general warehousing and storage, generating a likely 300 full-time jobs rather than a High-Cube Fulfillment Center Warehouse that would likely generate 900 full-time jobs.

**Cactus Channel Improvement Project**

The Cactus Channel Improvement Project consists of proposed improvements to the entire 7,900 linear feet channel and improvements to 11.06 acres of land along its entire run which starts at the MARB main gate at Elsworth Street eastward to the Heacock Street channel southwest of the Heackock Street Avenue Cactus Avenue intersection. The drainage improvements are proposed to be an underground box culvert that would run the entire duration of the channel and would vary in width from an 11-foot wide box to a 9-foot wide double box (approximately 19 feet in width). The installation of the box culvert would require trenching through the existing swale behind the Cactus Avenue right-of-way. It is anticipated that there would be some utility relocations for existing crossings in record plans as well as removal of some existing roadway culverts and extending existing storm drain connections to the earth swale. In association with the K-4 approvals and entitlements, the applicant is proposing the following:

1) CEQA clearance for the entire 7,900 linear feet of channel improvements;
2) Plan check the entire reach of the Cactus Channel through Riverside County Flood;
3) Process 404 permit for the reach of the Cactus Channel through the Army Corp of Engineers;
4) NEPA clearance for the entire 7,900 linear feet of channel improvements as needed;
5) Pro-Rata contribution to the Cactus Channel construction costs ($4,704,000);
6) Total amount of the above items: $5,000,000;
7) Drainage Fees paid of approximately $212,000 (see Condition of Approval 29).
8) Benefits:
    - Once the Cactus Channel improvements are complete, the threat of flooding the March Air Reserve Base and Cactus Avenue at Elsworth Street become greatly reduced;
    - Entitling the Cactus Channel along with this project will likely speed up the project timeline by 10+ years.

The total cost of completing the channel is currently estimated at $19.6 million dollars and it is anticipated that completing the channel will take roughly 5 years.

*Interim Channel Conditions*

The proposed interim condition for the channel is the project in place as it exists today. Currently, the channel is maintained by the JPA, which includes only light maintenance of the channel, which entails debris removal, weed control, and with special permitting, limited dredging. Figure 14 below shows the interim condition of the channel after construction of the K-4 project, including a proposed sidewalk adjacent to Cactus Avenue, the existing channel, a 6-foot sidewalk, 4-feet of landscaping, channel in the interim, and 10-16-feet of landscaping between the screen wall or parking lot.

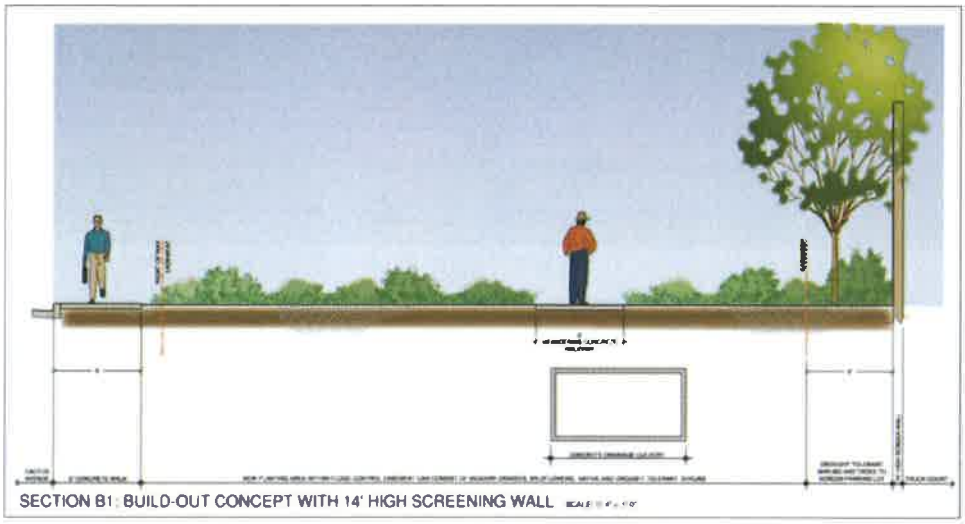
**Figure 14 – Conceptual Interim Conditions**




*Ultimate Channel Conditions*

Once completed, it is anticipated that there will be limited landscaping and an additional bike-path and walking trail atop of the box culvert along the frontage of the K-4 project, of which approximately 3,940 linear feet in length and 74,860 square feet will be maintained by the Developer/Property owner in perpetuity (see Condition of Approval #30). Riverside County Flood Control will only assume responsibility and maintenance of the box culvert and not the amenities above the box. The applicant of the K-4 project has agreed to maintain the limited landscaping atop of the box culvert as part of the overall landscape maintenance for the project. Landscaping and other amenities atop of the box culvert in other locations will need constructed and maintained by other means at some point in the future. The ultimate improvements include the 6-foot sidewalk, approximately 25-feet of landscaping, including a 6-8-foot-wide pathway atop the box culvert channel, and 10-16-feet of landscaping between the screen wall or parking lot. Figure 15 below, shows the conceptual landscape plan for the ultimate channel conditions:

**Figure 15 – Conceptual Ultimate Conditions**




## Parcel Merger

The applicant is requesting a parcel merger to combine five existing parcels into one Lot. The parcels are eligible for a parcel merger under the California Subdivision Map Act (Article 1.5. Merger of Parcels), as each parcel is contiguous to each other. The California State law states:

> *(a) Notwithstanding Section 66424, except as is otherwise provided for in this article, two or more contiguous parcels or units of land which have been created under the provisions of this division, or any prior law regulating the division of land, or a local ordinance enacted pursuant thereto, or which were not subject to those provisions at the time of their creation, shall not be deemed merged by virtue of the fact that the contiguous parcels or units are held by the same owner, and no further proceeding under the provisions of this division or a local ordinance enacted pursuant thereto shall be required for the purpose of sale, lease, or financing of the contiguous parcels or units, or any of them.*
>
> *(b) This article shall provide the sole and exclusive authority for local agency-initiated merger of contiguous parcels. On and after January 1, 1984, parcels may be merged by local agencies only in accordance with the authority and procedures prescribed by this article. This exclusive authority does not, however, abrogate or limit the authority of a local agency or a sub-divider with respect to the following procedures within this division:*
> *(1) Lot line adjustments.*
> *(2) Amendment or correction of a final or parcel map.*
> *(3) Reversions to acreage.*
> *(4) Exclusions.*
> *(5) Tentative, parcel, or final maps which create fewer parcels.*

No action by the Joint Powers Commission is necessary as the approval of the parcel merger is ministerial.

## Airport Compatibility:

The Compatibility between the airport and its surrounding environment is evaluated in terms of four aeronautical factors: noise, overflight, safety, and airspace protection. These factors are compiled and used to designate compatibility zones in the Joint Land Use Study (JLUS). The proposed development is located in Compatibility Zone C1. Compatibility Zone C1 is considered the Primary Approach/Departure Zone with an average 100 people/acre and 250 people/in the most concentrated single acre. The proposed Project was submitted and reviewed by the Riverside County Airport Land Use Commission (ALUC). On March 14, 2019 the Riverside County Airport Land Use Commission found the Project "Consistent" with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan with Conditions. Provided as an Attachment 4 is a copy of the memo from the Riverside County ALUC regarding the consistency determination for ZAP1344MA18.

## City of Moreno Valley Review

During the various TAC meetings, the City of Moreno Valley staff had addressed various concerns regarding the project's impact on the City. The March JPA Staff, the Developer and the City Staff met on several occasions to go over the various issues and determine how best to resolve them. One of the main issues was that because the project is located within March JPA boundaries, taxes from the property will be paid to the County of Riverside, and thus the project does not generate revenue for the City of Moreno Valley to fund future impacts to the City's roadways from the project, including public improvements and future maintenance/repairs. Since the last meeting with Moreno Valley, the applicant has made changes to the plans that are reflected on the current plans.

Additionally, the City and the Developer agreed upon a cooperative agreement to resolve the issues raised by the City that the March JPA could not legally require to be Conditions of Approval for the project. On November 19, 2019, the Moreno Valley City Council approved the cooperative agreement between the two parties. A summary of the agreement of the key points of the agreement include the following:

1. Traffic and Roadway Mitigation:

    - The Developer agrees to construct the Elsworth Street and Cactus Avenue intersection improvements that accommodate truck turning movements.
    - The Developer agrees to pay the City of Moreno Valley a fair share traffic mitigation contribution in the amount of $265,734.
    - The Developer agrees to pay the City of Moreno Valley an in lieu of $300,000 for the future construction of a bus turn-out.
    - The Developer agrees to pay the City of Moreno Valley for pavement maintenance of Cactus Avenue in annual installments of $20,212 (up to a maximum of $1,010,602), terminating in fifty annual payments or unless the City annexes the property in the future prior to the termination of the agreement.

2. Cactus Channel:

    - Developer to pay its fair share of the Cactus Channel storm drain improvements as established by Riverside County Flood Control.

- Developer to pay for the City of Moreno Valley's fair share contribution to the Cactus Channel storm drain improvements (estimated at $200K). Landscaping and Aesthetics:

3. Construct all landscaped areas to include enhanced treatment:

- A 14' high decorative wall with landscaping and a pedestrian walk/bike path over the channel improvements in front of the property.
- Participate in any special district thatMJPA might form to pay for the long term maintenance and installation of the landscaping/bike path/walking trail. Community Benefit:
- Developer to pay to the City of Moreno Valley a community benefit contribution of $500,000, which can be utilized by the City with no restrictions.

**SB-18 and AB-52 Review**

As per Senate Bill (SB) 18 and Assembly Bill (AB) 52, Request for Consultation letters were circulated to seventeen (17) local Native American tribes identified on a list provided by the Native American Heritage Commission. The March JPA received five (5) tribal letters requesting government-to-government consultation. The five Tribes who requested consultation are:

- Agua Caliente Band of Cahuilla Indians
- Gabrieleno Band of Mission Indians - Kizh Nation
- Morongo Band of Mission Indians
- Pechanga Band of Luiseño Indians
- Rincon Band of Luiseño Indians
- Soboba Band of Mission Indians

Staff worked closely with three of the tribes (Morongo, Rincon and Soboba) on the final language within the MMRP, as well as held an on-site meeting in August that was attended by representatives from the Morongo and Soboba tribes. Although there are no known cultural resources identified within the Cultural Resources Report, all consulting tribes will be given the chance to provide monitoring of the site during ground disturbance activities, as per the project EIR's Mitigation and Monitory Reporting and Program, Table 1, MM-CUL-4 (On-site Monitoring).

**Final EIR for the K-4 and Cactus Channel Project:**

The K-4 and Cactus Channel Improvement Project Final EIR was prepared to inform decision makers and the public of the potential significant environmental effects associated with the Project.

March JPA circulated a Notice of Preparation (NOP) and Initial Study seeking environmental input on the proposed Project from April 17, 2019 and May 31, 2019. The agency determined that an EIR should be prepared because the Project could have a significant effect on the environment in the following areas: Aesthetics, Agriculture and Forest Resources, Air Quality, Biological Resources, Cultural Resources,,Energy, Greenhouse Gas Emissions, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing,

Public Services, Recreation, Transportation/Traffic (VMT/LOS), Utilities and Service Systems, and Wildfire. Based on the Initial Study, March JPA further determined that impacts to Biological Resources, Cultural Resources, Energy, Geology and Soils, Hazardous Materials, Land Use and Planning, Transportation, Tribal Cultural Resources, and Utilities and Service Systems would be less than significant and thus need not be analyzed further in the EIR. 5 comment letters were received in response to the NOP. In accordance with State CEQA Guidelines sections 15082(c) and 15083, March JPA held a duly noticed Scoping Meeting on December 3, 2018 at the March JPA conference room to solicit comments on the scope of the environmental review of the proposed Project and no additional comments were received.

March JPA prepared a Draft EIR to focus the discussion on those potential effects on the environment which the lead agency has determined may be significant and to recommend feasible mitigation measures, when applicable, to reduce or avoid significant environmental impacts. A Notice of Availability and Draft Environmental Impact Report (Draft EIR) was circulated, incorporating comments received in response to the NOP from April 18 to May 31, 2019. During the 45-day public comment period, March JPA consulted with and requested comments from all responsible and trustee agencies, and other regulatory agencies. The Agency received five written comment letters on the Draft EIR, including an acknowledgement from the State Clearinghouse that March JPA has complied with the CEQA environmental review requirements. An overview regarding the findings, mitigation measures, and significance of environmental impacts is listed below. The Final EIR found that the Project would result in significant and unavoidable impacts to air quality, greenhouse gas, and transportation and traffic. All other resource areas were found to be less than significant impacts or less than significant with mitigation. Full information regarding the K-4 and Cactus Channel Improvement Project Final EIR is available on the March JPA website at www.marchjpa.com.

**Staff Recommendations:**

Staff recommends that the March Joint Powers Commission take the following actions:

1) Adopt Resolution #JPA 19-30 Certifying the CEQA Final EIR for the K-4 and Cactus Channel Improvement Project (SCH#2018111036), Adopting Findings and approving a Mitigation Monitoring and Reporting Plan and Adopting a Statement of Overriding Considerations; and

2) Adopt Resolution #JPA 19-31 approving General Plan Amendment 18-01, and adopting Plot Plan PP18-04, subject to Conditions of Approval; and

3) Waive the First Reading of Ordinance #JPA 20-01, approving the change of zone from no zone designation give to the Industrial (IND) zoning on the Project Site and directing staff to place this item on a future Commission agenda for the second reading and formal adoption; and

4) Direct Staff to File a Notice of Determination.

**Attachments:**

1. Resolution #JPA 19-30 Certifying the CEQA Final EIR for K-4 and Cactus Channel Improvement Project (Sch#2018111036), aadopting findings, and aapproving a

Mitigation Monitoring and Reporting Plan and Adopting a Statement of Overriding Considerations.

*Exhibit A: CEQA Findings of Fact and Statement of Overriding Considerations (available electronically at* https://www.marchjpa.com/documents/docs_forms/K-4_Project_Reso_19-30_Exhibit_A_FoF.pdf*)*

*Exhibit B: Mitigation Monitoring and Reporting Program (available electronically at* https://www.marchjpa.com/documents/docs_forms/K-4_Project_Resolution_JPA_19-30_Exhibit%20B_FEIR_MMRP.pdf)

2. Resolution #JPA 19-31 Approving General Plan Amendment 18-02, and adopting Plot Plan PP18-04, Subject to Conditions of Approval.

   *Exhibit A: General Plan Map*

   *Exhibit B: Site Plan, Building Elevations, Photo Simulations, Utility Plans, Grading Plans, Landscape Plans*

   *Exhibit C: Project Conditions of Approval*

3. Ordinance #JPA 20-01.

   *Exhibit A: March JPA Zoning Map*

4. ALUC Consistency Determination.
5. K-4 and Cactus Channel Improvement Project Final EIR & Appendices available at https://www.marchjpa.com/documents/docs_forms//Final_EIR_Combined.pdf

# MARCH JPA RESOLUTION # 19-30

**A RESOLUTION OF THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY ADOPTING ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, CERTIFYING K-4 AND CACTUS CHANNEL IMPROVEMENT PROJECT FINAL ENVIRONMENTAL IMPACT REPORT (SCH # 2018111036), AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE K-4 AND CACTUS CHANNEL IMPROVEMENT PROJECT.**

**WHEREAS**, the March Joint Powers Authority ("Authority" or "March JPA") is a joint powers agency created by a joint powers agreement dated September 7, 1993 to act as the federally recognized reuse authority, local land use authority, redevelopment agency, and airport authority for the former March Air Force Base; and

**WHEREAS**, the March JPA is comprised of the County of Riverside, the City of Riverside, the City of Moreno Valley, and the City of Perris; and

**WHEREAS**, Meridian Park West, LLC ("Applicant") proposes the development of the "K-4" site, a 35.4 acre property that is adjacent to Cactus Avenue to the north and adjacent to the March Air Reserve Base (MARB) to the south and to the east. The development would specifically entail build-out as follows ("Project"):

- The proposed Plot Plan grants approval for the proposed project which includes a 685,000 square foot warehouse and building on approximately 35.4 acres of land, including approximately 18,000 of office space, approximately 667,000 square feet of storage/warehouse.

- The project includes a total of 572 total parking stalls including 242 truck trailer parking stalls,

- The project includes 195,000 square feet of landscaping, which represents 12.6% of the total site. A drought tolerant, water conserving landscape palette is provided for this site and right-of-way landscape. MARB has requested that projects near the base use trees that birds typically do not nest in. The proposed trees include African sumac, Crape Myrtle, Chinese Elm, Afghan Pine, and Chilean Mesquite.

- Building materials include painted tilt-up concrete exterior walls for the majority of the building, two storefronts consisting of anodized aluminum and blue glass with 26% reflection glazing. The Industrial and Business Park buildings will be constructed with tilt-up concrete construction. Variation in parapet height and use of contrasting field, base and accent colors emphasize the variation in the building design. Prominent low reflectance Vistacool Pacifica #2 (>25% reflectance) glazing is proposed at both entrances to the building and used to emphasize the building grid module.

- The proposed building ranges in height between 43 to 50 feet tall, with 43 ft being the average roof height, and 50 ft at the end tower-storefront elements.

- The building also includes 105 loading docks and doors, and a 14 ft tall decorative wall around the truck parking area.

- Access is provided to the site at two driveways at the terminus of Fredrick Street and Veterans Way, and from Cactus Avenue and the I-215 Freeway located approximately 1 mile west of the site.

- A 14-foot tall decorative wall designed to match existing walls used across from Cactus Avenue will surround the truck parking area, which will also fully block the dock bay doors from public view.

- The Cactus Channel Improvement Project consists of proposed improvements to the entire 7,900 linear feet channel and improvements to 11.06 acres of land along its entire run which starts at the MARB main gate at Elsworth Street eastward to the Heacock Street channel southwest of the Heackock Street Avenue Cactus Avenue intersection.

- The drainage improvements are proposed to be an underground box culvert that would run the entire duration of the channel and would vary in width from an 11-foot wide box to a 9-foot wide double box (approximately 19 feet in width).

- The installation of the box culvert would require trenching through the existing swale behind the Cactus Avenue right-of-way. It is anticipated that there would be some utility relocations for existing crossings in record plans as well as removal of some existing roadway culverts and extending existing storm drain connections to the earth swale.

- In association with the K-4 approvals and entitlements, the applicant is proposing the following:

  a) CEQA clearance for the entire 7,900 linier feet of channel improvements;
  b) Plan check the entire reach of the Cactus Channel through Riverside County Flood;
  c) Process 404 permit for the reach of the Cactus Channel through the Army Corp of Engineers;
  d) NEPA clearance for the entire 7,900 linier feet of channel improvements as needed;
  e) Pro-Rata contribution to the Cactus Channel construction costs ($4,704,000);
  f) Total amount of the above items: $5,000,000;
  g) Drainage Fees paid of approximately $212,000

**WHEREAS**, to facilitate Project approval, the following would be required:

- **General Plan Amendment:** The 35.4-acre Project Site is currently designated Business Park (BP) on the March JPA General Plan (GP) Land Use Map. The requested General Plan amendment would modify the General Plan to change the existing Business Park land use designation to Industrial (IND);

- **Change of Zone:** As the Project site is not yet zoned, to be consistent with the requested General Plan land use designations, the proposed Project is pursuing a zoning designation of Industrial (IND) for the full 35.4-acre K-4 project site; and
- **Plot Plan:** A plot plan approval is required to construct the 685,000 square foot building industrial building on 35.4-acres of land, including 597 automobile parking stalls, 242 truck trailer parking stalls, and 195,000 square feet of landscaping representing 12.6% of the total project site;

Other project components include the approval of the location and conceptual design for the approximately 400,000 square foot Cactus Channel box culvert and a parcel merger of five (5) existing parcels into one (1) parcel.

**WHEREAS**, the Project site, which collectively consists of the K-4 Parcel and the Cactus Avenue Drainage Channel (Cactus Channel), is located on the south side of Cactus Avenue and extends from where Veterans Way terminates at Cactus Avenue on the west to where Frederick Street terminates at Cactus Avenue on the east. The Project site is generally rectangular in shape except for the exclusion of an existing substation near the eastern end. The Project site is located within an urbanized area of Riverside County, east of Interstate 215 (I-215), south of Cactus Avenue, and north of the MARB. The K-4 Parcel is located within the March JPA jurisdiction, which is within unincorporated Riverside County, California.

**WHEREAS**, the K-4 Project site is comprised of five parcels designated as Assessor's Parcel Numbers (APNs) 297-150-006-8, 297-150-007-9, 297-150-038-7, 297-160-005-8, and 297-200-004-0.

**WHEREAS**, pursuant to the California Environmental Quality Act (Public Resources Code, § 21000 et seq.), the State CEQA Guidelines (California Code of Regulations, title 14, § 15000 et seq.), and March JPA Local CEQA Guidelines (collectively, "CEQA"), March JPA is the lead agency for the proposed Project; and

**WHEREAS**, in accordance with State CEQA Guidelines section 15063, March JPA evaluated the Project by preparing an Initial Study, to evaluate whether an Environmental Impact Report ("EIR") was required; and

**WHEREAS**, based on the Initial Study, March JPA determined that an EIR should be prepared because the Project may have a significant effect on the environment in the following areas: Aesthetics, , Air Quality, Biological Resources, Cultural Resources, Energy, Greenhouse Gas Emissions, Hydrology and Water Quality, Land Use and Planning, Noise, , Public Services, , Transportation/Traffic (VMT/LOS), Utilities and Service Systems, and Mandatory Findings of Significance; and

**WHEREAS**, based on the Initial Study, March JPA further determined that impacts to agricultural and forestry resources, mineral resources, population and housing, public services, and recreation would be less than significant and thus need not be analyzed further in the EIR; and

**WHEREAS,** in accordance with State CEQA Guidelines section 15082, on November 14, 2018, March JPA sent to the Office of Planning and Research and each responsible and

trustee agency a Notice of Preparation ("NOP") stating that an Environmental Impact Report (State Clearinghouse Number # 2018111036) would be prepared; and

**WHEREAS**, A total of six (6) comment letters were received in response to the NOP during the 30-day NOP review period between November 14, 2018 and December 19, 2018; and

**WHEREAS**, pursuant to Public Resources Code section 21083.9 and State CEQA Guidelines sections 15082(c) and 15083, March JPA held a duly noticed Scoping Meeting on December 3, 2019, to solicit comments on the scope of the environmental review of the proposed Project and four (4) comments were received; and

**WHEREAS**, a Draft Environmental Impact Report ("Draft EIR") was prepared, incorporating comments received in response to the NOP; and

**WHEREAS,** the Draft EIR determined that the following resources were found not to have significant impacts: aesthetics, geology and soils, greenhouse gas emissions, hydrology and water quality, noise, utilities and services systems and energy; and

**WHEREAS**, the Draft EIR determined that the following areas were found to have less than significant impacts with the incorporation of mitigation measures: biological resources, cultural resources, tribal cultural resources, geology and soils, hazards and hazardous materials, and land use planning;

**WHEREAS**, the Draft EIR further concluded that despite the incorporation of all feasible mitigation measures, the proposed Project would nonetheless result in significant and unavoidable impacts relating to air quality with respect to emission of oxides of nitrogen during operations and transportation;

**WHEREAS**, in accordance with State CEQA Guidelines section 15085, a Notice of Completion was prepared and filed with the Office of Planning and Research on April 15, 2019; and

**WHEREAS**, as required by State CEQA Guidelines section 15087(a), March JPA provided Notice of Availability of the Draft EIR to the public at the same time that the City sent Notice of Completion to the Office of Planning and Research, on April 23, 2019; and

**WHEREAS**, during the public comment period, copies of the Draft EIR and technical appendices were available for review and inspection at the March JPA Public Hearing Notice board in front of the office building and on the March JPA website, and at the Riverside County Clerk's Office; and

**WHEREAS**, pursuant to State CEQA Guidelines section 15087(e), the Draft EIR was circulated for a 45-day review period from April 18 to June 3, 1, 2019; and

**WHEREAS**, during the 45-day public comment period, March JPA consulted with and requested comments from all responsible and trustee agencies, other regulatory agencies, and others pursuant to State CEQA Guidelines section 15086; and

**WHEREAS**, March JPA received four (4) written comment letters on the Draft EIR during the public review period, and an acknowledgement from the State Clearinghouse that March JPA has complied with CEQA environmental review requirements; and

**WHEREAS**, pursuant to Public Resources Code section 21092.5, March JPA provided copies of its responses to commenting public agencies at least ten (10) days prior to the City's consideration of the Final EIR on October 18, 2019; and

**WHEREAS,** on October 11, 2019, March JPA gave public notice of the March Joint Powers Authority Commission ("Commission") public hearing by advertisement in a newspaper of general circulation, and posted the public notice at March JPA Message Board, and mailed to all property owners within 300 feet of the project boundary; and

**WHEREAS**, on December 11, 2019, commencing at 3:00 P.M in the Western Municipal Water District – Board Room, 14205 Meridian Parkway, Riverside, California, the Commission conducted a duly noticed public hearing at which time all persons wishing to testify in connection with the Project were heard, and said application was fully studied; and

**WHEREAS**, March JPA has prepared a Final EIR, consisting of the comments received during the public review and comment period on the Draft EIR, written responses to those comments, and revisions to the Draft EIR. For purposes of this Resolution, the "EIR" shall refer to the Draft EIR, as revised by the Final EIR, together with other sections of the Final EIR; and

**WHEREAS,** on October 9, 2019, the March JPA released the Final EIR, which consists of the Draft EIR, all technical appendices prepared in support of the Draft EIR, all written comment letters received on the Draft EIR, written responses to all written comment letters received on the Draft EIR during the public comment period, and errata to the DEIR and technical appendices; and

**WHEREAS**, prior to taking action, the Commission has heard, been presented with, reviewed, and considered all of the information and data in the administrative record, including the EIR, and all oral and written evidence presented to it during all meetings and hearings; and

**WHEREAS**, the EIR reflects the independent judgment of the Commission and is deemed adequate for purposes of making decisions on the merits of the Project; and

**WHEREAS**, March JPA has not received any comments or additional information that constituted substantial new information requiring recirculation under Public Resources Code section 21092.1 and State CEQA Guidelines section 15088.5; and

**WHEREAS**, all the requirements of CEQA and the State CEQA Guidelines have been satisfied by March JPA in the EIR, which is sufficiently detailed so that all of the potentially significant environmental effects of the Project have been adequately evaluated, a reasonable range of feasible alternatives have been evaluated; and all feasible mitigation measures have been evaluated to reduce significant impacts; and

**WHEREAS,** March JPA has made certain findings of fact, as set further in Exhibit A to this Resolution, attached hereto and incorporated herein, based on the oral and written evidence presented to it as a whole and the entirety of the administrative record for the Project, which are

incorporated herein by this reference; and

**WHEREAS**, March JPA finds that environmental impacts that are identified in the EIR are less that significant and do not require mitigation are described in Section II of Exhibit A;

WHEREAS, March JPA finds that environmental impacts that are identified in the EIR that are less than significant with incorporation of mitigation measures are described in Section III of Exhibit A; and

WHEREAS, March JPA finds that even with the incorporation of all feasible mitigation measures, the environmental impacts that the EIR identifies as significant and unavoidable are described in Section IV of Exhibit A; and

WHEREAS, the cumulative impacts of the Project identified in the EIR and set forth herein, are described in Section V of Exhibit A; and

WHEREAS, the potential significant irreversible environmental changes that would result from the proposed Project identified in the EIR and set forth herein, are described in Section VI of Exhibit A; and

WHEREAS, the existence of any growth-inducing impacts resulting from the proposed Project identified in the EIR and set forth herein, are described in Section VII of Exhibit A; and

WHEREAS, alternatives to the proposed Project that might reduce the Project's impacts are described in Section VIII of Exhibit A; and

WHEREAS, all the mitigation measures identified in the EIR and necessary to reduce the potentially significant impacts of the proposed Project, including reducing impacts to the level of less than significant as feasible, are set forth in the Mitigation Monitoring and Reporting Program (MMRP) in Exhibit B to this Resolution, attached hereto and incorporated herein; and

**WHEREAS**, all other legal prerequisites to the adoption of this Resolution have occurred.

**NOW, THEREFORE, THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY DOES HEREBY RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS**:

**SECTION 1**. Recitals. The Commission hereby finds that the recitals set forth above are true and correct and are incorporated herein as substantive findings of this Resolution.

**SECTION 2**. March JPA hereby finds that it has been presented with the EIR, which it has reviewed and considered, and further finds that the EIR is an accurate and objective statement that has been completed in full compliance with CEQA and the State CEQA Guidelines. March JPA finds that the EIR reflects the independent judgment and analysis of the March JPA. The Commission declares that no evidence of new significant impacts or any new information of "substantial importance" as defined by State CEQA Guidelines section 15088.5, has been received by March JPA after circulation of the DEIR that would require recirculation. Therefore, the Commission hereby certifies the EIR based on the entirety of the record of proceedings.

**SECTION 3**. The Commission hereby adopts the "CEQA Findings of Fact" where were prepared in accordance with State CEQA Guidelines sections 15091 and which are attached hereto as Exhibit A and incorporated herein by this reference.

**SECTION 4**. Pursuant to Public Resources Code section 21081.6, the Commission hereby adopts the Mitigation Monitoring and Reporting Program attached hereto as Exhibit B and incorporated herein by this reference. Implementation of the Mitigation Measures contained in the Mitigation Monitoring and Reporting Program is hereby made a condition of approval of the Project. In the event of any inconsistencies between the Mitigation Measures set forth in the EIR or the Findings of Fact and the Mitigation Monitoring and Reporting Program, the Mitigation Monitoring and Reporting Program shall control.

**SECTION 5**. Based upon the entire record before it, including the EIR attached hereto as Exhibit C, Findings of Fact, and all written and oral evidence presented, the Commission hereby approves the proposed Project.

**SECTION 6**. Based upon the entire record before it, including the EIR, Findings of Fact, and all written and oral evidence presented, the Commission hereby approves the proposed Project.

**SECTION 7**. Location and Custodian of Records. The documents and materials associated with the Project and the EIR that constitute the record of proceedings on which these findings are based are located at 14205 Meridian Parkway, Suite 140, Riverside, CA 92518. The Custodian of Record is Dan Fairbanks.

**SECTION 8**. Notice of Determination. The Commission hereby directs staff to prepare and file a Notice of Determination with the Riverside County Clerk and the State Clearinghouse within five (5) working days of the approval of the proposed Project.

**SECTION 9**. Execution of Resolution. The Chair of the Commission of March JPA shall sign this Resolution and the Clerk of March JPA shall attest and certify to the passage and adoption thereof.

**SECTION 10**. Effective Date. This Resolution shall be effective upon its adoption.

**PASSED, APPROVED, AND ADOPTED** this 11th day of December 2019.

Michael M. Vargas, Chairman
March Joint Powers Authority Commission

ATTEST:

I, Carey L. Allen, Clerk of the March Joint Powers Commission, do hereby certify that the foregoing Resolution #JPA 19-30 was adopted by the March Joint Powers Commission of the March Joint Powers Authority at a regular meeting thereof held on the 11th day of December, 2019, by the following vote of the Commission:

| | |
|---|---|
| Ayes: | Melendrez (2 votes), Jeffries, Rogers, Thornton, Hewitt, Baca, Vargas |
| Noes: | None |
| Abstain: | None |
| Absent: | None |

Dated: December 11, 2019

Carey L. Allen, CMC, Clerk
March Joint Powers Authority Commission

EXHIBIT A

CEQA Findings – available electronically and at the March JPA Office

EXHIBIT B

Mitigation Monitoring and Reporting Program – available electronically or at the March JPA Office

EXHIBIT C
Final EIR – available electronically or at the March JPA Office

# MARCH JOINT POWERS COMMISSION
## OF THE
## MARCH JOINT POWERS AUTHORITY

***MJPA - Public Hearing***
***Agenda Item No. 11a***

**Meeting Date:** December 11, 2019

**Action:** **TAKE THE FOLLOWING ACTIONS ON A REQUEST BY MERIDIAN PARK, LLC, INVOLVING THE 35.4-ACRE K-4 PARCEL, LOCATED DIRECTLY ADJACENT TO THE MARCH AIR RESERVE BASE, AT APPROXIMATELY THE TERMINUS OF FREDERICK STREET AND VETERANS WAY AT CACTUS AVENUE, EAST OF THE MARCH AIR RESERVE BASE MAIN ENTRANCE GATE, AND APPROXIMATELY ONE-MILE EAST OF THE I-215 FREEWAY AT THE CACTUS AVENUE INTERCHANGE, AS WELL AS THE CACTUS CHANNEL IMPROVEMENT PROJECT LOCATED DIRECTLY SOUTH OF CACTUS AVENUE RUNNING APPROXIMATELY 8,000 LINEAR FEET FROM THE CACTUS AVENUE I-215 INTERCHANGE EASTWARD TO HEACOCK STREET: 1) ADOPT RESOLUTION #JPA 19-30 CERTIFYING THE CEQA FINAL EIR FOR THE K-4 AND CACTUS CHANNEL IMPROVEMENT PROJECT (SCH#2018111036), ADOPTING FINDINGS, APPROVING A MITIGATION MONITORING AND REPORTING PLAN; AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS; 2) ADOPT RESOLUTION #JPA 19-31 APPROVING GENERAL PLAN AMENDMENT 18-02, AND PLOT PLAN PP18-04 SUBJECT TO CONDITIONS OF APPROVAL; 3) WAIVE THE FIRST READING OF ORDINANCE #JPA 20-01 APPROVING CHANGE OF ZONE Z18-01 FROM NO ZONE DESIGNATION TO INDUSTRIAL ZONING FOR THE PROJECT SITE AND DIRECT STAFF TO PLACE THIS ITEM ON A FUTURE COMMISSION AGENDA FOR THE SECOND READING AND FORMAL ADOPTION; AND 4) DIRECT STAFF TO FILE A NOTICE OF DETERMINATION**

**Preparation Date: December 5, 2019**

**Motions:** Move To: 1) Adopt Resolution #JPA 19-30 Certifying the CEQA Final EIR for the K-4 and Cactus Channel Improvement Project (Sch#2018111036), Adopting Findings, Approving a Mitigation Monitoring and Reporting Plan and Adopting a Statement of Overriding Considerations; 2) Adopt Resolution #JPA 19-31 Approving General Plan Amendment 18-02, Adopting Plot Plan PP18-04, Subject to Conditions of Approval; 3) Waive the First Reading of Ordinance #JPA 20-01, Approving Change of Zone Z 18-01 changing non-zoned land to the Industrial Zoning Designation, and Directing Staff to Place this Item on a Future Commission Agenda for the Second Reading and Formal Adoption; and 4) Direct Staff to File a Notice of Determination.

**Applicant:** Meridian Park, LLC

**Proposed Project:**

**General Plan Amendment 18-02:** The 35.4-acre Project Site is currently designated Business Park (BP) on the March JPA General Plan (GP) Land Use Map. The requested General Plan amendment would modify the General Plan to change the existing Business Park land use designation to Industrial (IND);

**Change of Zone Request Z 18-01:** As the Project site is not yet zoned, to be consistent with the requested General Plan land use designations, the proposed Project is pursuing a zoning designation of Industrial (IND) for the full 35.4-acre K-4 project site;

**Plot Plan PP18-04:** A plot plan approval is required to construct the 685,000 square foot building industrial building on 35.4-acres of land, including 597 automobile parking stalls, 242 truck trailer parking stalls, and 195,000 square feet of landscaping representing 12.6% of the total project site;

Other project components include the approval of the location and conceptual design for the approximately 400,000 square foot Cactus Channel box culvert and a parcel merger of five (5) existing parcels into one (1) parcel.

**Technical Advisory Committee (TAC) Review:**

The K-4 project went before the TAC on five separate occasions. Below are the dates and a summary of the discussions for each TAC meeting:

1. January 4, 2019 – EIR Scoping Meeting follow-up. Staff gave an update to the TAC regarding the December 3, 2018 EIR scoping meeting.

    - Discussion regarding Flood Control lead agency on the Cactus Channel improvements and if the project would be conditioned to have interim measures they will be building. Staff agreed to reach out to flood control regarding the interim condition issue.
    - Member Lee asked if the applicant was responsible for the entire Cactus Channel improvement. Project applicant Mr. Reeves of Lewis responded they are not and added they are not building it only providing entitlement. There is a separate

agreement for funding which is a multi-party agreement. That funding mechanism is not in place. Staff noted K-4 will pay their fair share of the channel as a condition of approval.

- A representative from the March Air Reserve Base asked if solar is included and Mr. Reeves answered yes. Staff noted that glare and glint study would be required prior to the issuance of building permits for the solar, and that the MARB and ALUC would have to review first.
- The meeting concluded with no additional discussion.

2. July 22, 2019 – 1st formal project presentation to the TAC

   - Member Lee stated this item is still under review and his jurisdiction is not in agreement with several items on the project and requested JPA staff bring this item back to the next TAC with an update to include additional comments from March Air Reserve Base on the EIR. He requested the EIR release be delayed as well. Staff agreed to a future meeting with City of Moreno Valley staff and the applicant to address concerns.
   - The meeting concluded with no additional discussion.

3. September 9, 2019 – 2nd formal project presentation to TAC.

   - Staff provided a brief overview and history of the K-4 and Cactus Channel Improvement Project as well as items to address City of Moreno Valley concerns expressed in prior meetings, those items included:

     a. Site Plan Revision-Building footprint reduced from 718,000 SF to 685,000 SF
     b. Building Elevation Revision-Parking area and much of the building will not be visible from Cactus Avenue due to 14 ft. screen wall
     c. Landscape Plan Revision-Landscape to be planted on top of the box culvert
     d. Screen wall revision- Modified to be 14 feet tall precast concrete panels with stacked stone pilasters

   - Staff noted that they would be meeting with staff from the City of Moreno Valley and the applicant on September 26, 2019.
   - Mr. Sandzimier with the City of Moreno Valley stated he had concerns regarding the General plan designation and he also expressed concerns with the size of the building. Mr. Sandzimier also noted that at the last TAC meeting on July 22, 2019 they asked for the truck doors on the building to be changed to face South West corner of the property instead of Cactus Avenue. JPA staff noted that during the pre-application meeting, that MARB had requested the building face away from the base rather towards the base. Legal Counsel Mr. Brown responded to Mr. Sandzimier's concerns on the General Plan Amendment stating that Planning and Zoning scenarios for March JPA were carefully looked at to be compatible with the surrounding jurisdictions. In this instance there was a strong preference pushed in the direction of industrial and that requires a General Plan amendment.
   - Member Perez had questions about the project providing interim improvements, fair share contributions to the existing channels and wondered if this improvement of the channels will provide positive flow. Mr. Perez also had concerns with site issues, and the underground water situation. Project applicant Mr. Reeves stated

that that the two sections that are being put in are approximately 120 ft. each but will be the ultimate box. Mr. Reeves also stated that yes installation will maintain positive flow. He stated the fair share contributions with flood control district has been established, there is a 5 party agreement being drafted between Moreno Valley, March Life Care, USDA, MARB and Lewis. In relation to the underground water issues and movement, the reason why the building is being put towards the rear is to protect the base. Since the channel will not be built for a few years, water flow will come forward, if the buildings are flipped everything will go backwards on site to the Base. Additionally, there are no open basins and everything is underground. There are no open retentions so no bird issues.

- Legal Counsel Mr. Brown stated that Dr. Kelly has informed him that she is in receipt of a letter from the Air Force dated August 29, 2019. Discussions are underway to discuss concerns in particular with that communication and electrical issues. Mr. Feeley from MARB stated that the most recent concerns coming from the Base have been in regards to communication lines and power substations. The way the power comes in the Base wanted to see if there is a possibility for a utility corridor there. This came as a concern from Security Forces, given some of the importance of those utilities. Mr. Feeley stated that these are the 2 additional pieces that have come forward in the last few weeks, which pertain to several key communication lines that need relocating and there are also traffic concerns.
- Member Lee had concerns with total cost of channel and who pays the increasing cost and asked if Flood Control would take on the burden of additional cost. Mr. Whaley from the March JPA responded stating that the total cost of channel is $22.5 million dollars. Dr. Kelly also responded by stating at this point flood control set aside money from the Heacock channel project which they had saved from that project which equates to roughly $4 million, which is their contribution. Everything else is a pro rata share based on lineal channel frontage.
- Member Lee had additional comments asking for the project not be placed on the TAC or JPC agenda until the City of Moreno Valley has had time to review all terms. The city has issues with Cactus channel, elevation, traffic and wants the Base's concerns addressed as well. Dr. Kelly responded the applicant and the JPA were still in negotiations with the City of Moreno Valley and that the item was more of an update from the previous meeting on the progress. Staff agreed to provide project updates to the TAC before formally bringing back for final review.

4. October 7, 2019 – TAC Update

- Staff noted that JPA staff and the project applicant met with members of the MARB security staff to discuss their concerns regarding the project (see March Air Reserve Base/United States Air Force Review and Input below). Staff also noted that the JPA and the applicant were still working with the City of Moreno Valley to address outstanding concerns and that we would report back to the TAC in November.
- Member Lee requested that a bike path be placed atop the channel box culvert in front of project. The project applicant Mr. Reeves had agreed to this in a prior conversation with the City of Moreno Valley. Applicant will be responsible for all cost of bike path.

5. November 4, 2019 – TAC Meeting Update.

- Staff gave an update to TAC regarding the ongoing discussions between the applicant and the City of Moreno Valley, and that a "cooperative agreement" between the two parties to address their concerns was being worked out. Staff noted that the project was placed on the November 13th JPC meeting in anticipation that all of the issues between the City of Moreno Valley and the applicant would be worked out.
- Member Lee noted that the City and the applicant had still not yet come to an agreement and voiced his displeasure with the fact that the project was scheduled for the next JPC meeting, and that the final EIR had been released. The project Applicant, Mr. Reeves, stated that the cooperative agreement between the two should be enough to address the City's concerns. Member Lee noted that the City would exercise its veto rights if the project moved forward without the agreement first being approved by the Moreno City Council. The TAC members agreed that the item should come back to them prior to the next hearing. Staff agreed to bring it back to the TAC before the item is heard by the JPC

6. December 2, 2019 – TAC Meeting 3rd formal project presentation to TAC.

- Staff announced to the TAC that the cooperative agreement between the applicant and the City of Moreno Valley was approved by the City Council on November 19th. Staff outlined the key points of the agreement, as well as the project Conditions of Approval offered to the JPA by the City. Staff then gave a brief presentation of the project and explained all changes made over the course of the project review and noted the item was scheduled to go before the JPC for consideration at their December 11, 2019 meeting. Member Lee thanked the JPA staff and the applicant for working with the City of Moreno Valley to resolve their issues and noted that although the City didn't get everything they wanted, they ended up with a good project. No other comments were offered.

**March Air Reserve Base/United States Air Force Review and Input**

On September 11, 2019 the March JPA staff and applicant for the K4 Project met with representatives from MARB to discuss issues related to the project and to address concerns raised by MARB in a letter received by March JPA on August 29, 2019 (Attachment 5). It should be noted that the conclusions of the meeting were forwarded to the City of Moreno Valley for their review. Listed below were the main topics of discussion and what was agreed upon by the developer and MARB:

1) Utilities. The applicant has agreed to relocate all utilities on K4 that service MARB to the south along the rear of the property.

2) Force Protection and Security. The applicant has agreed to install fencing which meets MARB' security standards along the property lines shared with MARB. Standard fencing includes 7-foot-tall chain link fence with a concrete strip along the bottom with outriggers facing back toward the project site. Furthermore, the applicant has agreed to provide additional lighting behind the building and to install additional cameras for added security measures. Lastly, the base strongly favors the current configuration and building placement for various security reasons (see below).

3) Building Configuration. MARB is favorable to the current configuration of the site plan, with the building pushed back away from Cactus Avenue, for the following reasons:

   a. As designed, the water will now drain away from MARB towards the channel. If the building was flipped, the water would drain towards the base and this is not acceptable to them;
   b. MARB is strongly opposed to the idea of allowing truck parking in the rear of the building due to security and protection issues.
   c. MARB has requested a clear area between the property line and the building of at least 30-50 feet. As currently designed, the building is 46 feet away from the property line, and only an emergency drive aisle is provided in back of the building. It should be noted that as a standard condition of approval, truck parking in this location will be prohibited.

4) Ellsworth and Cactus Intersection. MARB has asked the developer to provide a right turn into MARB from Cactus Avenue, as well as a right turn onto Cactus Avenue for egress from MARB. Additionally, MARB has asked for signal timing modifications so that traffic flows in and out of MARB more efficiently (see Condition of Approval #96 which addresses this request).

## Project Location

The Project site, which collectively consists of the K-4 Parcel and the Cactus Avenue Drainage Channel (Cactus Channel), is located on the south side of Cactus Avenue and extends from where Veterans Way terminates at Cactus Avenue on the west to where Frederick Street terminates at Cactus Avenue on the east. The Project site is generally rectangular in shape except for the exclusion of an existing substation near the eastern end. The Project site is located within an urbanized area of Riverside County, east of Interstate 215 (I-215), south of Cactus Avenue, and north of the MARB. The K-4 Parcel is located within the March JPA jurisdiction, which is within unincorporated Riverside County, California (Figure 1 - Project Location). The K4 Parcel is comprised of five parcels designated as Assessor's Parcel Numbers (APNs) 297-150-006-8, 297-150-007-9, 297-150-038-7, 297-160-005-8, and 297-200-004-0.

**Figure 1 – K-4 Location**
**Site**




The Cactus Channel portion of the Project is located along the south side of Cactus Avenue, extending from the MARB main entrance at the Elsworth Street intersection and runs eastward to the Heacock Channel, west Heacock Street. The portion of the Cactus Channel that would be improved as part of the proposed Project runs a total of 7,900 linear feet (see Figure 2 below).

**Figure 2 – Cactus Avenue Improvement Project Location**




## March JPA General Plan Consistency

**Preparation Date: December 5, 2019**

In 1993, the federal government mandated the realignment of March Air Force Base (AFB) and a substantial reduction in its military use. In April 1996, March AFB was re-designated an Air Reserve Base (ARB). Approximately 4,400-acres of land that had historically supported March AFB was no longer needed to support the ARB. The cities of Moreno Valley, Perris, Riverside, and County of Riverside formed the March JPA to oversee the dispensation and management of the surplus land. A General Plan (GP) and Master Environmental Impact Report (EIR) were prepared and adopted/certified in 1999 for the JPA planning area.

***March JPA General Plan Land Use Element***

The March JPA General Plan Land Use Element is based upon the March AFB Master Reuse Plan (Exhibit A, p. II-38) preferred land use pattern. This General Plan element delineates the general location and distribution, extent of existing and proposed land uses for March JPA, and development criteria for development intensity. The goals and policies contained within the Land Use Element address the capitalization of the opportunities within the Planning Area, and the reuse and revitalization of existing facilities. The goals and policies contained in the Land Use Element focus on creating 38,000 jobs within the excess former March Air Force Base, maintaining a balance between commerce and industry, providing compatible land uses with the airport and the surrounding residential area, while promoting high quality development with minimizing land use conflicts. The current General Plan designation (shown below) identifies a predominance of Industrial use for the Project 130-acre site area.

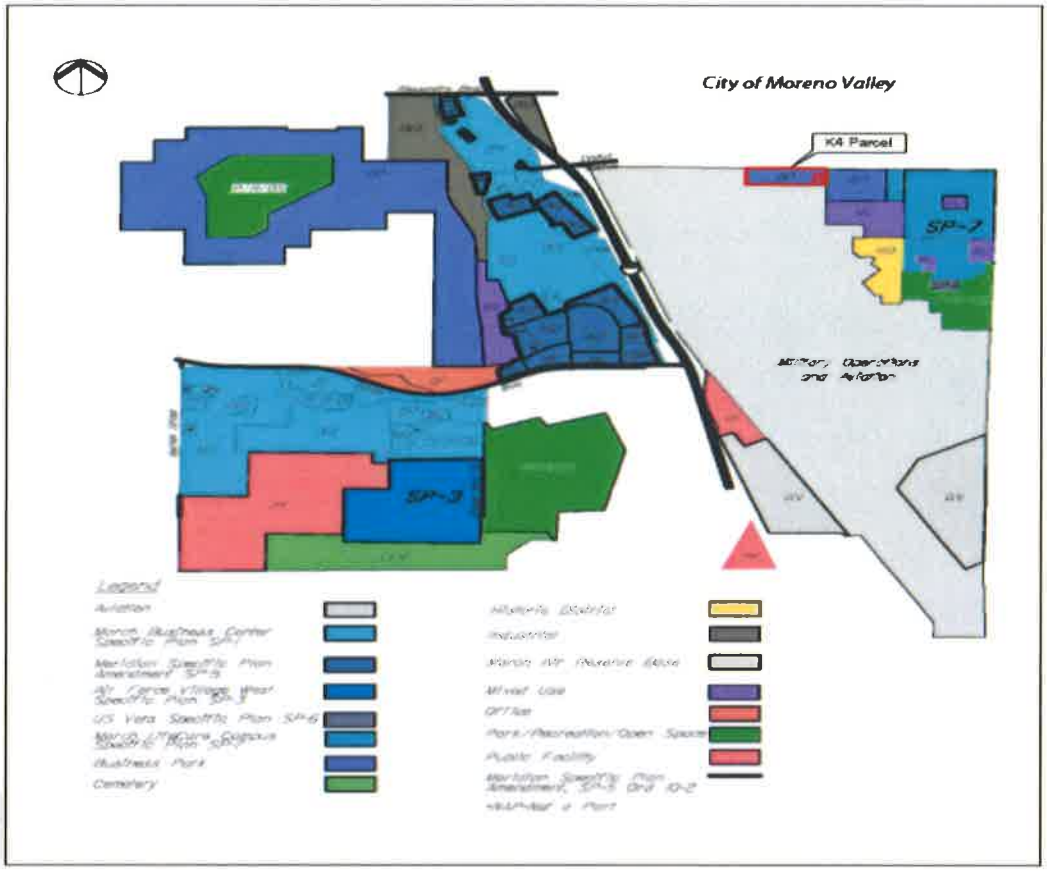
***March JPA General Plan Transportation Element***

The Transportation Element identifies the multiple transportation and circulation components of the GP, inclusive of roads, trails, rail, multi-modal, transit, aviation, and goods movement services. The extent of necessary facilities, adequacy of service levels, and transportation demand management measures, along with general location and infrastructure facilities, are described. Prior amendments to the March JPA General Plan have entailed modifications to the Transportation Plan (General Plan Exhibit 2-1), however no modifications to the planned extension of Cactus Avenue has occurred. Thus, the planned road network is consistent with the March JPA General Plan Transportation Element.

***General Plan Amendment GP 18-02***

The proposed 35.4-acre K-4 Project site is currently designated Business Park (BP) on the March JPA General Plan (GP) Land Use Map. The application would change that designation from BP to Industrial (IND) to allow for a 685,000 square foot industrial building, parking and landscaping on the site (see Figure 3 – Existing General Plan Land Use Map below).

**Figure 3 - General Plan Land Use Map**




The proposed amendment is consistent with the objectives the General Plan's objective to develop predominately Industrial land uses within the March JPA boundaries. The K-4 development, including the minor modification to the General Plan land use map from Business Park (BP) to Industrial (IND), is expected to generate an estimated 300 permanent jobs (the EIR estimated 900 based on e-commerce fulfillment center, which is not approved at this time), helping to implement the goals of bringing 38,000 jobs to the reuse area. The request also complies with the objectives of the 2005 Air Installation Compatibility Use Zone (AICUZ) study and the March ARB March Inland Port Comprehensive Land Use Plan (CLUP). The following General Plan policies table is provided to demonstrate the Projects compliance with the existing General Plan policies (see Table 4.9-1 "Project Consistency with March Joint Powers Authority General Plan" of the K-4 EIR for full consistency with the General Plan Policies and Goals).

The Cactus Channel portion of the Project is an existing earthen drainage channel that runs along the south side of Cactus Avenue from the Elsworth Street intersection eastward to the Heacock Drainage Channel and west of Heacock Street. The existing earthen drainage channel is depressed below the Cactus Avenue street elevation and contains vegetation. As the governing regulatory document, the March JPA General Plan includes policies related to scenic quality applicable to the proposed Project. Project consistency with these policies is detailed in Table 4.9-1 "Project Consistency with March Joint Powers Authority General Plan" within the K-4 EIR (Attachment #6).

**Zoning Change Z18-01:**

As the Project site is not yet zoned, the applicant is requesting to change the zone from no-zoning assigned, to Industrial (IND) to be consistent with the requested General Plan land use designation of Industrial. The zoning designation request is consistent with the Proposed General Plan designation and would allow the orderly development of Industrial development consistent with the March JPA General Plan objectives. As identified in the General Plan discussion, the requested zoning is to apply the Industrial land use designation for airport land use compatibility. Furthermore, according to Chapter 9.05 of the March Joint Powers Authority Development Code, the purpose of the Industrial Zoning District as defined below: *"Industrial District (I) The primary purpose of the Industrial (I) District is to provide for manufacturing, research and development, warehousing and distribution, and multi-tenant industrial uses, as well as certain supporting administrative and professional offices and commercial activities on a limited basis. This district is intended as an area for light industrial and limited service commercial uses that can meet high performance standards but that frequently do not meet site development standards appropriate to planned research and development parks. C. Business Park-Mixed Use (BPX)"*

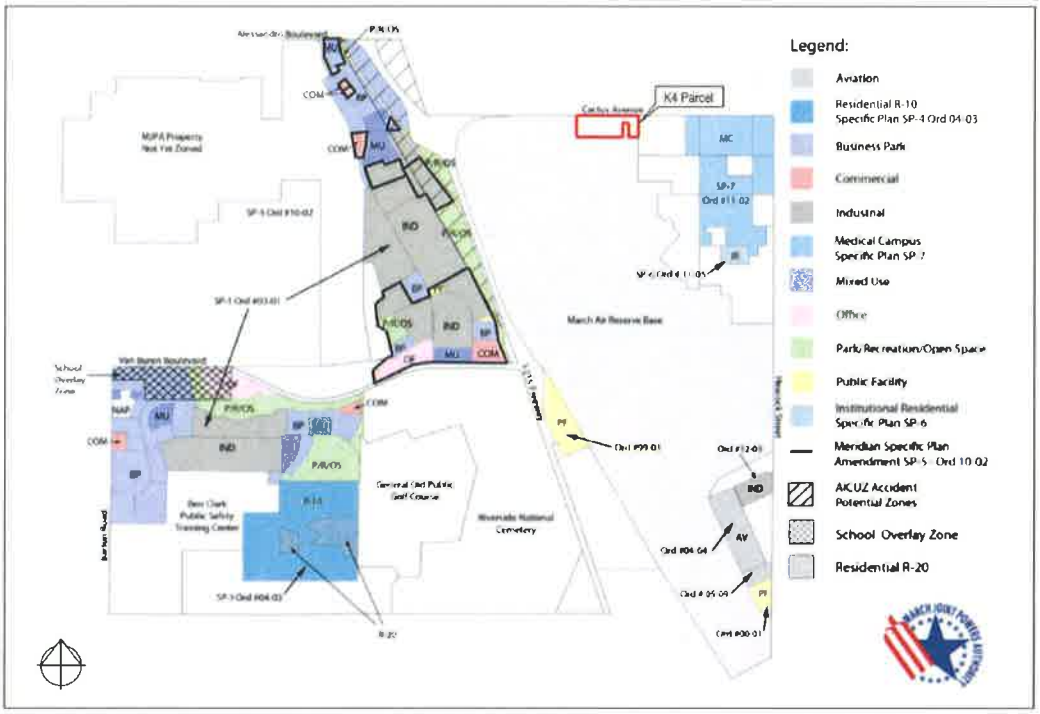
The proposed K-4 project is a proposed warehouse use as defined by the Chapter 9.15 "Definitions" as:

*Warehousing: The use of a building or buildings primarily for the storage of goods of any type, when such building or buildings contain more than five hundred (500) square feet of storage space.*

Although the Project EIR studied all allowed uses within the Development Code, including general distribution, storage and an e-commerce fulfilment center, the applicant has agreed to use the building strictly for warehousing, storage, and general distribution only. Any other uses, such as an e-commerce fulfilment center, etc., will require additional review and approval by the March Joint Power Commission (see Condition of Approval 51 and 136)

Below is Figure 4, which is the Existing Zoning Map showing the K-4 site outlined in Red:

**Figure 4 – Existing Zoning Map**




## Surrounding Land Uses & Compatibility

Adjacent to the north of the proposed K-4 Parcel warehouse site, across Cactus Avenue, is an industrial and commercial center located within the City of Moreno Valley. To the east, the proposed warehouse site is bounded by vacant land owned by the USDA, and the parcel also wraps around an electrical substation on three sides that serves MARB. To the south, the proposed warehouse site is bordered by March ARB and to the west the proposed warehouse site is bordered by a vacant lot and March ARB. At a regional level, the City of Moreno Valley is to the north and east of the proposed Project. To the south and west of the Project site is the March ARB, which previously was the March AFB. The March AFB was realigned as the March ARB in 1993, along with the substantial reduction in its military use. The March ARB currently has a presence of reservists, guardsmen, and active duty from all branches of the military. The March ARB contains a runway, approximately 0.7 mile southwest of the Project site. The uses nearest to the Project site include warehousing, internal services, and housing. Interstate (I) 215, intersects the March ARB, is located is approximately 0.7 miles west of the Project site. Further west is the City of Riverside, along with unincorporated areas of Riverside County (see Table 3 below).

**Table 3 – Surrounding Uses**

| Location | GP Designation/Zoning | Existing Land Use |
|---|---|---|
| **North** | General Plan Designated: Light Industrial (City of Moreno Valley) | Industrial Warehouse Building |
| **West** | March Air Reserve Base | Vacant/Fallow |
| **South** | March Air Reserve Base | Warehouse Building/Cement Mixing Plant |
| **East** | Business Park | Vacant/Fallow |

## Development Overview

*Plot Plan PP18-04:*

The proposed Plot Plan grants approval for the proposed project which includes a 685,000 square foot warehouse and building on approximately 35.4-acres of land, including approximately 18,000 of office space, approximately 667,000 square feet of storage/warehouse, 572 total parking stalls including 242 truck trailer parking stalls, 195,000 square feet of landscaping, which represents 12.6% of the total site. Building materials include painted tilt-up concrete exterior walls for the majority of the building, two storefronts consisting of anodized aluminum and blue glass with 26% reflection glazing. The proposed building ranges in height between 43 to 50 feet tall, with 43 ft being the average roof height, and 50 ft at the end tower-storefront elements. The building also includes 105 loading docks and doors, and a 14 ft tall decorative wall around the truck parking area. Access is provided to the site at two driveways at the terminus of Fredrick Street and Veterans Way, and from Cactus Avenue and the I-215 Freeway located approximately 1 mile west of the site.

***Development Code Compliance:***

The K-4 Industrial site is not located within a Specific Plan, and thus the proposed warehouse project is subject to various Development Standards within the March JPA 2016 Development Code. Table 9.02.020-1 of the Development Code establishes permitted uses in each zoning district. The proposed zoning district for the K-4 property is Industrial (IND). According to Table 9-02-020-1, warehousing and distribution centers, which is defined as within the Development Code as "Wholesale, Storage, and Distribution All Activities Indoors" is a permitted use within the zone designation (see Figure 5 – Permitted Uses Table below):

**Figure 5 – Permitted Uses Table**

**DEVELOPMENT CODE** **CHAPTER 9.02**

**Permitted Uses Table 9.02.020-1**

X - Indicates stated use is permitted subject to district requirements.
C - Indicates stated use is allowed with a Conditional Use Permit.
∝ - Indicates a use is permitted unless the use is located 300 feet or less from a residential zone or use, in which case the use is allowed with a Conditional Use Permit.

| | HR | RR | R1 | R2A | R2 | R3 | R5 | R10 | RS10 | R15 | R20 | NC | CC | TRC | VC | OC | O | P | A | I | BP | BPX | AC | OS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Weight Reduction Center | | | | | | | | | | | | X | X | X | X | X | | | | | | | | |
| Wholesale, Storage, and Distribution<br>All Activities Indoors | | | | | | | | | | | | | | | | | | | | X | X | X | | |
| All Activities Outdoors | | | | | | | | | | | | | | | | | | | X | X | | | | |
| Retail Sale of Goods Warehoused On-site[7] | | | | | | | | | | | | | | | | | | | | X | X | X | | |
| Wrecking Yard | | | | | | | | | | | | | | | | | | | | ∝ | | | | |

**Development Standards**

The proposed K-4 project is also subject to a series of other development standards, including lot size, coverage, setbacks, landscaping building height, etc. The K-4 site is subject to Chapter 9.05 Industrial Districts, of the March JPA Development Code. Zone designations subject to this chapter are Business Park (BP), and Business Park Mixed-Use (BPX) and Industrial (IND). Listed below in Figure 6 are the Development Standards specific to the K-4 project as required by Chapter 9.05:

**Figure 6 - Compliance with Development Standards - Industrial Zone:**

| **Proposed Development** | | |
|---|---|---|
| **Development Standard** | **Minimum/Maximum Required** | **Proposed Development** |
| **Building Area for Buildings** | N/A | 1 building totaling 685,000 SF |
| **Gross Site Area** | 5 Acre (minimum) | 35.4 acres – **Meets Standard** |
| **Floor Area Ratio (Maximum)** | 50% | 46% - **Meets Standard** |
| **Setbacks** | Front:<br>Front Landscaped<br>Building Side:<br>Side Landscaped<br>Rear Building<br>Rear Landscaped | 20 Feet Required – 265 Feet Proposed<br>15 Feet Required – 20-25 Feet Proposed – w/o channel<br>0 Feet Required 79 Proposed<br>5 Feet Required – 5 Proposed<br>25 Feet Required - 41 Proposed (40 feet requested by MARB)<br>5 Feet Required 14 +/- Proposed<br>**All setbacks meet or exceed standards** |
| **Landscape Required (Minimum)** | 10% Required | 154,362 sq ft Required – **1,95,000 Provided (12.6%) exceeds standards** |
| **Building Height (Maximum)** | 45 Feet to 80 Feet (50-foot max height due to FAA regulations) | Total Building Height 40 Feet (average)<br>Total Height to top of Parapet 46 Feet (average)<br>Total Height to top of Tower Element 50 Feet – **Meets Standards** |
| **Parking** | 18,000 sf office @ 3.3/1000 0 - 50,000 sf @ 1/1000 50,000 - 200,000 sf @ 0.33/1000 500,000 sf + @ 0.20/1000 | 60 Stalls Required<br>50 Stalls Required<br>50 Stalls Required<br>93 Stalls Required<br>253 Total Stalls Required<br>**597 Total Stalls Provided – exceeds standards** |

***Project Design:***

Although the project is not located within a Specific Plan area, the proposed K-4 Industrial Warehouse Building was designed to meet the Design Guidelines for the March Business Center, including the site layout, building elevations and colors. The project site, which is currently vacant undeveloped fallow land, will be fully developed with no excess land being left for future development. The site includes a 685,000 square foot building, which includes approximately 18,000 of office space, approximately 667,000 square feet of storage/warehouse, 572 passenger vehicle parking stalls, a truck parking area with 242 truck trailer parking stalls, 195,000 square feet of landscaping representing 12.6% of the total site. A 14-foot tall decorative wall designed to match existing walls used across from Cactus Avenue will surround the truck parking area, which will also fully block the dock bay doors from public view (see Figure 7 – Line of Site Detail and Figure 8, Proposed Screen Wall below).

**Figure 7 – Line of Site Detail**

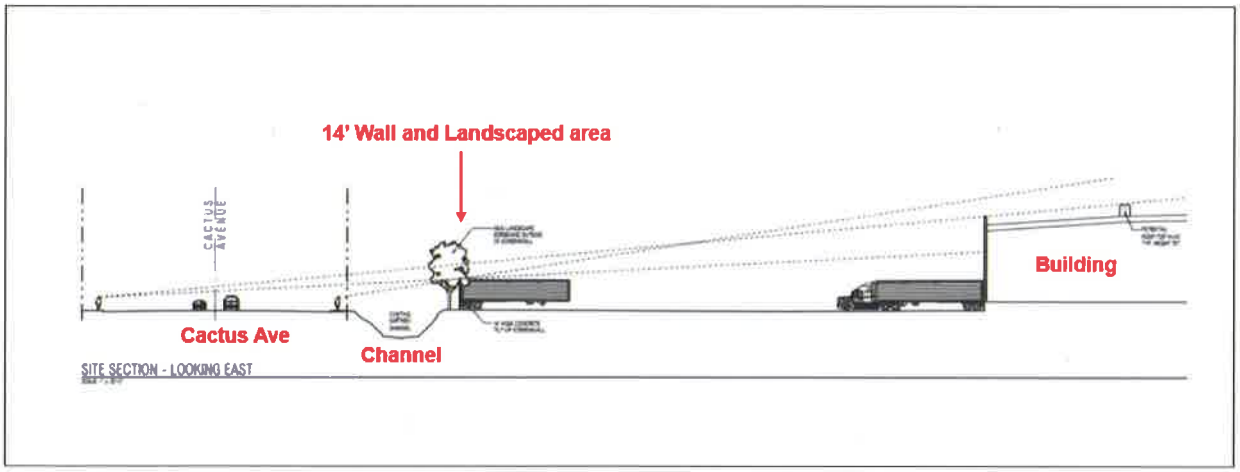
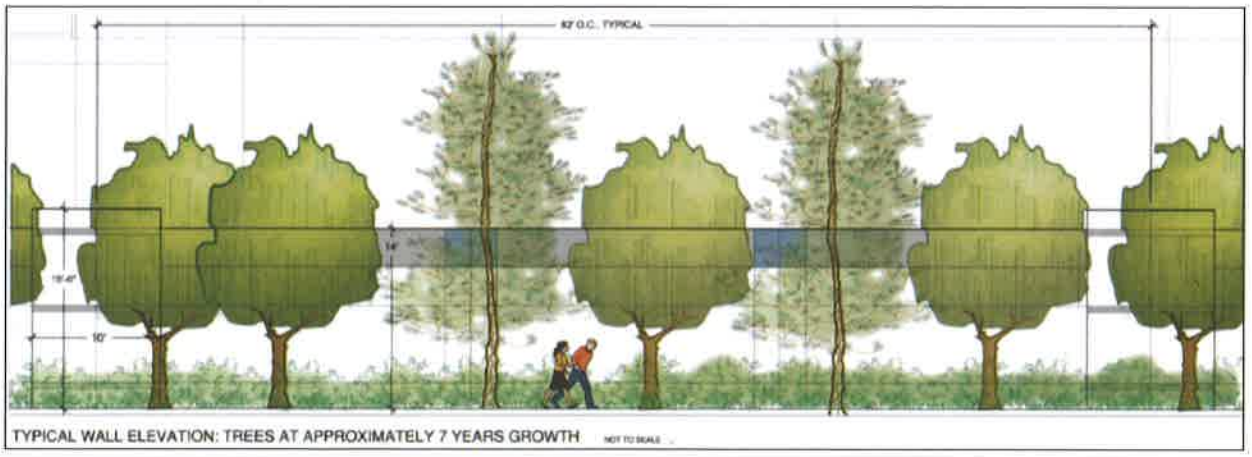



**Figure 8 – Proposed Screen Wall**




## Project Site Plan

As noted above, all proposed building height, setbacks, parking and landscape requirements are compliant with the Development Code requirements. Employee parking, carpool, and

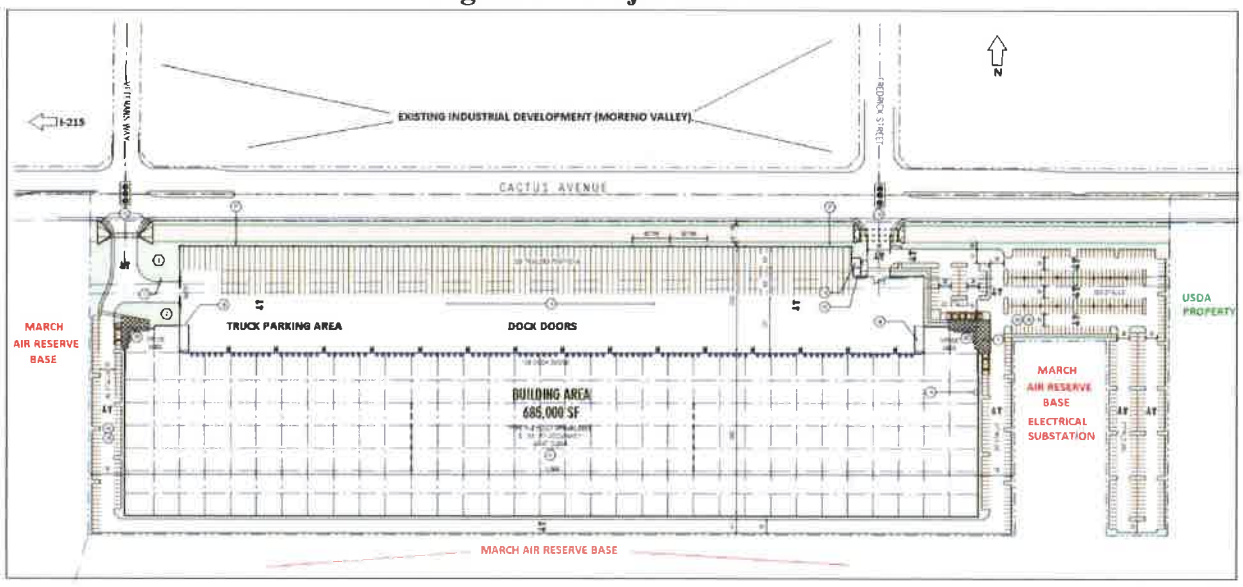
bicycle parking spaces provided on the proposed site plan (Sheet A1-01P) meet the parking standards required for Industrial uses. In addition, the facility provides 45 electric auto charging parking spaces. A Preliminary Water Quality Management Plan has been submitted and approved. A Final Water Quality Management Plan will be signed and notarized upon the completion of building construction and prior to Certificate of Occupancy, recorded to assure long term water quality. A conceptual drainage study has been completed for the site and has been reviewed and approved by March JPA's Engineering Department, NPDES consultant CGRME and Riverside County Flood Control and Water Conservation District.

Building Placement:

As noted above in the Development Standards, the proposed setback of the building is 265 feet from property line. The placement of the building is to allow for the truck court parking area between the office towers, and between the Cactus Channel, landscaping and screen wall, and the building. The placement of the building towards the back of the lot near the MARB property line with the bay doors facing east was designed based on feedback from MARB Security and Planning personnel who early on in the planning process commented that they would rather have the truck dock bays facing away from the base rather than towards the base. MARB also requested that the be no truck parking backing up to the base due to Force Protection concerns (see March Air Reserve Base/United States Air Force Input below).

Additionally, there is also an existing 54-inch Eastern Municipal Water District line that runs east-west directly through the property approximately 120 feet in from Cactus Avenue. As designed, the easement runs through most of the trailer parking area in front of the building. Although asphalt and cement can be placed over the easement and water line, a structure or building cannot. There are also existing backbone electrical lines that service the MARB that run through the front of the property; however, the applicant has agreed to relocate those around the property (see Condition of Approval 103). Therefore, in order to accommodate the necessary truck trailer parking area and while complying with MARB concerns for Force Protection, the building placement at 264 feet from the edge of Cactus Avenue with the truck and trailer parking area adjacent to the street configuration was chosen as the best option for the building placement (see Figure 9 – Project Site Plan below).

**Figure 9 – Project Site Plan**



*Architecture/Color Palette:*

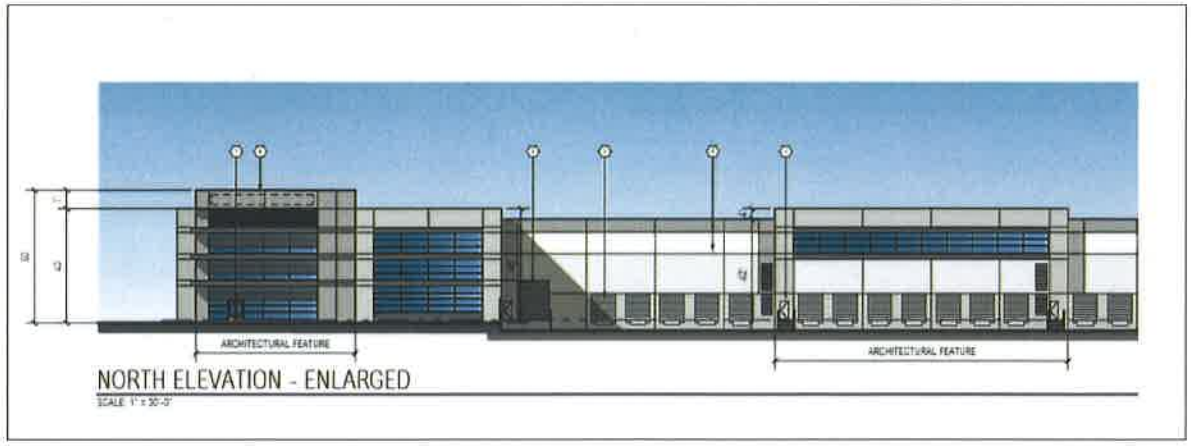
The Industrial and Business Park buildings will be constructed with tilt-up concrete construction. Variation in parapet height and use of contrasting field, base and accent colors emphasize the variation in the building design. Prominent low reflectance Vistacool Pacifica #2 (>25% reflectance) glazing is proposed at both entrances to the building and used to emphasize the building grid module. The building façade, which will be visible along Cactus Avenue approaching from both the east and the west, will be mostly visible at the tower-end elements of the building, which is where the majority of the design elements are located. The first 14-feet of the body of the building between the tower elements, will not be visible from Cactus Avenue as they will be screened by the 14-foot tall decorative wall. Figure 10 shows a Photo Simulation of the K-4 warehouse building. The Photo Simulation is a view of north tower looking southwest:

**Figure 10 - Building Photo Simulation**



Figure 11 as shown below, is an example of the proposed elevations and colors for the K-4 Building:

**Figure 11 – Color Elevation Example**




As noted previously, the project architecture, color palette and glazing all comply with the standards of the March Business Center Design Guidelines, even though the K-4 project is located outside of the Specific Plan area. The proposed color pallet includes the predominate use of Moderate White, Worldy Gray, and Gray Area. Accent colors include Connected Gray and Midnight. The storefront uses Clear Anodized Aluminum and the Vistacool Pacifica glazing as noted above (see Figure 12 – K-4 Color and Materials Board). The physical materials and color board will also be available for review at the JPC meeting.

**Figure 12 – K-4 Color and Materials Board**

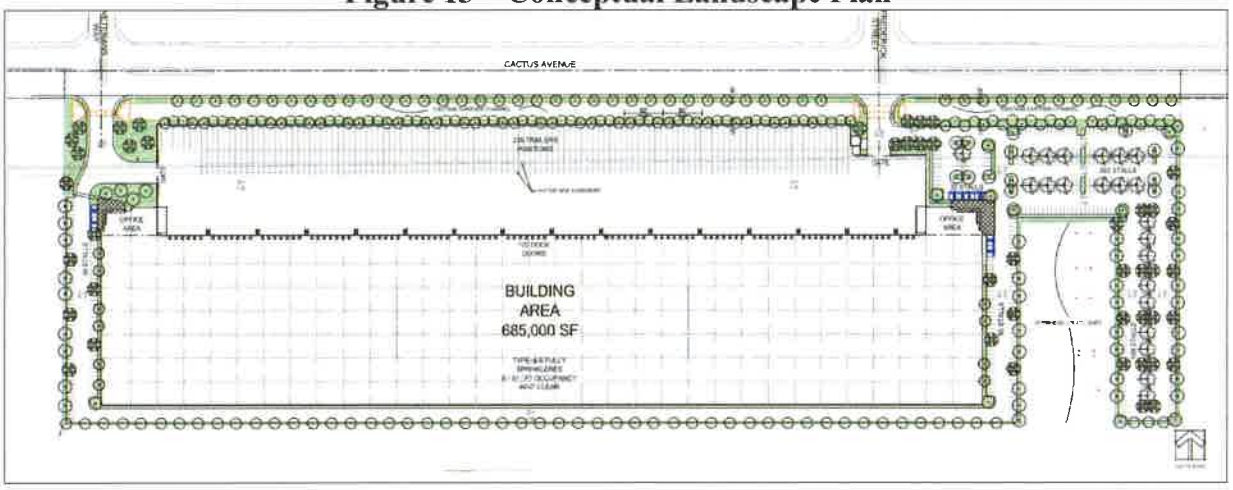



***Site Landscaping:***

As previously noted, 12.6% of the overall site will be landscaped. The Industrial Zone Designation requires a minimum of 10% landscaping. A drought tolerant, water conserving landscape palette is provided for this site and right-of-way landscape. MARB has requested that projects near the base use trees that birds typically do not nest in. The proposed trees

include African sumac, Crape Myrtle, Chinese Elm, Afghan Pine, and Chilean Mesquite. The applicant has also agreed to provide additional trees within the front landscaping area between the Channel and the Wall to help soften the long wall span around the truck parking area, which is reflected in the conceptual landscape plan (see Figure 13 – Conceptual Landscape Plan below). The project Landscape Plan is located on Sheet A3-02P of the Planning Set.

**Figure 13 – Conceptual Landscape Plan**




***Exterior Lighting:***

Given the proximity to the airport, all on-site lighting provides fully shielded fixtures (no light emitted above horizon), high pressure or low-pressure sodium lighting, maximum 750 watts, maximum fixture height of 25' above finished grade, and maximum lighting of 0.5 candle/foot$^2$ at the property line. Additionally, the applicant has agreed to provide additional lighting and a camera system in the rear of the building to enhance the MARB Force Protection efforts in order to identify potential threats to the base (see Condition of Approval #99).

***Access, Circulation and Traffic***

Access to the site is achieved from two driveways leading to the property from Cactus Avenue; the first driveway is located at the intersect of Frederick Street at Cactus Avenue, and the second driveway is located at the intersection of Veterans Way and Cactus Avenue. Local traffic will access the site from various locations, including the adjacent Cactus Avenue, Fredrick Street and Veterans way to the north, the I-215 Freeway from the west, and Heacock Street from the east. Truck traffic is limited to a right-in driveway at Frederick Street, and a left-turn-only onto Cactus Avenue from the intersections of Frederick Street and Veterans Way. A truck route sign will be posted at the exit of each driveway to inform drivers that truck traffic is prohibited from turning right onto Cactus Avenue, unless the truck traffic is local.

Truck traffic to the site is achieved from the I-215 Freeway at the Cactus Avenue on and offramp located approximately one-mile from the project site. The proposed warehouse building will utilize its close proximity to the freeway as well as Cactus Avenue, which is designated as an Urban Arterial Roadway as designated on the March JPA Transportation Plan. It is also anticipated that the project will take advantage of its fairly close proximity to the commuter rail station located south of Cactus Avenue at Meridian Parkway. The rail station, which is also a bus hub, has current and established routes from the facility that travel eastbound on Cactus Avenue. The applicant has also agreed to contribute $300,000 to the City

of Moreno Valley for a future bus turn out in front of, or near the property (see City of Moreno Valley Review below).

As shown on the site plan and as analyzed in the EIR, a total of 598 automobile parking stalls and 242 truck trailer parking stalls will be provided. According to the K-4 traffic report, the project is estimated to generate a total of 5,873 trip-ends per day, in actual vehicles, with 425 A.M. peak hour trips and 983 P.M. peak hour trips. The anticipated trips are based on a High-Cube Fulfillment Center Warehouse as the "worst case scenario" for traffic. As such, Project trip generation has been calculated based on the trip-generation statistics published in the 2019 TUMF High-Cube Warehouse Trip Generation Study which was commissioned by Western Riverside Council of Governments (WRCOG) in support of the Transportation Uniform Mitigation Fee (TUMF) update. However, it should be noted that traffic will likely be greatly reeducated from the numbers analyzed in the EIR, as the building will be constructed for general warehousing and storage, generating a likely 300 full-time jobs rather than a High-Cube Fulfillment Center Warehouse that would likely generate 900 full-time jobs.

**Cactus Channel Improvement Project**

The Cactus Channel Improvement Project consists of proposed improvements to the entire 7,900 linear feet channel and improvements to 11.06 acres of land along its entire run which starts at the MARB main gate at Elsworth Street eastward to the Heacock Street channel southwest of the Heackock Street Avenue Cactus Avenue intersection. The drainage improvements are proposed to be an underground box culvert that would run the entire duration of the channel and would vary in width from an 11-foot wide box to a 9-foot wide double box (approximately 19 feet in width). The installation of the box culvert would require trenching through the existing swale behind the Cactus Avenue right-of-way. It is anticipated that there would be some utility relocations for existing crossings in record plans as well as removal of some existing roadway culverts and extending existing storm drain connections to the earth swale. In association with the K-4 approvals and entitlements, the applicant is proposing the following:

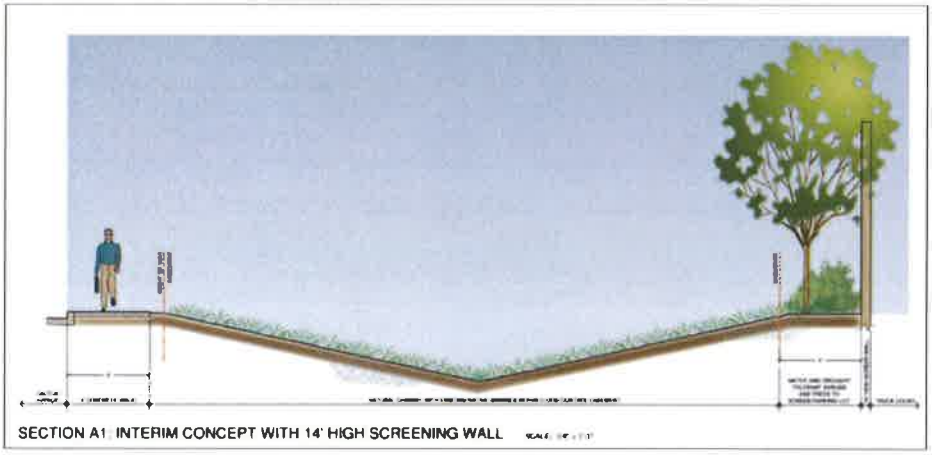
1) CEQA clearance for the entire 7,900 linear feet of channel improvements;
2) Plan check the entire reach of the Cactus Channel through Riverside County Flood;
3) Process 404 permit for the reach of the Cactus Channel through the Army Corp of Engineers;
4) NEPA clearance for the entire 7,900 linear feet of channel improvements as needed;
5) Pro-Rata contribution to the Cactus Channel construction costs ($4,704,000);
6) Total amount of the above items: $5,000,000;
7) Drainage Fees paid of approximately $212,000 (see Condition of Approval 29).
8) Benefits:
    - Once the Cactus Channel improvements are complete, the threat of flooding the March Air Reserve Base and Cactus Avenue at Elsworth Street become greatly reduced;
    - Entitling the Cactus Channel along with this project will likely speed up the project timeline by 10+ years.

The total cost of completing the channel is currently estimated at $19.6 million dollars and it is anticipated that completing the channel will take roughly 5 years.

*Interim Channel Conditions*

The proposed interim condition for the channel is the project in place as it exists today. Currently, the channel is maintained by the JPA, which includes only light maintenance of the channel, which entails debris removal, weed control, and with special permitting, limited dredging. Figure 14 below shows the interim condition of the channel after construction of the K-4 project, including a proposed sidewalk adjacent to Cactus Avenue, the existing channel, a 6-foot sidewalk, 4-feet of landscaping, channel in the interim, and 10-16-feet of landscaping between the screen wall or parking lot.

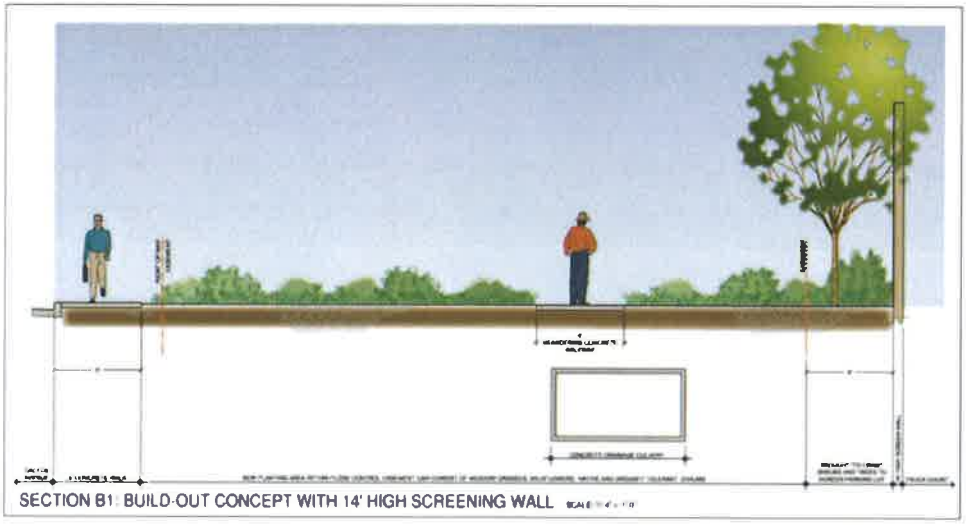
**Figure 14 – Conceptual Interim Conditions**




*Ultimate Channel Conditions*

Once completed, it is anticipated that there will be limited landscaping and an additional bike-path and walking trail atop of the box culvert along the frontage of the K-4 project, of which approximately 3,940 linear feet in length and 74,860 square feet will be maintained by the Developer/Property owner in perpetuity (see Condition of Approval #30). Riverside County Flood Control will only assume responsibility and maintenance of the box culvert and not the amenities above the box. The applicant of the K-4 project has agreed to maintain the limited landscaping atop of the box culvert as part of the overall landscape maintenance for the project. Landscaping and other amenities atop of the box culvert in other locations will need constructed and maintained by other means at some point in the future. The ultimate improvements include the 6-foot sidewalk, approximately 25-feet of landscaping, including a 6-8-foot-wide pathway atop the box culvert channel, and 10-16-feet of landscaping between the screen wall or parking lot. Figure 15 below, shows the conceptual landscape plan for the ultimate channel conditions:

**Figure 15 – Conceptual Ultimate Conditions**




## Parcel Merger

The applicant is requesting a parcel merger to combine five existing parcels into one Lot. The parcels are eligible for a parcel merger under the California Subdivision Map Act (Article 1.5. Merger of Parcels), as each parcel is contiguous to each other. The California State law states:

> *(a) Notwithstanding Section 66424, except as is otherwise provided for in this article, two or more contiguous parcels or units of land which have been created under the provisions of this division, or any prior law regulating the division of land, or a local ordinance enacted pursuant thereto, or which were not subject to those provisions at the time of their creation, shall not be deemed merged by virtue of the fact that the contiguous parcels or units are held by the same owner, and no further proceeding under the provisions of this division or a local ordinance enacted pursuant thereto shall be required for the purpose of sale, lease, or financing of the contiguous parcels or units, or any of them.*
>
> *(b) This article shall provide the sole and exclusive authority for local agency-initiated merger of contiguous parcels. On and after January 1, 1984, parcels may be merged by local agencies only in accordance with the authority and procedures prescribed by this article. This exclusive authority does not, however, abrogate or limit the authority of a local agency or a sub-divider with respect to the following procedures within this division:*
> *(1) Lot line adjustments.*
> *(2) Amendment or correction of a final or parcel map.*
> *(3) Reversions to acreage.*
> *(4) Exclusions.*
> *(5) Tentative, parcel, or final maps which create fewer parcels.*

No action by the Joint Powers Commission is necessary as the approval of the parcel merger is ministerial.

## Airport Compatibility:

The Compatibility between the airport and its surrounding environment is evaluated in terms of four aeronautical factors: noise, overflight, safety, and airspace protection. These factors are compiled and used to designate compatibility zones in the Joint Land Use Study (JLUS). The proposed development is located in Compatibility Zone C1. Compatibility Zone C1 is considered the Primary Approach/Departure Zone with an average 100 people/acre and 250 people/in the most concentrated single acre. The proposed Project was submitted and reviewed by the Riverside County Airport Land Use Commission (ALUC). On March 14, 2019 the Riverside County Airport Land Use Commission found the Project "Consistent" with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan with Conditions. Provided as an Attachment 4 is a copy of the memo from the Riverside County ALUC regarding the consistency determination for ZAP1344MA18.

## City of Moreno Valley Review

During the various TAC meetings, the City of Moreno Valley staff had addressed various concerns regarding the project's impact on the City. The March JPA Staff, the Developer and the City Staff met on several occasions to go over the various issues and determine how best to resolve them. One of the main issues was that because the project is located within March JPA boundaries, taxes from the property will be paid to the County of Riverside, and thus the project does not generate revenue for the City of Moreno Valley to fund future impacts to the City's roadways from the project, including public improvements and future maintenance/repairs. Since the last meeting with Moreno Valley, the applicant has made changes to the plans that are reflected on the current plans.

Additionally, the City and the Developer agreed upon a cooperative agreement to resolve the issues raised by the City that the March JPA could not legally require to be Conditions of Approval for the project. On November 19, 2019, the Moreno Valley City Council approved the cooperative agreement between the two parties. A summary of the agreement of the key points of the agreement include the following:

1. Traffic and Roadway Mitigation:

    - The Developer agrees to construct the Elsworth Street and Cactus Avenue intersection improvements that accommodate truck turning movements.
    - The Developer agrees to pay the City of Moreno Valley a fair share traffic mitigation contribution in the amount of $265,734.
    - The Developer agrees to pay the City of Moreno Valley an in lieu of $300,000 for the future construction of a bus turn-out.
    - The Developer agrees to pay the City of Moreno Valley for pavement maintenance of Cactus Avenue in annual installments of $20,212 (up to a maximum of $1,010,602), terminating in fifty annual payments or unless the City annexes the property in the future prior to the termination of the agreement.

2. Cactus Channel:

    - Developer to pay its fair share of the Cactus Channel storm drain improvements as established by Riverside County Flood Control.

- Developer to pay for the City of Moreno Valley's fair share contribution to the Cactus Channel storm drain improvements (estimated at $200K). Landscaping and Aesthetics:

3. Construct all landscaped areas to include enhanced treatment:

- A 14' high decorative wall with landscaping and a pedestrian walk/bike path over the channel improvements in front of the property.
- Participate in any special district thatMJPA might form to pay for the long term maintenance and installation of the landscaping/bike path/walking trail. Community Benefit:
- Developer to pay to the City of Moreno Valley a community benefit contribution of $500,000, which can be utilized by the City with no restrictions.

**SB-18 and AB-52 Review**

As per Senate Bill (SB) 18 and Assembly Bill (AB) 52, Request for Consultation letters were circulated to seventeen (17) local Native American tribes identified on a list provided by the Native American Heritage Commission. The March JPA received five (5) tribal letters requesting government-to-government consultation. The five Tribes who requested consultation are:

- Agua Caliente Band of Cahuilla Indians
- Gabrieleno Band of Mission Indians - Kizh Nation
- Morongo Band of Mission Indians
- Pechanga Band of Luiseño Indians
- Rincon Band of Luiseño Indians
- Soboba Band of Mission Indians

Staff worked closely with three of the tribes (Morongo, Rincon and Soboba) on the final language within the MMRP, as well as held an on-site meeting in August that was attended by representatives from the Morongo and Soboba tribes. Although there are no known cultural resources identified within the Cultural Resources Report, all consulting tribes will be given the chance to provide monitoring of the site during ground disturbance activities, as per the project EIR's Mitigation and Monitory Reporting and Program, Table 1, MM-CUL-4 (On-site Monitoring).

**Final EIR for the K-4 and Cactus Channel Project:**

The K-4 and Cactus Channel Improvement Project Final EIR was prepared to inform decision makers and the public of the potential significant environmental effects associated with the Project.

March JPA circulated a Notice of Preparation (NOP) and Initial Study seeking environmental input on the proposed Project from April 17, 2019 and May 31, 2019. The agency determined that an EIR should be prepared because the Project could have a significant effect on the environment in the following areas: Aesthetics, Agriculture and Forest Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Greenhouse Gas Emissions, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing,

Public Services, Recreation, Transportation/Traffic (VMT/LOS), Utilities and Service Systems, and Wildfire. Based on the Initial Study, March JPA further determined that impacts to Biological Resources, Cultural Resources, Energy, Geology and Soils, Hazardous Materials, Land Use and Planning, Transportation, Tribal Cultural Resources, and Utilities and Service Systems would be less than significant and thus need not be analyzed further in the EIR. 5 comment letters were received in response to the NOP. In accordance with State CEQA Guidelines sections 15082(c) and 15083, March JPA held a duly noticed Scoping Meeting on December 3, 2018 at the March JPA conference room to solicit comments on the scope of the environmental review of the proposed Project and no additional comments were received.

March JPA prepared a Draft EIR to focus the discussion on those potential effects on the environment which the lead agency has determined may be significant and to recommend feasible mitigation measures, when applicable, to reduce or avoid significant environmental impacts. A Notice of Availability and Draft Environmental Impact Report (Draft EIR) was circulated, incorporating comments received in response to the NOP from April 18 to May 31, 2019. During the 45-day public comment period, March JPA consulted with and requested comments from all responsible and trustee agencies, and other regulatory agencies. The Agency received five written comment letters on the Draft EIR, including an acknowledgement from the State Clearinghouse that March JPA has complied with the CEQA environmental review requirements. An overview regarding the findings, mitigation measures, and significance of environmental impacts is listed below. The Final EIR found that the Project would result in significant and unavoidable impacts to air quality, greenhouse gas, and transportation and traffic. All other resource areas were found to be less than significant impacts or less than significant with mitigation. Full information regarding the K-4 and Cactus Channel Improvement Project Final EIR is available on the March JPA website at www.marchjpa.com.

**Staff Recommendations:**

Staff recommends that the March Joint Powers Commission take the following actions:

1) Adopt Resolution #JPA 19-30 Certifying the CEQA Final EIR for the K-4 and Cactus Channel Improvement Project (SCH#2018111036), Adopting Findings and approving a Mitigation Monitoring and Reporting Plan and Adopting a Statement of Overriding Considerations; and

2) Adopt Resolution #JPA 19-31 approving General Plan Amendment 18-01, and adopting Plot Plan PP18-04, subject to Conditions of Approval; and

3) Waive the First Reading of Ordinance #JPA 20-01, approving the change of zone from no zone designation give to the Industrial (IND) zoning on the Project Site and directing staff to place this item on a future Commission agenda for the second reading and formal adoption; and

4) Direct Staff to File a Notice of Determination.

**Attachments:**

1. Resolution #JPA 19-30 Certifying the CEQA Final EIR for K-4 and Cactus Channel Improvement Project (Sch#2018111036), aadopting findings, and aapproving a

Mitigation Monitoring and Reporting Plan and Adopting a Statement of Overriding Considerations.

*Exhibit A: CEQA Findings of Fact and Statement of Overriding Considerations (available electronically at* https://www.marchjpa.com/documents/docs_forms/K-4_Project_Reso_19-30_Exhibit_A_FoF.pdf*)*

*Exhibit B: Mitigation Monitoring and Reporting Program (available electronically at* https://www.marchjpa.com/documents/docs_forms/K-4_Project_Resolution_JPA_19-30_Exhibit%20B_FEIR_MMRP.pdf)

2. Resolution #JPA 19-31 Approving General Plan Amendment 18-02, and adopting Plot Plan PP18-04, Subject to Conditions of Approval.

   *Exhibit A: General Plan Map*

   *Exhibit B: Site Plan, Building Elevations, Photo Simulations, Utility Plans, Grading Plans, Landscape Plans*

   *Exhibit C: Project Conditions of Approval*

3. Ordinance #JPA 20-01.

   *Exhibit A: March JPA Zoning Map*

4. ALUC Consistency Determination.
5. K-4 and Cactus Channel Improvement Project Final EIR & Appendices available at https://www.marchjpa.com/documents/docs_forms//Final_EIR_Combined.pdf

**RESOLUTION #JPA 20-17**

**A RESOLUTION OF THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY ADOPTING PLOT PLAN NO. 20-01 (PP 20-01), CONDITIONAL USE PERMIT 20-01 (CUP 20-01), PUBLIC CONVENIENCE AND NECESSITY (PCN 20-01) TENTATIVE PARCEL MAP 20-01 (TPM 20-01 FOR PARCEL MAP 37874 FOR THE DEVELOPMENT OF A 4.17 NET ACRE PROJECT KNOWN AS THE CACTUS SQUARE RETAIL COMMERICIAL PROJECT LOCATED WITHIN THE NORTH CAMPUS OF THE MERIDIAN SPECIFIC PLAN**

**WHEREAS**, the March Joint Powers Authority ("Authority" or "March JPA") is a joint powers agency created by a joint powers agreement dated September 7, 1993 to act as the federally recognized reuse authority, local land use authority, redevelopment agency, and airport authority for the former March Air Force Base; and

**WHEREAS**, the Authority is comprised of the County of Riverside, the City of Riverside, the City of Moreno Valley, and the City of Perris; and

**WHEREAS**, in February 2003, the Authority approved the March Business Center Specific Plan (SP-1) to guide land use decisions within a 1,290-acre portion of the former March Air Force Base generally located generally located westerly of the I-215 freeway, easterly of Barton Street, southerly of Alessandro Boulevard and northerly of the Riverside County Ben Clark Training Facility; and

**WHEREAS**, in July 2010, the March JPA certified the Meridian SP-5 Subsequent Environmental Impact Report (Meridian SP-5 SEIR; SCH#2009071069), thus creating the North Campus of the Meridian Specific Plan.

**WHEREAS**, Meridian Park, LLC ("Applicant") proposes the development of 4.17 net-acre development known as the Cactus Square Retail Commercial Center consisting Plot Plan (PP 20-01) to allow for the construction of the 15,293 square foot retail shopping center, consisting of 3 separate retail buildings, and a gas station with two fuel island canopies for the Cactus Square Retail Center, Conditional Use Permit (CUP-20-01) allowing for the sale of alcoholic beverages for off-site consumption of beer and wine in conjunction with use/operation at a Gas Station/Convenience Store, as well as two drive-thru windows for speculative fast-food restaurants, Public Convenience and Necessity (PCN 20-01) associated with CUP 20-01, as well as Tentative Parcel Map (TPM 20-01) creating three new parcels subject to conditions of approval; and

**WHEREAS**, in December 2019, Applicant submitted certain land use applications (collectively, the "Project Entitlements") requesting the following:

1. A Plot Plan No. 20-01 (PP 20-01) application
2. A Conditional Use Permit 20-01 (CUP 20-1) application; and
3. A Tentative Parcel Map 20-01 (TUP 20-01) application

**WHEREAS**, the Addendum to the SEIR was prepared pursuant to CEQA, the State CEQA Guidelines, and the March JPA's Local CEQA Guidelines; and

**WHEREAS**, in accordance with CEQA and the State CEQA Guidelines, March JPA staff has prepared and pursuant to Resolution # JPA 20-16 the Commission has adopted an Addendum to the SEIR for the Project Entitlements; and

**WHEREAS**, on July 22, 2020, the Commission conducted a duly-noticed public hearing pursuant to the March JPA Development Code on the Project Entitlements, at which time all persons wishing to testify in connection with the Project Entitlements were heard and the Project Entitlements were comprehensively reviewed; and

**WHEREAS**, all other legal prerequisites to the adoption of this Resolution have occurred.

**NOW, THEREFORE, THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY DOES RESOLVE AS FOLLOWS:**

**SECTION 1**. Recitals. The above recitals are true and correct and incorporated herein as findings or fact.

**SECTION 2**. Compliance with the California Environmental Quality Act. Pursuant to Resolution # JPA 20-16 the Commission has considered and adopted an Addendum to the 2010 Subsequent EIR (SEIR) (SCH#2009071069) for the Project, including Plot Plan No. 20-01 (PP 20-01), Conditional Use Permit 20-01 (CUP 20-01), and Tentative Parcel Map 20-01 (TPM 20-01 for Parcel Map 37847 in accordance with the requirements of CEQA, the State CEQA Guidelines, and the March JPA Local CEQA Guidelines. As the decision-making body for the Project, the Commission has reviewed and considered the SEIR, the Addendum to the SEIR, any oral or written comments received, and the administrative record prior to taking action on the Project, including action on the aforementioned applications.

**SECTION 3.** Findings for Plot Plan No. 20-01 (PP 20-01) Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of Plot Plan No. 20-01 (PP 20-01) in accordance with Section 9.02.070 of the March JPA Development Code:

1. The proposed Project is consistent with the goals, objective, policies, and programs of the March JPA General Plan because it is designed to systematically implement phases of the March Business Center Specific Plan; and

2. The proposed Project complies with all applicable zoning and other regulations because it implements the March Business Center Specific Plan and mitigation measures pursuant to the SEIR (SCH #2009071069); and

3. The proposed Project will not be detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity because the Project facilitates

the construction of a regional job center that will improve residents' ability to live where they work which yields a higher quality of life and more sustainable communities; and

4. The location, design, and operation of the proposed Project will be compatible with existing and planned land uses in the vicinity because the Project maximizes redevelopment opportunities on former military properties by developing a much-needed regional job center in a housing rich area.

**SECTION 4.** Findings for Conditional Use Permit 20-01 (CUP 20-01). Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of Conditional Use Permit 20-01 (CUP 20-01) in accordance with Section 9.02.060 of the March JPA Development Code to allow an Automotive Service Station with the concurrent and ancillary sale of beer and wine for off-premises consumption (Alcohol Beverage Outlet) and two (2) drive-thru windows for two (2) speculative fast-food restaurants to be located at the southwest corner of the Cactus Avenue and Meridian Parkway, Lot 7 of the Meridian West Lower-Plateau project.

1. The proposed Project is consistent with the goals, objectives, policies and programs of the March JPA General Plan because the proposed Project is a part of a balanced mix of land uses that contribute to the regional setting and expands upon the existing physical and economic potential of the General Plan and the North Campus of the Meridian Specific Plan (SP-5, A5) and will systematically implement the goals and objective of the General Plan and the Specific Plan (SP-5, A5) which allows for commercial retail development, including Automotive Service Stations as well as Alcoholic Beverage Outlet(s) and fast-food restaurants with drive-thru service with the issuance of a Conditional Use Permit. The proposed project includes a gas station (Automotive Service Station) with a convenience store that proposes the sale of beer and wine for off-site consumption. The sale of beer and wine is considered ancillary to the main use as a gas station and convenience store, but still falls under the "Alcoholic Beverage Outlet" which requires the Conditional Use Permit, and is thus consistent with the goals, objectives, policies and programs of the March JPA General Plan; and

2. The proposed Project complies with all applicable zoning and other regulations because the project is located within the North Campus of the Meridian Specific Plan (SP-5, A5), specifically within the Commercial Land Use Designation, and Land Use Table III-I describes certain uses as either Permitted (P) or Conditional (C), and "Automotive Service Stations" as well as "Alcohol Beverage Outlet(s)" and Fast-Food restaurants with drive-thru service are all listed as Conditional Uses within the Commercial designation; and

3. The proposed Project will not be detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity because Project is consistent with the March Business Center Specific Plan (SP-1), and the General Plan as amended. The overall Project will include commercial office and retail commercial uses. Furthermore, the Automotive Service Station is not located near any residential uses, nor is it within 1,000 feet of a school or public park as the proposed retail center is surrounded by two major roadways and large industrial warehouses: and

4. The location, design, and operation of the proposed Project will be compatible with existing and planned land uses in the vicinity as uses immediately surrounded the Automotive Service Station and convenience store will serve the largely industrial and business center setting within the Meridian Park area. Additionally, the overall adjacent uses include industrial uses to the south and west, business park and mixed-use developments to the north and east. The sounding land uses are compatible with those proposed for the site due to the fact that the Automotive Service Station and convenience store will provide retail services to the nearby businesses, those who work within the general vicinity of the Meridian Park developments. Furthermore, the proposed project is consistent with Riverside County Ordinance No. 348, Section 18.48 which requires noticing to property owners within 1,000 feet of the project site. Additionally, the project is not situated in a manner that vehicle traffic from the facility may reasonably be believed to be a potential hazard to a school, church, public park or playground. The closest use conducting the sale of beer and wine are convenience stores located across the I-215 Freeway in Moreno Valley, across the roadway from the entrance to the March Air Reserve Base. Additionally, there are currently no other Automotive Service Stations with convenience stores within a mile+ of the proposed location.

**SECTION 5.** Findings for Public Convenience and Necessity 20-01 (PCN 20-01). The following findings are necessary to determine if PCN findings can be made to support the sales of alcohol (beer and wine only) from the project location:

1. The California Alcoholic Beverage Control (ABC) Act requires the local jurisdiction to make a finding of Public Convenience or Necessity prior to the ABC granting the license for alcohol sales, when said retail liquor license would be located in a census tract of undue concentration of retail liquor licenses or if the granting of the retail liquor license would cause a census tract to have an undue concentration.

2. The California ABC Board has determined that for this Census Tract No. 467, five (6) off-site (Type 20 and 21) licenses have been permitted and that all licenses are currently active. Therefore, the granting of this liquor license would cause this census tract to be over-concentrated by ABC's determination.

3. There are no public or private schools located within 1,000 feet of the subject site.

4. There are no public or private park or playground is located within 1,000 feet of the proposed convenient store use. The subject property is located within the Central portion of the of the Meridian Campus/March Business Center Specific Plan area which is comprised mostly of large industrial uses, and some commercial office uses.

5. There are no churches (or similar facility for the sole purpose of the exercise of religion) located within 1,000 feet of the subject site.

6. The Automotive Service Station also includes a convenience store which will sell beer and wine, requiring a Type 20 beer and wine license. The Type 20 license allows for the sale of beer and wine exclusively for off-site consumption only and does not allow patrons to consume alcohol on-site.

7. The Automotive Service Station convenience store use is primarily engaged in the sale of fuel and common convenience store items, such as snacks, beverages (soda fountain, coffee and tea) sundries, and some limited grocery items. The sales of beer and wine would be ancillary to the sales of those other items as listed above.

8. The proposed use shall not be situated in such a manner that vehicle traffic from the facility may reasonably be believed to be a hazard to a school, church, park or playground. The site is not located adjacent to schools, churches or playground areas.

9. The convenience store use is located within Lot 7 of the Meridian West Lower Plateau Project area. The project is buffered from residential uses by the large Nissan Distribution building as well as the 600+ acre Conservation Easement area. There are no residential uses within approximately one-mile of the site.

10. The proposed convenience store building is located at the prominent intersection of Meridian Parkway and Cactus Avenue to the east and north, to the west and south, the project site is surrounded by the large Nissan Distribution building.

11. No beer, wine, or other alcoholic beverage advertisements shall be located in such a manner so as to be viewed from outside of the mini-market use.

12. There are no other existing liquor stores, convenience stores, mini-markets or service stations selling beer, wine, or liquor within the vicinity of the project. The nearest point of sales for beer and wine is the located within the City of Moreno Valley approximately 1.5 miles east of the subject site.

13. The Automotive Service Station convenience store use is primarily engaged in the sale of fuel and general merchandise, and the sale of beer and wine is considered ancillary. Customers picking up general merchandise would be able to purchase beer and wine at the same time as purchasing these other items. Therefore, the project satisfies the public necessity and provides the public convenience for the residents of the surrounding community.

**SECTION 6.** Findings for Tentative Tract Map 20-01 for Parcel Map No. 37847, (TPM 20-01). Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of Tentative Tract Map No. 37847, (TPM 20-01), in accordance with Government Code section 66410 *et seq*. and Sections 9.14.050 and 9.14.070 of the March JPA Development Code:

1. The Tentative Parcel Map No. 37847, (TPM 20-01) is consistent with the March JPA General Plan and the North Campus of the Meridian Specific Plan because it establishes and provides for a comprehensive transportation system that captures the assets and opportunities of the planning area, existing transportation facilities, and planned transportation facilities for the future growth and development of the planning area and sub- region; and

2. The design or improvement of the Tentative Parcel Map No. 37847, (TPM 20-01) is consistent with applicable March JPA General Plan and North Campus of the Meridian Specific Plan because it facilitates a transportation system that capitalizes on the multi-faceted elements of transportation planning and systems, designed to meet the needs of the planning area, while

minimizing negative effects on air quality, the environment and adjacent land uses and jurisdictions; and

3. The site of the Tentative Parcel Map No. 37847, (TPM 20-01) is physically suitable for the type of development because it facilitates a transportation system that is safe, convenient, efficient and provides adequate capacity to meet local and regional demands; and

4. The site of the Tentative Parcel Map No. 37847, (TPM 20-01) is physically suitable for the proposed density of development because it provides a balanced transportation system that ensures the safe and efficient movement of people and goods throughout the planning area, while minimizing the use of land for transportation facilities; and

5. The design of the Tentative Parcel Map No. 37847, (TPM 20-01) and proposed improvements are not likely to cause substantial environmental damage or substantially unavoidably injure fish or wildlife or their habitat because no development would occur within any significant habitat or impact a rare or endangered species of plant, animal, or insect, or any fragile or unique biotic community; and

6. The design of the Tentative Parcel Map No. 37847, (TPM 20-01) and the type of improvements are not likely to cause serious public health problems because all development and public improvements will be performed per applicable standards and codes, while promoting the safe use of alternative transportation modes; and

7. The design of the Tentative Parcel Map No. 37847, (TPM 20-01) and the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision because no such easements currently exist within the Project site; and

8. Land is not subject to a contract entered pursuant to the California Land Conservation Act of 1965; and

9. The Tentative Parcel Map No. 37847, (TPM 20-01) and the associated design and improvements are consistent with all applicable ordinances as the Project is designed consistent with the provisions and standards of the March Business Center adopted ordinances of the March JPA; and

10. The design of the Tentative Parcel Map No. 37847, (TPM 20-01) provides the ability to split the individual ownership of Commercial uses with the Meridian Specific Plan area; and

11. The discharge of waste into an existing sewer system from development proposed in the Tentative Parcel Map No. 37847, (TPM 20-01) will not cause a violation of existing requirements prescribed by the local water quality control board because the Project will improve existing sewer system capacity to support local and regional growth; and

12. The effect of the Tentative Parcel Map No. 37847, (TPM 20-01) on the housing needs of the region were considered and balanced against the public service needs of residents, and the available fiscal and environmental resources because the Project facilitates the construction

of a regional job center that will improve residents' ability to live where they work which yields a higher quality of life and more sustainable communities.

**SECTION 7.** Approval of Project Entitlements. Based on the entire record before the Commission, all written and oral evidence presented to the Commission, and the findings made in this Resolution, the Commission hereby approves the Project Entitlements, including Plot Plan No. 20-01 (PP 20-01), Conditional Use Permit 20-01 (CUP 20-01), and Tentative Parcel Map 20-01 (TPM 20-01 for Parcel Map 37847, shown as Exhibit "A", attached hereto and incorporated herein by this reference, subject to the Conditions of Approval, as shown on the attached Exhibit "B", attached hereto and incorporated herein by this reference.

**SECTION 8.** Notice of Determination. The Commission directs March JPA staff to prepare, execute, and file a Notice of Determination with the Riverside County Clerk within five (5) working days of the passage and adoption of this Resolution.

**SECTION 10.** Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings are based are located at the Office of the Planning Manager, March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518.

**SECTION 11.** Execution of Resolution. The Chair of the Commission of March JPA shall sign this Resolution and the Clerk of March JPA shall attest and certify to the passage and adoption thereof.

**SECTION 12.** Effective Date. This Resolution shall be effective upon its adoption.

**PASSED, APPROVED, AND ADOPTED** this 22nd day of July, 2020.

Victoria Baca

Victoria Baca, Chair
March Joint Powers Authority Commission

ATTEST:

I, Cindy Camargo, Acting Clerk of the March Joint Powers Commission, do hereby certify that the foregoing Resolution #JPA 20-17 was adopted by the March Joint Powers Commission of the March Joint Powers Authority at a regular meeting thereof held on July 22, 2020, by the following vote of the Commission:

| | |
|---|---|
| Ayes: | Conder, Jeffries, Vargas, Thornton, Hewitt, Rogers, Baca |
| Noes: | None |
| Abstain: | Melendrez |
| Absent: | None |

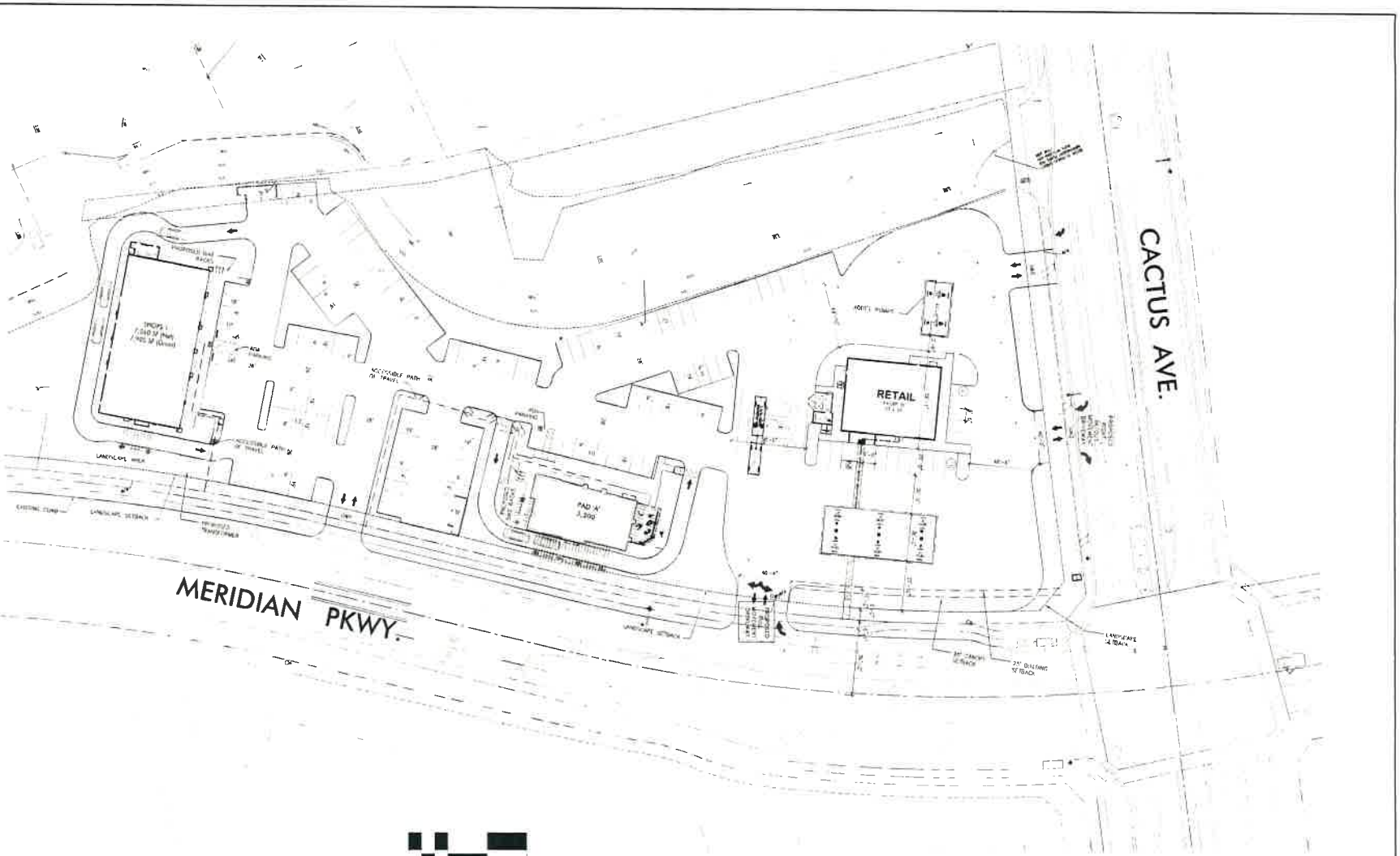
Dated: July 22, 2020

Cindy Camargo, Acting Clerk
March Joint Powers Authority Commission

# EXHIBIT "A"

## Project Entitlements

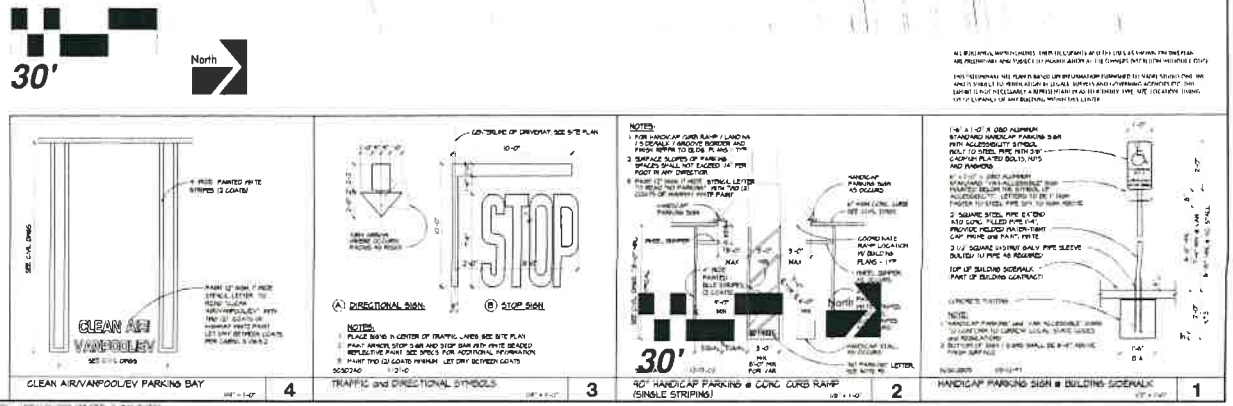
# EXHIBIT "A" Plot Plan 20-01




## Summary- Overall

| | | |
|---|---|---|
| Land | ±4.17 AC | ±181,645 SF |
| Building | | ±15,293 SF |
| Parking Provided | | 145 stalls |
| Parking Ratio | | 9.3 /1000 |

### SITE KEY LEGEND





NADEL

NADEL STUDIO ONE INC
SUITE 400
LOS ANGELES, CA 90025
T 310.826.2100
F 310.826.0182
WWW.NADELARC.COM
LOS ANGELES
LAS VEGAS


LEWIS RETAIL

WEST CAMPUS

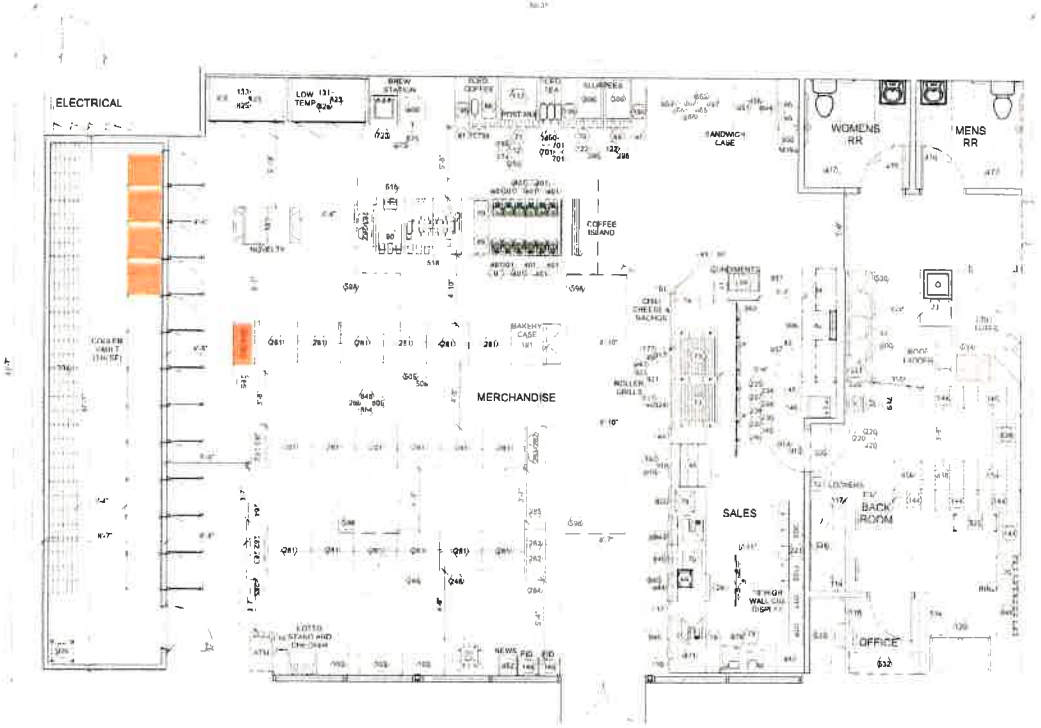
NEC OF MERIDIAN & CACTUS
MERIDIAN, CA

ENTITLEMENT SET

RETAIL SITE PLAN

SP-1

**EXHIBIT "A" - Conditional Use Permit 20-01 Convenience Store**
**Floor Plan with Beer and Wine Location**




## LEGEND:

BEER AND WINE

N

# 1042846 - RIVERSIDE, CA - LAYOUT 4

02/08/2018

SCALE: 1/4"=1'-0" TDG #18-082 APPROVED: YES NO
02/08/18

7-ELEVEN, INC.
3200 Hackberry Rd Irving, Texas 75063

7-11 #1042846
ORANGE TERRACE & VAN BUREN
RIVERSIDE, CA

DIMENSION GROUP
ARCHITECTURE
CIVIL ENGINEERING
MEP ENGINEERING
PLANNING

Job# 18-082
Scale: AS NOTED
Date 2/8/2018
Drawn By:
Checked By

SHEET:

# EXHIBIT "A" - Landscape Reduced Site Plan




## PLANTING LEGEND

| SYMBOL | ABBREVIATION | BOTANICAL NAME | COMMON NAME | SIZE | WATER USE | COMMENTS |
|---|---|---|---|---|---|---|
| | | TREES | | | | |
| | ARB MAR | ARBUTUS marina | Strawberry Tree | 24" Box | | Standard |
| | QUE AGR | Quercus agrifolia | Coast Live Oak | 24" Box | | STANDARD |
| | [illegible] | [illegible] | [illegible] | 36" Box | M | Multi-Trunk |
| | PIS MAU | PINUS mauna | Calabrese Pine | 24" Box | | Standard |
| | PLA ACE | Platanus acerifolia 'Columbia' | London Plane Tree | 15" dia. | M | STANDARD |
| | | EXISTING TREES TO REMAIN, PROTECT IN PLACE | | | | |
| | | SHRUBS | | | | |
| | CAL PIN | Calamagrostis x acutiflora 'Karl Foerster' | Feather Reed Grass | 5 Gal | M | |
| | DAS WHI | Dasylirion wheeleri | Desert Spoon | 5 Gal | L | |
| | HES PAR | Hesperaloe parviflora 'Perpa Tights' | Red Yucca | 5 Gal | L | |
| | LAV C'DO | Lavandula 'Goodwin Creek Grey' | Goodwin Creek Grey Lavender | 1 Gal | L | Standard |
| | LEU FRI | Leucophyllum frutescens 'Green Cloud' | Texas Ranger | 5 Gal | L | |
| | MUH CAP | Muhlenbergia capillaris 'White Cloud' | White Muhly | 5 Gal | L | |
| | MYO PAR | Myoporum parvifolium 'Putah Creek' | N C N | 1 Gal | L | |
| | [illegible] | [illegible] | [illegible] | 1 Gal | L | |
| | RHA ICC | Rhaphiolepis indica 'Eleanor Tabor' | Indian Hawthorn | 5 Gal | M | |
| | ROS OFF | Rosmarinus officinalis 'Huntington Carpet' | Huntington Blue Rosemary | 1 Gal | L | |
| | SAL GRE | Salvia greggii | Red Chalk Sage | 1 Gal | L | |
| | VAU CAL | Vauquelinia californica 'Sierra Sunset' | Arizona Rose Bush | 5 Gal | L | |
| | | VINES | | | | |
| | BOU SPE | Bougainvillea spectabilis | Brick-Red Bougainvillea Vine | 5 Gal | L | |

AREA LANDSCAPE LAND AND EASEMENT PLANT PALETTES

EXISTING NATIVE LANDSCAPE PROJECT IN PLACE

NADEL

NADEL STUDIO ONE INC
1990 S BUNDY DRIVE
SUITE 400
LOS ANGELES CA 90025
T. 310 820 2100
F. 310 826 0182
WWW.NADELARC.COM
LOS ANGELES
LAS VEGAS

CONSULTANT

HAL

CLIENT

LEWIS RETAIL

1156 North Mountain Avenue
Upland CA 91785-0670

PROJECT

WEST CAMPUS

SWC OF MERIDIAN AND CACTUS AVE
MERIDIAN, CA

SUBMITTAL
RESUBMISSION
FOR CONSTRUCTION

| NO. | REVISIONS / ISSUE / SUBMISSION | BY | DATE |
|---|---|---|---|
| 1 | | | |
| 2 | | | |
| 3 | | | |

ENTITLEMENT SET

CONCEPTUAL LANDSCAPE PLAN

CLP-1

## TREES


Arbutus Marina - Strawberry Tree


Quercus Agrifolia - Live Oak


Lagerstroemia Indica 'Natchez' - Crape Myrtle


Pinus Bruia - Calabrian Pine


Platanus acerifolia 'Columbia' - London Plane Tree

## SHRUBS & ACCENT PLANTS


Leucanthemum Imitatis 'Little John' - Dwarf Nettle Mush


Dasylirion wheeleri - Desert Spoon


Hesperaloe parviflora 'Brake Lights' - Red Yucca


Lavandula 'Goldwin Creek Gray'
Goldwin Creek Gray Lavender


Leucophyllum Hassians 'Green Cloud' - Texas Ranger


Muhlenbergia capillaris 'White Cloud'
White Muhly


Nassella tenuissima
Mexican Feather Grass


Rhaphiolepsis indica 'Eleanor Tabel'
Indian Hawthorn

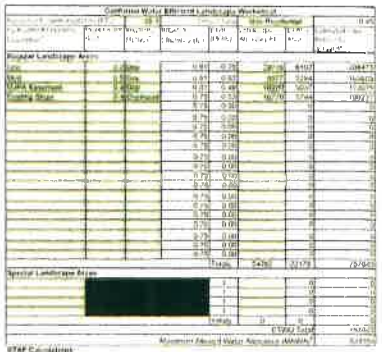

Rosmarinus officinalis 'Huntington Carpet'
Trailing Rosemary


Salvia Setgwis - Blue Chalks

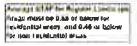

Yucca 'Color Guard'

## VINE


Distictis buccinatoria
Blood Red Trumpet Vine










NADEL

NADEL STUDIO ONE INC
1964 S. BUNDY DRIVE
SUITE 400
LOS ANGELES CA 90025
T 310 826 2100
F 310 826 0182
WWW.NADELARC.COM

LOS ANGELES
LAS VEGAS


COASTLINE


HALL & ASSOCIATES, INC


CLIENT

LEWIS RETAIL

1156 North Mountain Avenue
Upland CA 91785 0670

PROJECT

WEST CAMPUS

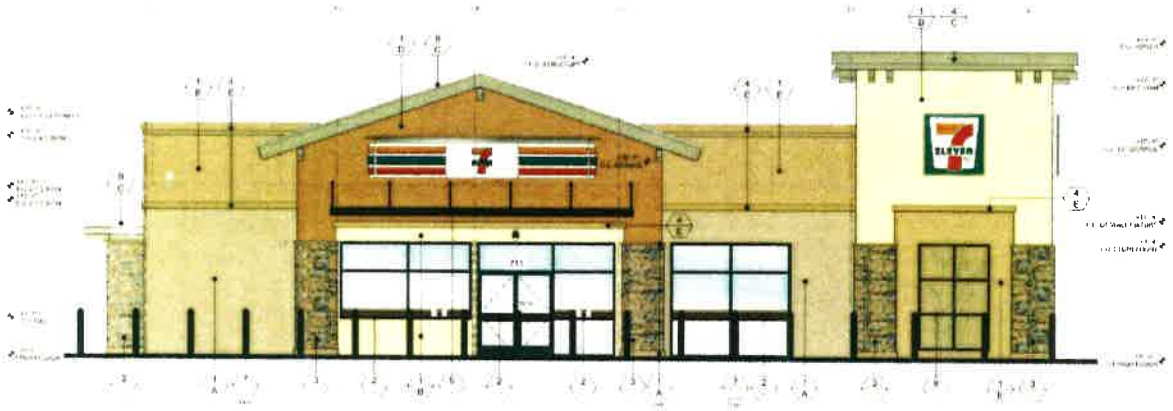
SWC OF MERIDIAN AND CACTUS AVE
MERIDIAN CA

| ICON | DATE |
|---|---|
| △ | |
| △ | |
| △ | |

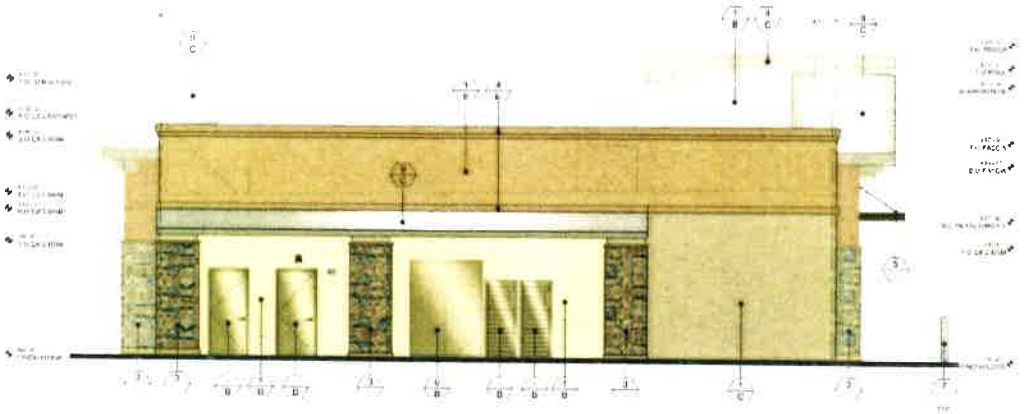
ENTITLEMENT SET

CONCEPTUAL
PLANT
EXHIBIT

# EXHIBIT "A" - Reduced Colored Building Elevations

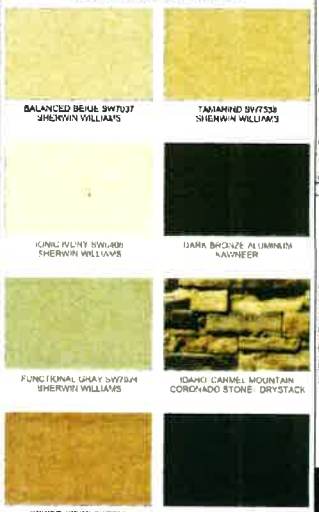


EXTERIOR ELEVATION - EAST (STOREFRONT FACING MERIDIAN AVE ) SCALE 1/4" = 1'-0" 2



EXTERIOR ELEVATION - SOUTH SCALE 1/4" = 1'-0" 1

## MATERIAL SAMPLES




## FINISHES

1 7/8" EXTERIOR CEMENT PLASTER OVER 3.4# EXP
DIAMOND MESH OVER "TYVEK" COMMERCIAL WRAP OVER
15# BUILDING PAPERS
MANUFACTURER: LA HABRA STUCCO
A LIGHT DASH MACHINE APPLY

2 ALUMINUM STOREFRONT FRAME SYSTEM
FINISH ANODIZED ALUMINUM
MFR KAWNEER

3 STONE VENEER
FINISH IDAHO DRYSTACK CARMEL MOUNTAIN
MFR CORONADO STONE

4 EIFS TRIM/CORNICE
FINISH 7/8" EXTERIOR STUCCO SMOOTH FINISH
MFR

5 ALUMINUM STOREFRONT GROUP
FINISH DARK BRONZE ANODIZED
MFR TAPCO, INC.

6 METAL ELECTRICAL SWITCHGEAR CABINET
FINISH T.B.D.
MFR T.B.D.

7 PAINTING BOLLARD PLASTIC COVER
FINISH BROWN - PANTONE PQ-440C
MFR T.B.D.

8 DECORATIVE METAL WALL TRELLIS
MFR T.B.D.
MFR T.B.D.

9 ROOF TILES
FINISH METALLIC SILVER
MFR METAL SALES

## MATERIAL SAMPLES

A BALANCED BEIGE SW 7037
SHERWIN WILLIAMS

B IONIC IVORY SW 6406
SHERWIN WILLIAMS

C FUNCTIONAL GRAY SW 7024
SHERWIN WILLIAMS

D SPICED CIDER SW 7702
SHERWIN WILLIAMS

E TAMARIND SW 7538
SHERWIN WILLIAMS

7-ELEVEN, INC.
2016 HANDLEY RD. SUITE 100 SOUTLAKE, TX 76092

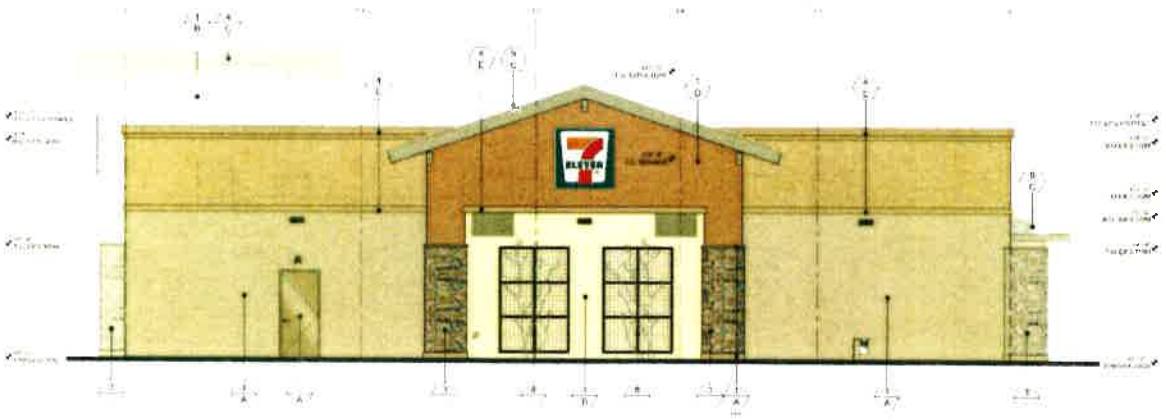
7-ELEVEN #1045326
LA HABRA
EARLICH AVE NEWPORT BLVD. LA HABRA, CA 90631

EXTERIOR ELEVATIONS

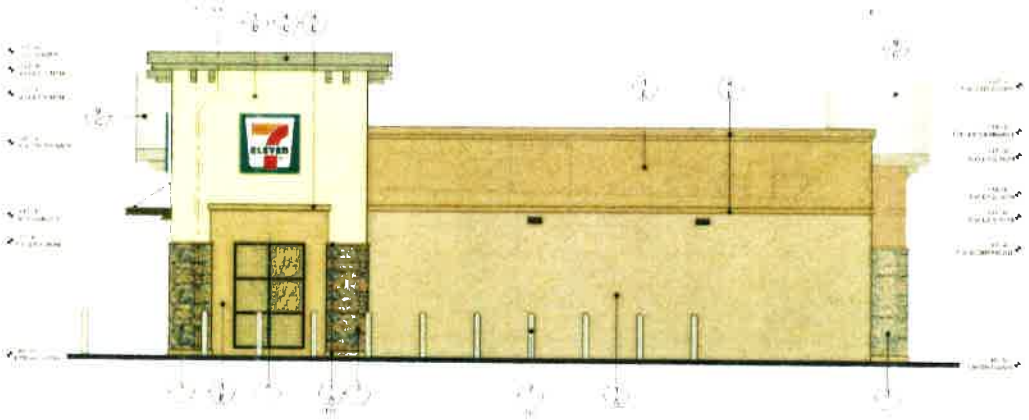
TAIT

Job# SE12510
Scale AS NOTED
Date 03/08/17
Drawn By KJ
Checked By DF

SHEET
EL-2



EXTERIOR ELEVATION - WEST | SCALE 1/4" = 1'-0" | 2



EXTERIOR ELEVATION - NORTH (FACING CACTUS AVE.) | SCALE 1/4" = 1'-0" | 1

## MATERIAL SAMPLES




## FINISHES

1 7/8" EXTERIOR CEMENT PLASTER OVER 3.4 LB EXP. DIAMOND MESH OVER "TYVEK" COMMERCIAL WRAP OVER 1/2" BUILDING PAPER(S)
MANUFACTURER: LA HABRA STUCCO
A-TIGHT DASH MACHINE APPLY

2 ALUMINUM STOREFRONT FRAME SYSTEM
FINISH: ANODIZED ALUMINUM
MFR: KAWNEER

3 STONE VENEER
FINISH: IDAHO DRYSTACK CARMEL MOUNTAIN
MFR: CORONADO STONE

4 EIFS TRIM/CORNICE
FINISH: 1/8" EXTERIOR STUCCO - SMOOTH FINISH
MFR:

5 ALUMINUM STOREFRONT CANOPY
FINISH: DARK BRONZE ANODIZED
MFR: MAPES, INC.

6 METAL ELECTRICAL SWITCHGEAR CABINET
FINISH: T.B.D.
MFR: T.B.D.

7 PARKING BOLLARD PLASTIC COVER
FINISH: BROWN, PANTONE PQ-4405
MFR: T.B.D.

8 DECORATIVE METAL WALL TRELLIS
MFR: T.B.D.
MFR: T.B.D.

9 ROOF TILES
FINISH: METALLIC SILVER
MFR: METAL SALES

## MATERIAL SAMPLES

A BALANCED BEIGE SW 7037 — SHERWIN WILLIAMS
B IONIC IVORY SW 6406 — SHERWIN WILLIAMS
C FUNCTIONAL GRAY SW 7024 — SHERWIN WILLIAMS
D SPICED CIDER SW 7702 — SHERWIN WILLIAMS
E TAMARIND SW 7535 — SHERWIN WILLIAMS

7-ELEVEN, INC
3200 HACKBERRY RD. IRVING, TEXAS 75063

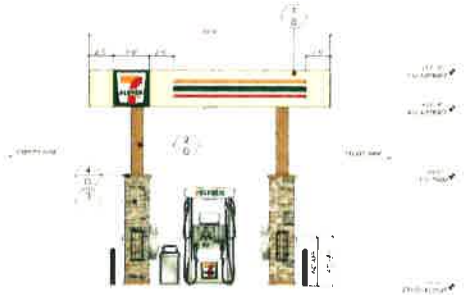
7-ELEVEN #1045326
CACTUS AVE & THOMAS DRIVE
PARTH AIR RESERVE BASE, CA 92518

EXTERIOR ELEVATIONS

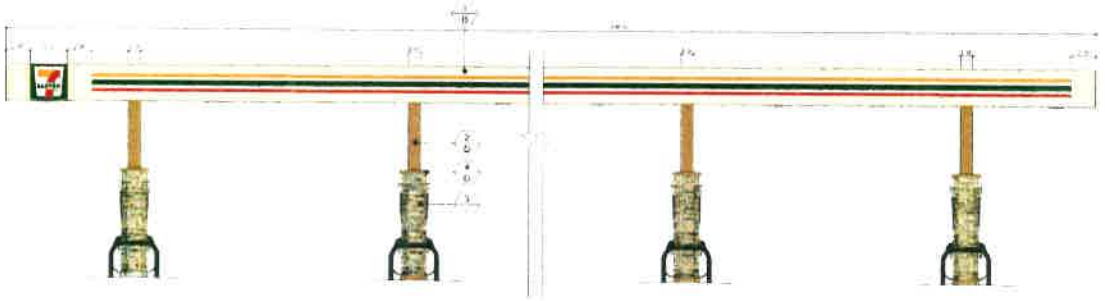
TAIT

Job: SE12510
Scale: AS NOTED
Date: (CAD)
Drawn By: NJ
Checked By: DP

SHEET
EL-3



EXTERIOR ELEVATION - NORTH (FACING CACTUS AVE.) SCALE: 2



EXTERIOR ELEVATION - EAST (FACING MERIDIAN PRKWY.) SCALE: 1

## MATERIAL SAMPLES



IONIC IVORY SW6400
SHERWIN WILLIAMS

IDAHO CARMEL MOUNTAIN
CORONADO STONE - DRYSTACK

SPICED CIDER SW7710
SHERWIN WILLIAMS

PANTONE PQ 440C
BRILLARD COVER TYP

## FINISHES

1 [illegible]

2 ALUMINUM STONE MOUNT FRAME SYSTEM
FINISH ANODIZED ALUMINUM
MFR KAWNEER

3 STONE VENEER
FINISH IDAHO DRYSTACK CARMEL MOUNTAIN
MFR CORONADO STONE

4 EIFS TRIM/CORNICE
FINISH 1/8" EXTERIOR STUCCO - SMOOTH FINISH
MFR

## MATERIAL SAMPLES

B IONIC IVORY SW6400
SHERWIN WILLIAMS

D SPICED CIDER SW 7710
SHERWIN WILLIAMS

7-ELEVEN, INC.

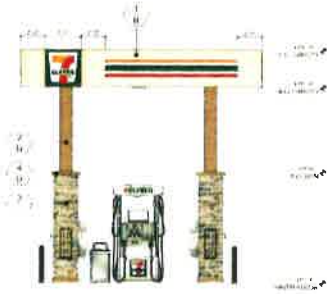
7-ELEVEN #1045326
CACTUS AVE & MERIDIAN PKWY
MARCH AIR RESERVE BASE, CA 92518

EXTERIOR ELEVATIONS - FUEL

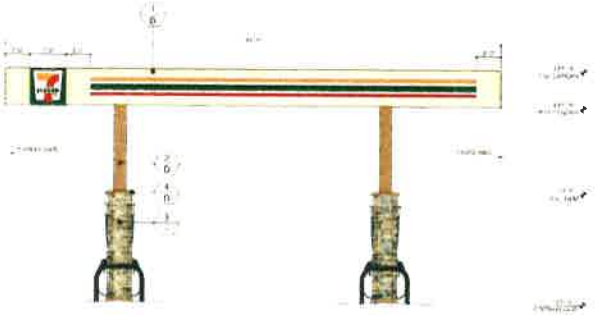
TAIT

Job# SE12810
Scale AS NOTED
Date 05/04/2016
Drawn By MPS
Chkd/Appd By PW

SHEET
EL-4



EXTERIOR ELEVATION - WEST SCALE: 2



EXTERIOR ELEVATION - NORTH (FACING MERIDIAN PRKWY.) SCALE: 1

## MATERIAL SAMPLES




## FINISHES

1. ACM CANOPY FASCIA
2. ALUMINUM STOREFRONT FRAME SYSTEM
   FINISH: ANODIZED ALUMINUM
   MFR: KAWNEER
3. STONE VENEER
   FINISH: IDAHO DRYSTACK, CARMEL MOUNTAIN
   MFR: CORONADO STONE
4. EIFS TRIM/CORNICE
   FINISH: 1/8" EXTERIOR STUCCO - SMOOTH FINISH
   MFR:

## MATERIAL SAMPLES

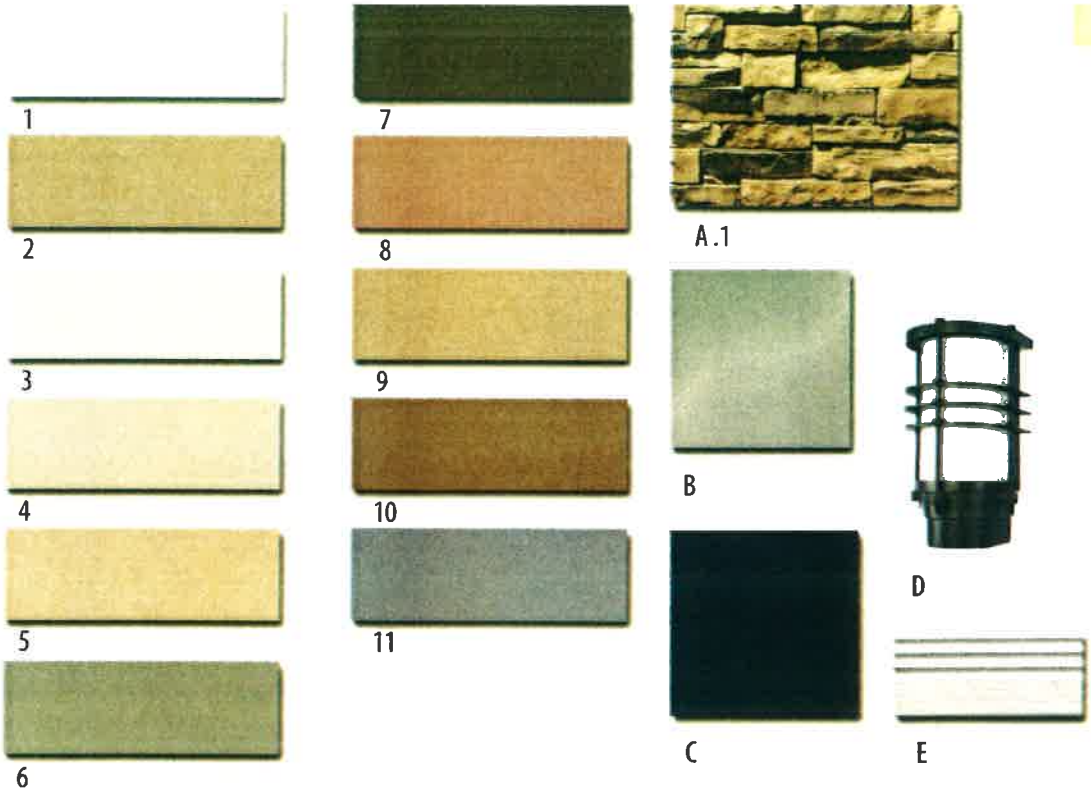
1. IONIC IVORY - SW6406
   SHERWIN WILLIAMS
2. SPICED CIDER - SW 7709
   SHERWIN WILLIAMS

7-ELEVEN, INC.
7-ELEVEN #1045326
CALTUS AVE & MERIDIAN PKWY
MARCH AIR RESERVE BASE, CA 92518
EXTERIOR ELEVATIONS - DIESEL

TAIT

Job# SE12810
Scale AS NOTED
Date 05/04/2015
Drawn By MRS
Checked By PW

EL-5




## COLOR & MATERIALS

PAINT
1. SHERWIN WILLIAMS SW 7570 - EGRET WHITE
2. SHERWIN WILLIAMS SW 7702- SPICED CIDER
3. SHERWIN WILLIAMS SW 6106- KILIM BEIGE
4. SHERWIN WILLIAMS SW 7037- BALANCED BEIGE
5. SHERWIN WILLIAMS SW 7538- TAMARIND
6. SHERWIN WILLIAMS SW 7024- FUNCTIONAL GRAY
7. SHERWIN WILLIAMS SW 6083- SABLE
8. SHERWIN WILLIAMS SW 7701- CAVERN CLAY
9. SHERWIN WILLIAMS SW 6115- TOTALLY TAN
10. SHERWIN WILLIAMS SW 0045- ANTIQUARIAN BROWN
11. SHERWIN WILLIAMS SW 7670- GRAY SHINGLE

STONE VENEER
A.1 CORONADO STONE - IDAHO DRYSTACK- CARMEL MOUNTAIN

ROOF TILES
B. METAL SALES- MATALLIC SILVER

FABRIC AWNING
C. GLEN RAVEN FIRESIST - BLACK

D. LIGHT FIXTURE
LUMINIS - ECLIPSE W632

ALUMINUM STOREFRONT
E. CLEAR ANODIZE

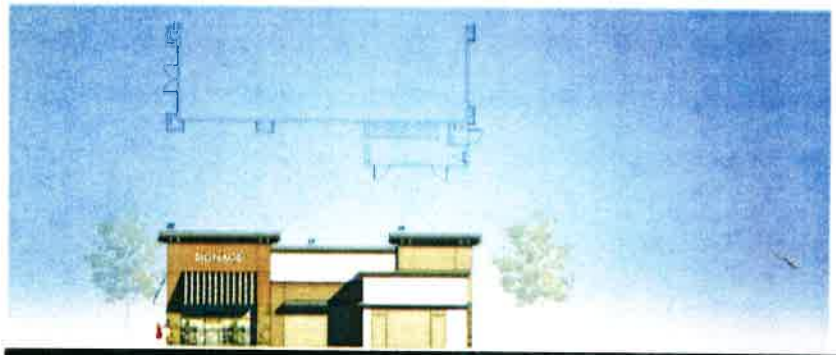
# COLORS & MATERIALS

## CACTUS SQUARE WEST CAMPUS- RETAIL
MERIDIAN, CALIFORNIA

DATE JANUARY 6, 2020
NADEL JOB# 17082

NADEL STUDIO ONE INC
1990 S. BUNDY DR. FOURTH FLOOR
LOS ANGELES, CA 90025
T 310 826 2100 F 310.826.6132
WWW.NADELARC.COM

NADEL




SHOPS 1 - WEST ELEVATION



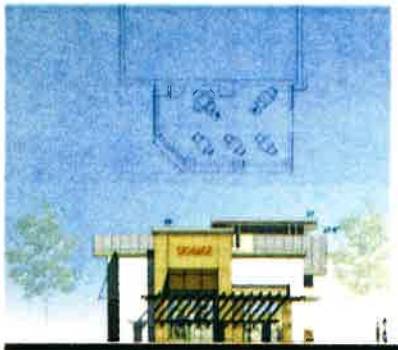

SHOPS 1 - NORTH ELEVATION




SHOPS 1 - EAST ELEVATION




SHOPS 1 - SOUTH ELEVATION



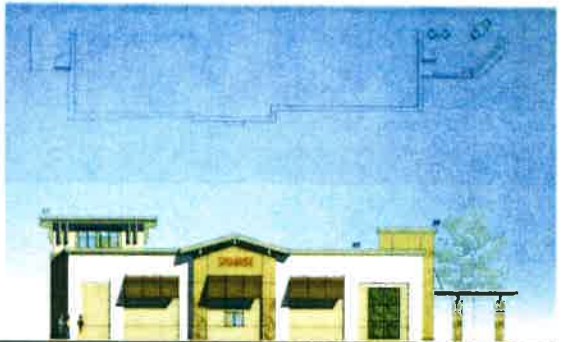
PAD A - NORTH ELEVATION



PAD A - WEST ELEVATION



PAD A - SOUTH ELEVATION



PAD A - EAST ELEVATION

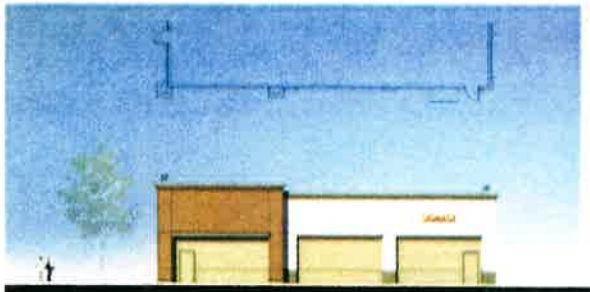
A-1

# CACTUS SQUARE WEST CAMPUS - PROPOSED EXTERIOR ELEVATIONS

## SWC of MERIDIAN PKWY. & CACTUS AVE.

MERIDIAN, CALIFORNIA

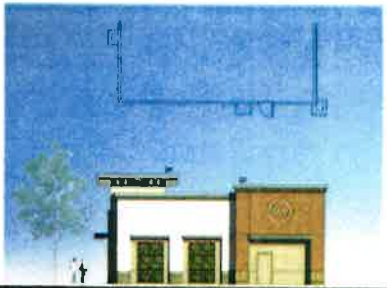
NADEL



FOODMART/GAS SALES- WEST ELEVATION



FOODMART/GAS SALES- SOUTH ELEVATION



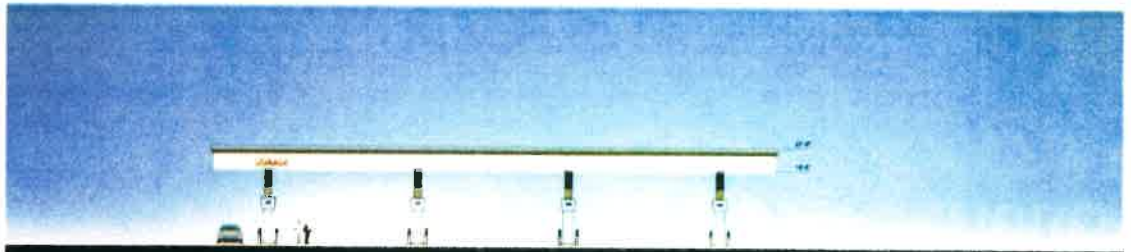
FOODMART/GAS SALES- NORTH ELEVATION



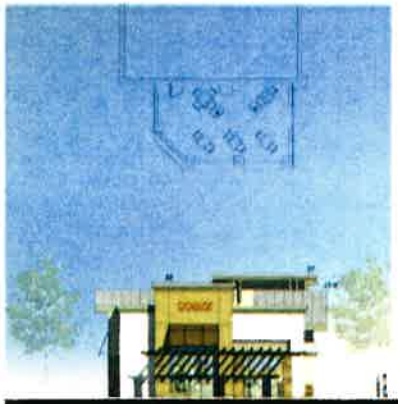
FOODMART/GAS SALES- EAST ELEVATION



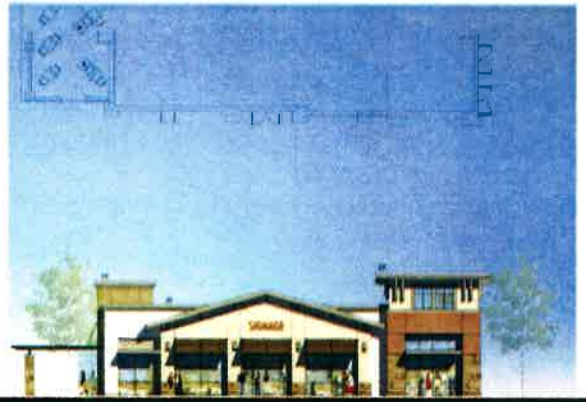
FUEL PUMP - TYPICAL SIDE ELEVATION



FUEL PUMP - TYPICAL FRONT & REAR ELEVATION



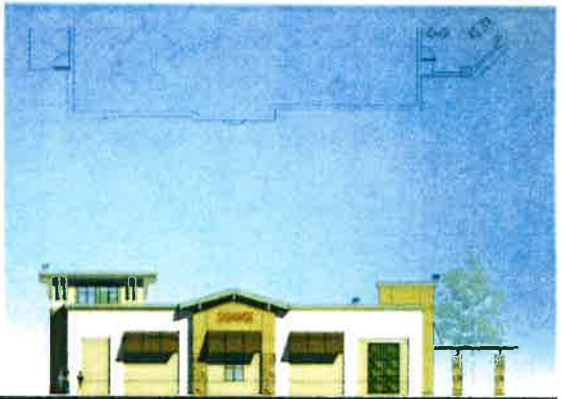
PAD A - NORTH ELEVATION



PAD A - WEST ELEVATION



PAD A - SOUTH ELEVATION



PAD A - EAST ELEVATION

A-2

# MERIDIAN WEST CAMPUS - PROPOSED EXTERIOR ELEVATIONS

## NEC of MERIDIAN & CACTUS

RIVERSIDE, CALIFORNIA

NADEL

# EXHIBIT "A" - Reduced Tentative Parcel Map 37874

# VESTING TENTATIVE PARCEL MAP No. 37874

**OWNER**
LEWIS RETAIL
1156 MORENO MOUNTAIN AVE
HIGHLAND, CA 91785-0870

**DEVELOPER**
MERIDIAN PARK WEST, LLC
C/O SAVANNAH PROPERTY GROUP
567 SAN NICOLAS DRIVE, SUITE 270
CONTACT: MR. JEFF GORDON
TELEPHONE: (949) 200-8733

**SURVEYOR OF RESPONSIBLE CHARGE**
DHC ENGINEERING, INC.
340 SOUTH OLD SPRINGS ROAD
ANAHEIM, CA 92808
TELEPHONE: (714) 685-6880
EMAIL:

DATE
R.C.E. P.L.S.

**SOURCE OF TOPOGRAPHY**
BY PHOTOGRAMMETRIC METHODS COMPILED 3/2016 BY KIMLEY-HORN AND ASSOCIATES, INC.

**BENCHMARK**
A STANDARD U.S.C. & G.S. BRASS DISC STAMPED "J 1143 1981" IN A CONCRETE POST ALONG THE A.T.S.F. RAILROAD SOUTH OF VAN BUREN BOULEVARD.

ELEVATION: 1532.197 FEET DATUM: NGVD 29

**BASIS OF BEARINGS**
THE BASIS OF BEARING FOR THIS SURVEY IS THE CALIFORNIA STATE PLANE COORDINATE SYSTEM, ZONE 6, EPOCH 1983.0(B), BASED LOCALLY ON THE W'LY LINE OF LOT 15 AS SHOWN ON TRACT 30807-1, M.B. 371/28-38, BEARING: NORTH 00°47'08" EAST

**LEGAL DESCRIPTION**
LEGAL DESCRIPTION

IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, BEING THAT PORTION OF LAND SHOWN AS LOT 7 IN TRACT NO. 37107 FILED IN BOOK 403, PAGES 1-9, INCLUSIVE, OF RECORDS OF SURVEY, IN THE COUNTY RECORDER'S OFFICE OF SAID COUNTY.

**SITE INFORMATION**

| | |
|---|---|
| SITE ADDRESS: | VACANT LAND LYING ON SOUTHWEST CORNER OF CACTUS AVE. AND MERIDIAN PARKWAY. |
| | WEST ½ OF SEC. 15 & T2.7.S3.,R.4W |
| APN: | 297-110-043 |
| EXISTING USE: | VACANT-BUSINESS PARK |
| PROPOSED USE: | RETAIL |
| NUMBER OF EXISTING LOTS: | 1 |
| NUMBER OF PROPOSED BUILDABLE LOTS: | 3 |
| NUMBER OF PROPOSED LETTERED LOTS: | 3 |
| AREA OF SUBDIVISION BOUNDARY: | 4.52 ACRES |
| NET AREA OF BUILDABLE LOTS: | 4.17 ACRES |

**PROPOSED LOT AREA SUMMARY**

LOT TABLE

| LOT NO. | GROSS AC. | NET AC. |
|---|---|---|
| LOT 1 | 1.75 | 1.59 |
| LOT 2 | 1.38 | 1.31 |
| LOT 3 | 1.39 | 1.27 |
| TOTAL | 4.52 | 4.17 |

**UTILITIES**

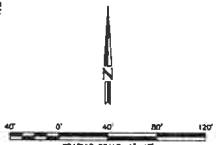
| | |
|---|---|
| WATER | WESTERN MUNICIPAL WATER DISTRICT (951) 789-5000 |
| SEWER | WESTERN MUNICIPAL WATER DISTRICT (951) 789-5000 |
| STORM DRAIN | RIVERSIDE COUNTY FLOOD CONTROL DISTRICT (951) 955-1200 |
| GAS | SOUTHERN CALIFORNIA GAS COMPANY (800) 427-2000 |
| ELECTRIC | SOUTHERN CALIFORNIA EDISON CO. (800) 655-4555 |
| TELEPHONE/CATV | VERIZON (800) 483-5000 |



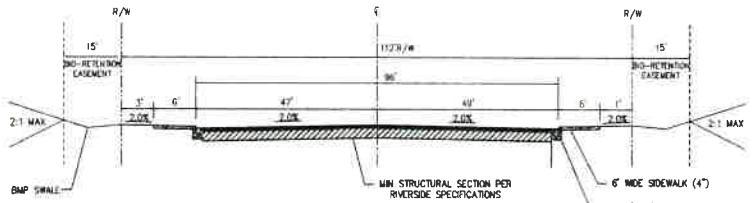

VICINITY MAP
N.T.S.

**LEGEND**
BOUNDARY LINE/RIGHT OF WAY
EXISTING LOT LINES
CENTERLINE
EASEMENT LINE
CURB AND GUTTER
EXISTING ELECTRICAL LINE
EXISTING GAS LINE
EXISTING VERTICAL LINE
EXISTING ASSY LINE
EXISTING WATER LINE
EXISTING STORM DRAIN
EXISTING SEWER

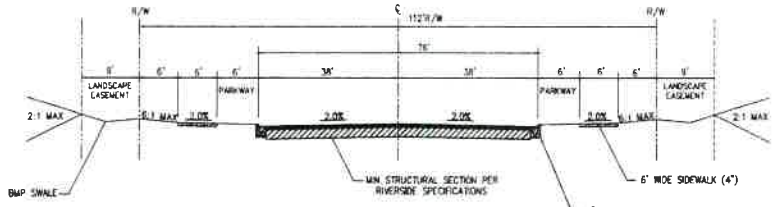
**ABBREVIATIONS**
A.P.N. = ASSESSOR'S PARCEL NUMBER
℄ = PROPERTY LINE
R/W = RIGHT OF WAY
MH = STORM DRAIN
SD = STORM DRAIN
SS = SANITARY SEWER
SSMH = SEWER MANHOLE
TC = TOP OF CURB
TG = TOP OF GRADE
TYP. = TYPICAL
VIF = VERIFY
WM = WATER METER
W = WATER VALVE




**TYPICAL STREET CROSS SECTIONS**

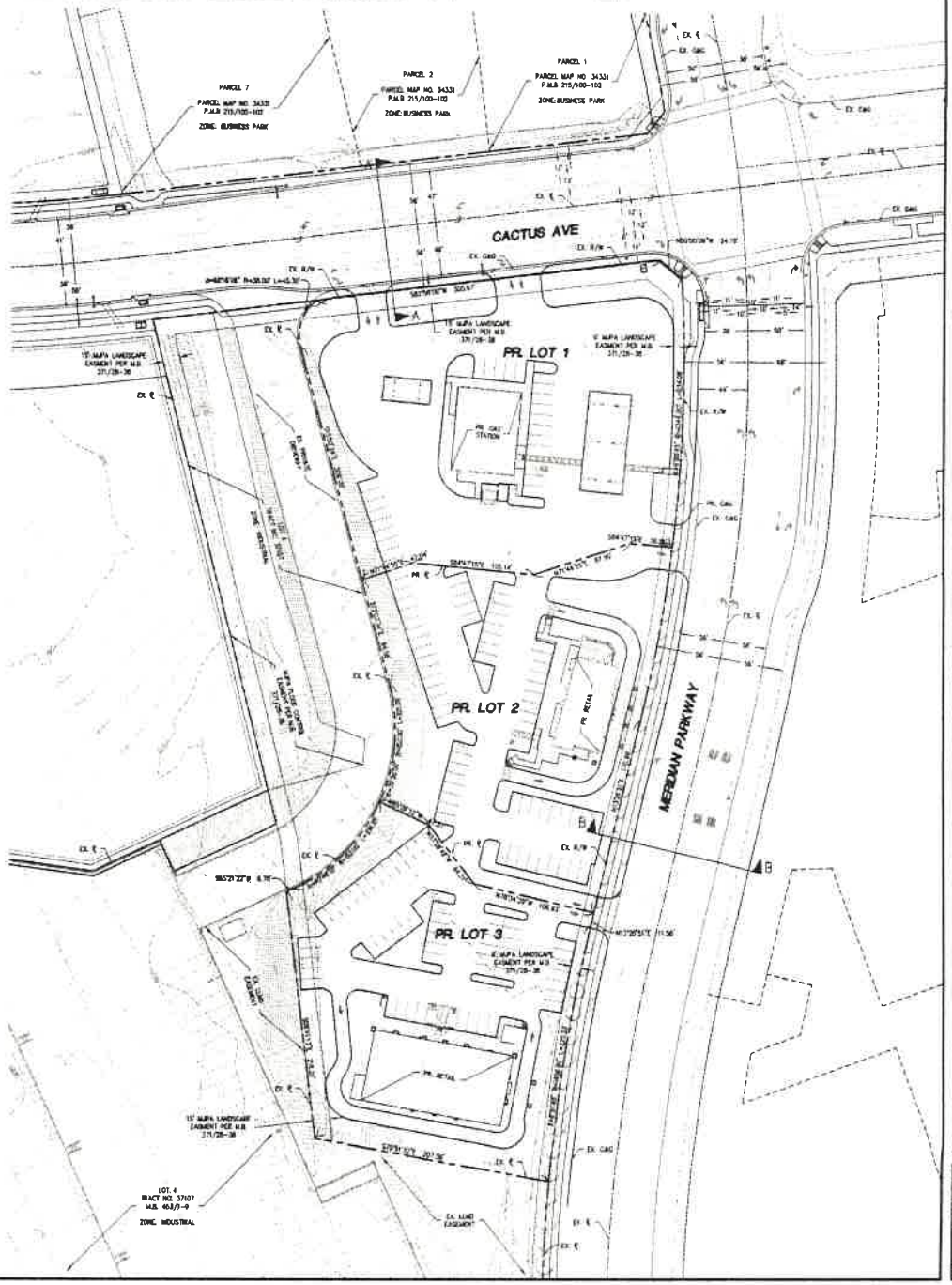



SECTION A-A
CACTUS AVENUE
N.T.S.




SECTION B-B
MERIDIAN PARKWAY
N.T.S.

DATE OF PREPARATION: September 28, 2018




NOT FOR CONSTRUCTION

PROJECT: CACTUS SQUARE
SWC CACTUS & MERIDIAN
M.PA, CALIFORNIA
DRAWING NAME: TENTATIVE PARCEL MAP

ISSUE: TPM
DATE: 11/28/2018
CHECKED BY: DRAWN BY:
DRAWING FILE: 18-384 TPM
PROJECT NO: 18-384
SHEET NUMBER: 1
OF 1 SHEETS
SCALE: AS SHOWN

# EXHIBIT "B" - Conditions of Approval for Plot Plan 20-01

**Conditions of Approval**
**The Cactus Square Retail Center**
**Project - Plot Plan 20-01**

## PLANNING DEPARTMENT, MARCH JOINT POWERS AUTHORITY

### General Planning Conditions:

1. The effectiveness of these approvals is conditioned upon the subsequent approval of Specific Plan Amendment Ordinance #JPA 20-17.

2. The site shall be developed in accordance with the approved Plot Plan 20-01 on file in the Planning Division, Conditional Use Permit (CUP 20-01), the JPA Development Code regulations, and the conditions contained herein. Prior to any use of the site or business activity being commenced thereon, all Conditions of Approval shall be completed to the satisfaction of the Planning Director or designee. Building and structural elevations shall comply with the color scheme and materials approved with Plot Plan 20-01. (MJPA 9.14.020)

3. The Applicant shall indemnify, protect, defend, and hold harmless March JPA and its constituent public agency members, officers, employees, attorneys, and agents from any and all actual or alleged claims, actions, proceedings, against March JPA to attack, set aside, void, annul, or seek monetary damages arising out of the approval of the Applicant's proposed development or related approval, including but not limited to CEQA approvals, permits, variances, design plans, plot plans, maps, licenses and amendments. March JPA shall promptly notify the Applicant of any and all claims, actions, and proceedings, covered by this Agreement. This indemnification shall include, but not be limited to, damages, fees, and/or costs awarded against March JPA, if any, and cost of suit, attorney's fees and other costs, liabilities and expenses incurred in connection with such claim, action, or proceeding whether incurred by Applicant, March JPA, and/or any parties bringing such forth.

4. The Plot Plan approval shall expire three years after the date of approval (July 22, 2020) unless substantial construction contemplated by this approval has occurred within the three-year period, which is thereafter pursued to completion, or the March Joint Powers Authority has extended approval, otherwise the approval shall become null and void. (MJPA 9.02.230)

5. This development is located within Specific Plan SP-5, A5. Requirements of the North Campus of the Meridian Specific Plan, including the permitted uses, development standards, the March Business Center Design Guidelines, and the Conditions of Approval shall prevail unless modified herein. (MJPA 9.13)

6. ~~Development within the Clear Zone and Accident Potential Zones I and II will abide by building standards and codes including height restrictions, restrictions on use, setbacks, population densities, and insulation and materials, as outlined in the approved 2005 Air~~

~~Installation Compatible Use Zone (AICUZ).~~ **Not Applicable – Not within the Clear Zone or Accident Potential Zones.**

7. The development shall comply with the requirements of the Americans with Disabilities Act. All disabled parking spaces shall measure 14' wide to include a 9' stall and 5'loading area, by 20' length. One in every 8 disabled spaces, but in no case less than one, shall be van accessible with a minimum 9' wide space and 8' wide loading area. All signage, striping, ramps and slopes shall meet ADA requirements. Overhang of parking shall not encroach upon handicapped access routes. (MJPA 9.11.040)

8. The development shall incorporate 5% of parking spaces as preferential parking for car pools and vanpools in extremely convenient locations. (MMRP)

9. Any signs indicated on the submitted plans are not included with this approval. All signs proposed for this development shall comply with the requirements of the March Business Center Design Guidelines and the March JPA Development Code. If requirements differ, the proposed signage shall meet the stricter of the provisions. In a multiple tenant facility, all signage shall meet the approved Sign Program for the development. (MJPA 9.12.020)

10. All new and existing utilities located on the site shall be under grounded. (MJPA 9.13.130)

11. Buildings shall be designed to reduce energy usage by utilizing solar or low emission water heaters, double paned windows, using light colored roofing materials, using skylights where feasible or to the extent practical, and increasing insulation beyond Title 24 requirements. (SEIR)

12. Preconstruction surveys will be conducted for burrowing owls prior to grading. These surveys shall conform to the survey protocol established by the California Burrowing Owl Consortium (1993). Preconstruction surveys shall be conducted no more than 30 days prior to the initiation of construction activities and at a 30-day intervals if construction activities have not been initiated in an area. If Burrowing Owls are observed within the Project area then passive relocation measures will be implemented consistent with the survey protocol identified above. (MMRP)

13. The project applicant shall incorporate the following measures to help reduce the project's potential solid waste impacts and to help in the County's effort to comply with State law in diverting solid waste from landfill disposal. Green waste generated by the project should be kept separate from other waste types in order that it can be recycled through the practice of grass recycling where lawn clippings from a mulching type mower are left on the grass areas (if applicable) or onsite composting or directed to local wood grinding and/or composting operations. All projects shall provide adequate area(s) for the collections and loading of recyclable materials. Prior to building permit issuance, the applicant shall submit a Recyclables Collection and Loading Area Plot Plan to the March JPA for review and approval. (MMRP)

14. Prior to individual lot development approval, the developer will coordinate with March JPA and shall contact WMWD to obtain the current flow reading and submit a sewer analysis demonstrating that the individual lot development projected sewer flows do not exceed the VBPS capacity (1.07 mgd). (MMRP)

15. Prior to individual lot development approval by the March JPA, the developer will coordinate with March JPA and WMWD to obtain the water demand for the proposed development to assure that the development is consistent with the water budget and Water Supply Assessment for the Project. (MMRP)

16. Uses located in proximity of noise sensitive uses shall comply with the noise mitigation measures identified in the March Business Center EIR. (MMRP)

17. All uses shall comply with the noise emission criteria identified in the March JPA Development Code. (MMRP)

18. All development shall use proper erosion control measures during and following construction. (MMRP)

**Planning Conditions to be Performed Prior to Issuance of Grading Permits:**

19. If construction activity is planned during nesting/breeding season, a qualified environmental scientist shall conduct a field review of the affected areas prior to vegetation clearing activity assess the areas for occupancy by the least bell's vireo. (MMRP)

20. Prior to the issuance of a grading permit, the developer shall provide a plan to protect in place the existing LLMD landscaping, including protection of water lines, water valves, all existing landscaping and ground cover, trees, shrubs and other landscape features within the LLMD areas on both Meridian Parkway and Cactus Avenue. Prior to removal of any landscaping, developer shall coordinate an onsite meeting to physically delineate future driveways that will require removal of landscaping or re-location of existing irrigation pipes, valves, or water meters.

**Planning Conditions to be Performed Prior to Issuance of Building Permits:**

21. Prior to building permit issuance, the owner/developer must submit plans to the County of Riverside, Department of Environmental Health, Environmental Resources Management Branch (ERM) for review/approval.

22. Prior to building permit issuance, the owner/developer must submit plans to the County of Riverside, Department of Environmental Health, Hazardous Materials Management Branch for review/approval of the proposed Underground Storage Tanks (USTs) installation. Additional permits will be required which include the following:

    a) Hazardous Materials Disclosure permit; b) Hazardous Waste Generator permit; and c) Underground Storage Tank permit.

23. Prior to building permit issuance, the tenant improvement plans for the Convenience Store use relating to Conditional Use Permit 20-01 (CUP 20-01) for off-premises Beer and Wine sales will require review/approval by the Riverside County Sheriff's Department. Please note that additional documentation relating to the ABC Licensing may be requested by the Department.

24. Prior to obtaining a building permit, a site/building-specific acoustical report shall be prepared by an acoustical engineer or professional acoustician showing that interior noise levels within all habitable rooms do not exceed 45dB Ldn or CNEL for all new noise

sensitive receptors (inclusive or transient lodging, educational facilities, and childcare facilities) which are identified in Figure IV. H-3, State of California Noise Compatibility Chart. Normally Unacceptable Uses identified in Figure IV. H-3, State of California Noise Compatibility Chart shall not be allowed. The recommendations of the noise report shall be specific window treatments, such as dual glazing, and mechanical ventilation when the 45 dBA CNEL limit can only be achieved with a closed window condition. (MMRP)

25. For noise attenuation, please provide an interior noise level of 45 dB CNEL, as certified by an acoustical engineer or architect. (MMRP)

26. Facilities that store, handle or use regulated substances as defined in the California Health and Safety Code 25532 shall comply with the Hazards and Hazardous Materials Mitigation Measures identified in the North Campus of the Meridian Specific Plan SEIR (SCH 2009071069). (MMRP)

27. Prior to issuance of precise grading permits, all site plans, grading plans, landscape and irrigation plans, and street improvement plans shall be coordinated for consistency with this approval. Prior to issuance of building permits, final landscaping and irrigation plans shall be approved as a component of the construction plan review. (MJPA 9.02.030)

28. Prior to issuance of building permits, the developer or developer's successor-in-interest shall pay the applicable March JPA Development Impact Fee (DIF).

29. The Project shall contribute on a fair share basis toward the cumulative off-site impacts identified in Specific Plan Chapter IV.B Transportation/Traffic of the March Business Center Final Focused Environmental Impact Report. (MMRP)

30. Prior to issuance of building permits, the developer shall provide to the Planning Manager written certification by the affected school district that either: (1) the development has complied with the fee levied by the governing board of the District, pursuant to Government Code Section 65996; or (2) the fee or other requirement does not apply to the development.

31. Prior to issuance of building permits, screening details for roof top equipment shall be submitted for Planning Division review and approval as a component of the construction plan review. All equipment shall be completely screened so as not to be visible from public view, and the screening shall be an integral part of the building. (MJPA Design Guidelines)

32. Prior to issuance of building permits, the Planning Division shall review and approve a computer-generated, point-by-point exterior lighting analysis plan as a component of the construction plan review. The lighting plan shall be generated on the site plan and shall be integrated with the final landscape plan. The plan shall indicate the manufacturer's specifications for fully shielded light fixtures and shall include fixture catalog cuts, light cut-off shielding details, wattage, illumination type (high or low pressure sodium only), location, and height. The lighting shall not exceed a 750-watt maximum, shall not be mounted more than 25' above finished grade, and site lighting of parking lots shall be limited to high pressure sodium lighting. As an option, LED lighting at 2,700 Kelvin or within 100 Kelvin shall be permitted. The lighting shall be designed in such a manner so that it does not exceed 0.5 candle/foot$^2$ illumination beyond the property line. (MJPA 9.08.100).

33. The project construction plan submittal shall contain an on-site traffic striping and signage plan which shall be reviewed and approved by the Planning Department prior to issuance of the building permits.

34. CEQA Review of stationary source emissions other than natural gas and electricity shall be done on all developments emitting stationary source air pollutants. In addition, all developments involving stationary source emissions shall obtain permits to construct and operate from the SCAQMD. (MMRP)

**Planning Conditions to be Performed Prior to Issuance of Certificate of Occupancy:**

35. Prior to issuance of a Certificate of Occupancy, the developer or developer's successor in interest shall pay the applicable Transportation Uniform Mitigation Fee (TUMF). This provision does not prohibit paying the TUMF earlier at the time of building permit issuance. (MJPA Ord.)

36. Prior to Certificate of Occupancy, the developer shall demonstrate that all South Coast Air Quality Management District permits have been obtained. (MEIR)

37. Prior to Certificate of Occupancy, the Planning Division shall review and approve the location and method of enclosure or screening of transformer cabinets, commercial gas meters and back flow preventers as components of the construction plan review. Location and screening shall comply with the following criteria: All transformer cabinets and commercial gas meters shall not be located within driveway/street view triangles in such a way that they obscure traffic visibility. Service Electrical Systems shall be fully enclosed and incorporated into the overall architectural design of the building(s). Back-flow preventers and gas meters shall be screened by landscaping that will provide appropriate landscape screening upon maturity. (MJPA Design Guidelines).

**Landscape Provisions (Timing Varies)**

38. All landscape located adjacent to parking areas shall be protected by a raised 6" extruded curb. (MJPA Design Guidelines)

39. Prior to the issuance of the Certificate of Occupancy, the applicant shall provide a letter from the landscape architect identifying that all landscape has been installed consistent with the approved landscape plan and that the landscape complies with the provisions of the March JPA Landscape Irrigation Efficiency Ordinance JPA#16-02.

40. The landscape irrigation schedule, identifying appropriate watering times, duration and quantities, for 1) initial landscaping and 2) established landscape, shall be continually available at the site in perpetuity, in a convenient location near the irrigation controlling unit. (JPA ORD. #16-02)

41. All on site landscape irrigation shall be designed and constructed to meet non-potable "Purple Pipe" standards for reclaimed water systems. (MMRP)

42. All on-site parking shall be screened by one of the following methods: 1) 30" parking screen wall; 2) continuous landscape shrub; or 3) combination of shrub, wall and earthen berm. (MJPA Design Guidelines)

43. The facility shall incorporate an on-site green/landscape waste recycling/mulching area, or as an option the facility operator may identify in writing how green/landscape waste recycled off-site. (MMRP)

44. Prior to site grading, the grading contractor shall contact the March JPA Landscape and Lighting Maintenance District (LLMD) manager at (951) 656-7000 to coordinate all activity and impacts upon LLMD facilities within the public right-of-way and landscape easements. The coordination shall assure uninterrupted operation of the LLMD irrigation system and shall identify any impacts on LLMD mainlines, wires, laterals and irrigation components, inclusive of the need to move or sleeve LLMD facilities as determined by the LLMD manager.

48. All LLMD pressure main line and laterals crossing beneath paved areas shall be encased in schedule 40 PVC sleeves twice the diameter of the pipe. Sleeves shall be placed as a depth of 24" beneath finished surface, measured from the top of sleeve. Control wires shall be in separate sleeves with a minimum diameter of two inches. Wire sleeves shall be sized so that wire bundles may be pulled without binding. On each side of paved areas, a 10" round valve box with wire connections shall be installed. Pin tie connectors shall be used in wire connection box and must be branded on the valve box lid with "SW" for future identification.

49. All changes to the LLMD easement area shall be completed in accordance with the approved LLMD landscape plans and an "as built" drawing shall be submitted and approved upon completion and inspection of work. All repairs and/or installations in the LLMD right-of-way and easement areas must be inspected by the LLMD manager.

50. All LLMD irrigation damaged by construction activities shall be repaired by a qualified irrigation technician within twenty-four (24) hours to ensure LLMD plant material does not incur additional damage or loss.

51. All damaged LLMD plant material shall be replaced with like sized material within three (3) business days unless an extension is approved, in writing, by the LLMD manager.

52. At no time shall any contractor store or place equipment, signs, temporary utilities or any other items within the public right-of-way or LLMD landscape easement areas.

**NPDES Provisions (Timing Varies)**

53. Consistent with the requirements of the NPDES Guidelines, the applicant/owner will record a NPDES Maintenance Covenant and Agreement verifying that the property owners or association will have maintenance responsibility for the on-site storm water treatment in perpetuity.

54. Prior to the issuance of grading or building permits, the developer shall submit evidence of an approved Storm Water Pollution Prevention Plan (SWPPP) approved by the State Water Resources Control Board.

55. At all times during construction, the approved Storm Water Pollution Prevention Plan (SWPPP) shall be located in the construction office, and available for review of development compliance.

56. During construction, the developer or designee shall be responsible for: 1) storm water sampling for all storm events where storm water leaves the site and 2) storm water reporting to

the State Water Resources Control Board as required by applicable law.

57. Prior to the issuance of building permits, the developer or developer's successor-in-interest shall submit and receive approval of a Storm Water Management Plan addressing long term development storm water mitigation measures.

58. The future site user is responsible for obtaining a NPDES General Industrial Activities Permit (Order No. 97-03-DWQ, CAS000001) for businesses that have applicable Standard Industrial Codes (SIC code).

59. The development shall be subject to all requirements of the March JPA NPDES Guidelines, Provision 1.8, which establishes stormwater/urban runoff management and discharge controls. These ensure compliance with federal regulations, subsequent amendments, revisions, or ordinances.

60. The structural BMPs selected for this project have been approved in concept. The owner shall submit a final WQMP including plans and details providing the elevations, slopes, and other details for the proposed structural BMPs including the *grass lined bio-swales.* The Engineering Department shall review and approve the final WQMP text, plans and details.

**Clean Air Provisions (Timing Varies)**

61. Preferential parking spaces shall be offered to car pools and van pools. (MMRP)

62. Employers with 250 or more employees shall comply with SCAQMD Rule 2202 necessitating development of trip reduction plans, including peak commute trip reduction, ride share programs, and implementing compressed work week schedules. (SCAQMD)

63. Employers with over 250 employees shall provide on-site food vending machines, refrigerator, microwave oven and mail facilities and use reasonable effort to provide an ATM, on-site computer, internet connection, and other services to reduce the need for employees to leave for services during business hours. (MMRP)

64. The North Campus of the Meridian Specific Plan requires implementation of parking ratios that limit the need for on-street parking. These ratios are identified in the Specific Plan. (MMRP)

65. The project shall provide for bicycle facilities to accommodate non-motorized circulation on the site and connectivity to routes in the Cities of Riverside and Moreno Valley. (MMRP)

66. Project shall provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances. (MMRP)

67. Developer is encouraged to use materials which are resource efficient, recycled, with long life cycles and manufactured in an environmentally friendly way. (MMRP)

68. Buildings shall be designed to reduce energy usage by utilizing solar or low emissions water heaters, double paned glass windows, using light colored roofing materials, orienting buildings north and increasing wall and attic insulation above Title 24 requirements. (MMRP)

69. All construction activities shall be limited to between 7:00 a.m. and 8:00 p.m. as feasible, and additionally, construction activities are subject the requirements of Section 9.10.140 of the March JPA Development Code. (MEIR)

## ENGINEERING DEPARTMENT, TRILAKE CONSULTANTS

70. The proposed development is in the service area of Western Municipal Water District for water and sewer services. Additional lateral connection, if required shall comply with WMWD and Fire Department requirements. Onsite sewer and water plans shall be submitted to JPA and WMWD for review and approval.

71. The project is part of the existing landscape, lighting, and drainage maintenance districts established by MJPA. Owner(s) shall be responsible to pay towards maintenance of facilities as determined by the Districts including partial reimbursement for maintenance of traffic signal located at Meridian Parkway and Cactus Ave.

72. On and offsite improvements including grading and paving plans along with hydrology shall be submitted to MJPA Public Works Engineer's for review and approval.

73. Driveway approaches shall be installed per Riverside County standards for commercial driveways in compliance with ADA requirements and standards. The two driveway closest to the intersection of Meridian Parkway and Cactus Avenue shall be designated as right-in, right-out only.

74. Onsite striping, lighting, landscaping shall be reviewed and approved by Planning Department.

## BUILDING DEPARTMENT, WILLDAN

Provide four (4) sets of construction plans and documentation for plan review for each proposed building. Below you will find a list of the plans and documents Building and Safety will need for plan review for each building. The initial plan review will take approximately two weeks on most projects.

### Building & Safety General Information

75. All structures shall be designed in accordance with the latest California Building Code, The latest California Mechanical Code, latest California Plumbing Code, and the latest California Electrical Code, and the latest California Green Buildings Standards adopted by the State of California.

76. The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall obtain clearances from each department and division prior to requesting a final building inspection from Building & Safety. Each agency shall sign the bottom of the Building & Safety Job Card.

77. Building & Safety inspection requests can be made twenty-four (24) hours in advance for next day inspection. Please contact 951-656-7000. You may also request inspections at the Building & Safety public counter.

78. All construction sites must be protected by a security fence and screening. The fencing and screening shall be maintained always to protect pedestrians.

79. Temporary toilet facilities shall be provided for construction workers. The toilet facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non-sewer type shall conform to ANSI ZA.3.

80. Construction projects which require temporary electrical power shall obtain an Electrical Permit from Building & Safety. No temporary electrical power will be granted to a project unless one of the following items is in place and approved by Building & Safety and the Planning Department.

    (A) Installation of a construction trailer, or,
    (B) Security fenced area where the electrical power will be located.

81. Installation of construction/sales trailers must be located on private property. No trailers can be located on the public street right of way.

82. Site development and grading shall be designed to provide access to all entrances and exterior ground floors exits and access to normal paths of travel, and where necessary to provide access. Paths of travel shall incorporate (but not limited to) exterior stairs, landings, walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warning, signage, gates, lifts and walking surface materials. The accessible route(s) of travel shall be the most practical direct route between accessible building entrances, site facilities, accessible parking, public sidewalks, and the accessible entrance(s) to the site, California Building Code, (CBC) Chapter 11, Sections, 11A and 11B.

83. The City enforces the State of California provisions of the California Building Code disabled access requirements. The Federal Americans with Disabilities Act (ADA) standards may differ in some cases from the California State requirements; therefore it is the building owner's responsibility to be aware of those differences and comply accordingly.

84. Site facilities such as parking open or covered, recreation facilities, and trash dumpster areas, and common use areas shall be accessible per the CBC, Chapter 11.

85. Separate plan submittals and permits are required for all accessory structures; example would be trash enclosures, patios, block walls, play equipment and storage buildings. Trash enclosures shall closely match the architectural design of each building associated with the trash enclosure structure.

86. Pursuant to the California Business and Professions Code Section 6737, most projects are required to be designed by a California Licensed Architect or Engineer. The project owner or developer should review the section of the California Codes and comply with the regulation.

87. Building & Safety, (Willdan Engineering) will review plans, inspect all foundation work, structural work on the building to include plumbing, electrical, mechanical, title 24, green building code items. Building & Safety will also inspect the electrical conduit in the common

areas for light standards as well as accessibility from the right of way to the building and the disabled parking stalls. Signage will be inspected by the Building & Safety as well as trash enclosures and other ornamental structures on the site.

88. Engineering, (Tri Lakes Engineering) will review plans, inspect the construction in the right of way as well as the grading and precise grading on site. This includes curb and gutter on the site and sidewalks on site.

89. Storm Water, (CG Recourse Management) will inspect the Storm Water requirements on and off site.

**Building & Safety Conditions**

90. Prior to the issuance of a building permit, the applicant shall pay all Development Improvement Fee's to the City; this also includes school fees and outside agency fees such as sewer water and utilities. Copies of receipts shall be provided to Building & Safety prior to permit issuance.

91. All on site utilities shall be underground to the new proposed structure unless prior approval has been obtained by the utility company or the JPA.

92. Prior to issuance of Building Permits, on site water service shall be installed and approved by the responsible agency. On site fire hydrants shall be approved by the Fire Department. No flammable materials will be allowed on the site until the fire hydrants are established and approved.

93. Prior to the issuance of building permits, site grading certification and pad certifications shall be submitted to Building & Safety. Prior to concrete placement, submit a certification for the finish floor elevation and setbacks of the structures. The certification needs to reflect that the structure is in conformance with the Precise Grading Plans. Compaction reports shall accompany pad certifications. The certifications are required to be signed by the engineer of record.

94. Prior to issuance of building permits, provide Building & Safety with a will service letter from Western Municipal Water District.

95. All construction projects shall comply with the National Pollutant Discharge Elimination Systems (NPDES).

96. Special inspectors and structural observation inspectors that are required by the engineer of record shall register with Building & Safety. The special inspectors shall provide a copy of their certifications as well as a copy of their driver's license before they start work as an inspector on the project. Special inspectors are to provide daily reports to Building & Safety by e-mail to the City inspector and to the permit technician. Special inspectors are also required to provide a hard copy of the reports in the construction office daily for the inspector's use. The special inspectors shall make all necessary and required inspections before the City provides periodic inspections.

97. A Certificate of Occupancy will be granted to the Developer/Owner when the building is 100 percent complete and all agencies have signed for permanent occupancy. If the Developer/Owner has a tenant that will be performing a tenant improvement, Building & Safety will issue a permit for the tenant improvement if all other agencies agree to allow the permit to be issued and the plans are approved.

## FIRE MARSHALL, RIVERSIDE COUNTY FIRE DEPARTMENT

98. California Fire Code requirements to be provided by Riverside County Fire Department on an individual project basis.

**Fire Marshall, Riverside County Fire Department (Project-Specific)**

99. With respect to the conditions of approval for the referenced project, the Fire Department requires the following fire protection measures be provided in accordance with Riverside County Ordinances and/or recognized fire protection standards:

- Fire Hydrants and Fire Flow: Provide or show there exist fire hydrant(s) capable of delivering required fire flow per the California Fire Code, Riverside County Fire Department within 400 feet to all portions around the proposed structure. Reference latest California Fire Code (CFC) Section 507.5.1.
- Water Plans: If fire hydrants are required to be installed, applicant/developer shall furnish two copies of the water system fire hydrant plans to Fire Department for review and approval prior to building permit issuance. Plans shall be signed by a registered civil engineer, and shall confirm hydrant type, location, spacing, and minimum fire flow. Once plans are signed and approved by the local water authority, the originals shall be presented to the Fire Department for review and approval. Ref. CFC 105.4.1.
- Blue Dot Reflectors: Blue retro-reflective pavement markers shall be installed to indicate the location of fire hydrants. Reference CFC Section 507.5.8 as amended by Riverside County Ordinance 787.8.
- Fire Department Access: Fire Department apparatus access shall be provided to within 150 feet to of all portions of all buildings. Fire apparatus roads shall have an unobstructed width of not less than 24 feet. Driveway loops, fire apparatus access lanes and entrance curb radius should be designed to adequately allow access of emergency fire vehicles. Reference CFC Sections 503.1.1 and 503.2.1 as amended by Riverside County Ordinance 787.7.
- Fire Sprinkler System: All structures 3,600 square feet or larger will be required to install a fire sprinkler system in accordance with the CFC and NFPA 13. Ref. CFC 903.2 as amended by Riverside County Ordinance 787.8.
- Fire Alarm and Detection System: A water flow monitoring system and/or a fire alarm system will be required per the CFC and NFPA 72. Ref. CFC 903.4/907.2.
- Address: The address shall be posted per Riverside County Fire Department standards and will be clearly visible from public roadway. Ref. CFC 505.1 as amended by Riverside County Ordinance 787.8 and the County of Riverside Fire Prevention Standard #07-01 Premises Identification.

100. These conditions are preliminary and further review will occur upon receipt of building plans. Additional conditions may be necessary at that time.

## WESTERN MUNICIPAL WATER DISTRICT (WMWD)

**Conditions of Approval were not made available to the JPA Staff before the time of this posting. Final WMWD Conditions of Approval will be made available at the time of the March Joint Powers Authority meeting.**

## UNITED STATES POSTAL SERVICE

101. Prior to the issuance of building permits, the developer shall contact the U.S. Postal Service to determine the appropriate type and location of mailboxes.

## ARCHEOLOGY/PALEONTOLOGY

102. **Human Remains.** If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Human remains from other ethnic/cultural groups with recognized historical associations to the project area shall also be subject to consultation between appropriate representatives from that group and the Planning Director.

103. **Inadvertent Archeological Finds.** If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Unique cultural resources are defined, for this condition only, as being multiple artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Consulting Native American Tribe(s).

A. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Planning Director to discuss the significance of the find.
B. At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.
C. Grading of further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation.
D. Treatment and Disposition of the inadvertently discovered resources shall be carried out in one or more of the following methods:

i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources; leaving them in the place they were found with no development affecting the integrity of the resources.
ii. Onsite reburial of the discovered items. This shall include measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed. No recordation of sacred items is permitted without the written consent of all Consulting Native American Tribal Governments as defined in COA 4 and COA 5.

E. Prior to the issuance of a grading permit, the Developer shall secure agreements with the Pechanga Band of Luiseño Indians and Soboba Band of Luiseño Indians for tribal monitoring. The Developer is also required to provide a minimum of 30 days advance notice to the tribes of all mass grading and trenching activities. The Native American Tribal Representatives shall have the authority to temporarily halt and redirect earth moving activities in the affected area if suspected archaeological resources are unearthed. If the Native American Tribal Representatives suspect that an archaeological resource may have been unearthed, the Project Archaeologist or the Tribal Representatives shall immediately redirect grading operations in a 100-foot radius around the find to allow identification and evaluation of the suspected resource. In consultation with the Native American Tribal Representatives, the Project Archaeologist shall evaluate the suspected resource and make a determination of significance pursuant to California Public Resources Code Section 21083.2.

F. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and cultural resources. If the landowner and the Tribe(s) cannot come to a consensus on the significance or the mitigation for the archaeological or cultural resources, these issues will be presented to the March Joint Powers Authority Planning Director (Director) for decision. The Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources, recommendations of the project archeologist and shall consider the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the Director shall be appealable to the March Joint Powers Authority Council."

104. **Archeologist Retained.** Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified archaeologist to monitor all ground disturbing activities to identify any unknown archaeological resources.

The Project Archaeologist and the representative(s) from the Native American Tribe (s) shall be included in the pre-grade meetings to provide cultural/historical sensitivity training including the establishment of set guidelines for ground disturbance in sensitive areas with the grading contractors. The Project Archaeologist and the Tribal representative(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Project Archaeologist and the Tribal representative(s), shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or

tribal monitors.
The developer/permit holder shall submit a fully executed copy of the contract to the Planning Department to ensure compliance with this condition of approval. Upon verification, the Planning Department shall clear this condition.
Any newly discovered cultural resources shall be subject to an evaluation, in consultation with the Native American Tribe(s) and which will require the development of a treatment plan and monitoring agreement for the newly discovered resources.

105. **Native American Monitoring - Pechanga.** Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Mission Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

The Developer shall relinquish ownership of all cultural resources, including all archaeological artifacts that are of Native American origin, found in the project area for proper treatment and disposition through one or more of the methods listed in section of the Conditions of Approval

106. **Native American Monitoring (Soboba).** Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

The Developer shall relinquish ownership of all cultural resources, including all archaeological artifacts that are of Native American origin, found in the project area for proper treatment and disposition through one or more of the methods listed in section of the Conditions of Approval

## PALEONTOLOGY

107. **Paleontologist Required.** This site is mapped as having a high potential for paleontological resources (fossils) at shallow depth. Therefore, PRIOR TO ISSUANCE OF GRADING PERMITS:

The permittee shall retain a qualified paleontologist approved by the March Joint Powers Authority Planning Director to create and implement a project-specific plan for monitoring site grading/earthmoving activities (project paleontologist).

The project paleontologist retained shall review the approved development plan and shall conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the Planning Department for review and approval prior to

issuance of a Grading Permit.

Information to be contained in the PRIMP, at a minimum and in addition to other industry standard and Society of Vertebrate Paleontology standards, are as follows:

A. The project paleontologist shall participate in a pre-construction project meeting with development staff and construction operations to ensure an understanding of any mitigation measures required during construction, as applicable.

B. Paleontological monitoring of earthmoving activities will be conducted on an as-needed basis by the project paleontologist during all earthmoving activities that may expose sensitive strata. Earthmoving activities in areas of the project area where previously undisturbed strata will be buried but not otherwise disturbed will not be monitored. The project paleontologist or his/her assign will have the authority to reduce monitoring once he/she determines the probability of encountering fossils has dropped below an acceptable level.

C. If the project paleontologist finds fossil remains, earthmoving activities will be diverted temporarily around the fossil site until the remains have been evaluated and recovered. Earthmoving will be allowed to proceed through the site when the project paleontologist determines the fossils have been recovered and/or the site mitigated to the extent necessary.

D. If fossil remains are encountered by earthmoving activities when the project paleontologist is not onsite, these activities will be diverted around the fossil site and the project paleontologist called to the site immediately to inspect the remains.

E. If fossil remains are encountered, fossiliferous rock will be recovered from the fossil site and processed to allow for the recovery of smaller fossil remains. Test samples may be recovered from other sampling sites in the rock unit if appropriate.

F. Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be reburied on-site in a pre-determined location, typically within the landscape areas and away from any drainage basins to the best possible extent.

G. A qualified paleontologist shall prepare a report of findings made during all site grading activity with an appended itemized list of fossil specimens recovered during grading (if any). This report shall be submitted to the Planning Department for review and approval prior to building final inspection as described elsewhere in these conditions.

All reports shall be signed by the project paleontologist and all other professionals responsible for the report's content (e.g. Professional Geologist, Professional Engineer, etc.), as appropriate. Two wet-signed original copies of the report shall be submitted directly to the Planning Department along with a copy of this condition, deposit-based fee and the grading plan for appropriate case processing and tracking.

**Exhibit A**

**Standard March JPA Operation Mitigation Measures**
**To be placed on the cover sheet of all construction plan submittals**

1. Future uses shall comply with all applicable permitting requirements for new or modified emission sources subject to SCAQMD rules and regulations.

2. All internal combustion engine-driven equipment will be properly maintained and tuned according to manufactures specifications.

3. Hazardous materials certified handler and disposal service shall conduct the disposal and servicing of any hazardous materials.

4. All landscaped areas shall be maintained in a healthy and thriving condition, free from weeds, trash and debris by the developer or the developer's successor-in-interest. The developer, or the developer's successor-in-interest, shall be responsible for maintaining any undeveloped portion of the site in a manner that provides for the control of weeds, erosion and dust.

5. Green waste generated by the Development shall be kept separate from other waste types in order that it can be recycled for onsite composting or directed to local wood grinding and/or composting facility.

6. Any graffiti located onsite shall be removed within 72 hours. The site shall be maintained in a graffiti-free state at all times.

7. No parking, standing or equipment is allowed in or on the MJPA public right of way at anytime during construction.

8. No standing, sitting or allowing lunch breaks or materials in or on the LLMD or right of ways. A daily fine of $500 per occurrence and/or incident will be payable to the MJPA and immediate repair of the damage or wear and tear to the right of way will be contracted by MJPA approved contractor.

9. The cost for any damage will be billed to the applicant/developer and no certificate of occupancy will be issued without all fines and repairs completed and any outstanding invoices paid in full.

# EXHIBIT "B" - Conditions of Approval for CUP 20-01

**Conditions of Approval**
**Cactus Square Retail Project**
**Conditional Use Permit 20-01**

## PLANNING DEPARTMENT, MARCH JOINT POWERS AUTHORITY

**General Planning Conditions:**

1. Description. Planning Application Conditional Use Permit No. 20-01 is to allow the sale of beer and wine (only) for off-premise consumption (Type 20 State of California ABC license) at the proposed Service Station Convenience Store/mini-market to be located within "Cactus Square Retail Project" located on the southwest corner of Cactus Avenue and Meridian Parkway, approximately 0.5 miles west of the intersection of Cactus Avenue and the I-215 Freeway, and approximately 0.25 miles south of the March JPA offices, (APN: 297-110-043). Planning Application Public Convenience and Necessity (PCN) No. 20-01 is an application for public convenience and necessity findings to allow for the sale of beer and wine for off-premise consumption at a proposed Service Station Convenience Store/mini-market located within the Common's at Meridian project as described above.

2. Indemnification. Applicant/developer shall indemnify, defend, and hold harmless the March JPA and its elected Council and, employees, volunteers, contractors, consultants, and agents from and against any and all claims, liabilities, losses, fines, penalties, and expenses, including without limitation litigation expenses and attorney's fees, arising out of either the March JPA's approval of the Project or actions related to the Property or the acts, omissions, or operations of the applicant/developer and its directors, officers, members, partners, employees, agents, contractors, and subcontractors of each person or entity comprising the applicant/developer with respect to the ownership, planning, design, construction, and maintenance of the Project and the Property for which the Project is being approved. In addition to the above, within 15 days of this approval, the developer/applicant shall enter into an indemnification agreement with the March JPA. The indemnification agreement shall be substantially the same as the form agreement currently on file with the March JPA.

3. Definitions. The words identified in the following list that appear in all capitals in the attached Conditions of Approval for Conditional Use Permit No. 20-01 shall be henceforth defined as follows: APPROVED EXHIBIT A = Site Plan and Floor Plan for Plot Plan No. 20-01 dated May 20, 2020.

4. Ninety (90) Days to Protest. The applicant has ninety (90) days from the date of approval of these conditions to protest, in accordance with the procedures set forth in Government

Code Section 66020, the imposition of any and all fees, dedications, reservations and/or other exactions imposed on this project as a result of the approval or conditional approval of this project.

5. Comply with Specific Plan. The development of these premises shall comply with the standards of the North Campus of the Meridian Specific Plan (SP-5, A5) and all other applicable ordinances of the March JPA and State and Federal codes. The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT A 12 (Site Plan and Floor Plan layout for the Automotive Service Station Convenience Store/mini-market, and the two additional speculative retail buildings), unless otherwise amended by these Conditions of Approval.

6. Compliance with Plot Plan 20-01. The general site development standards as well as the site design, layout, location, setbacks, landscaping, walls, and other features for the Automotive Service Station and convenience store/mini-market shall be in substantial conformance with those approved for Plot Plan 20-01, dated May 20, 2020.

7. Licensing. At all times during the conduct of the permitted use the permittee shall maintain and keep in effect valid licensing approval from the Department of Alcohol Beverage Control, or equivalent agency as provided by law. Should such licensing be denied, expire or lapse at any time in the future, this permit shall become null and void.

8. Alcohol Warnings. The owner and the management of the Automotive Service Station Convenience Store/mini-market shall provide health warnings about the consumption of alcoholic beverages. This educational requirement may be met by posting prominent signs, decals or brochures at points of purchase.

9. Alcohol Education. The owner and the management of the Automotive Service Station Convenience Store/mini-market shall educate the public regarding driving under the influence of intoxicating beverages, minimum age for purchase and consumption of alcoholic beverages, driving with open containers and the penalty associated with violation of these laws.

10. Alcohol Training. The owner and the management of the Automotive Service Station Convenience Store/mini-market shall provide adequate training for all employees at the location as to these matters.

11. Hours of Operation. The hours of operation for the Automotive Service Station Convenience Store/mini-market is permitted to be twenty-four (24) hours a day, seven (7) days per week.

12. Beer and Wine Sales – Time of Sales Limitation. The sale of alcoholic beverages (beer and wine) shall cease between the hours of 2:00 A.M. to 6:00 A.M. At least one employee age

21 years or older, shall be on duty between the hours of 10:00 P.M. to 6:00 A.M. to ensure compliance with this requirement.

13. State of California Department of Alcoholic Beverage Control (ABC) License. The property owner or Automotive Service Station Convenience Store/mini-market operator is responsible for obtaining the appropriate ABC license. Proof of such license shall be submitted to the March JPA prior to the sales of beer or wine.

14. Ceased Operations. In the event the use hereby permitted ceases operation for a period of one (1) year or more, excluding renovation and casualty, this approval shall become null and void.

15. Beer and Wine Sales. The following development standards shall apply to the sale of beer and wine:

    A. The property owner, tenant of the premises and their management shall educate the public regarding driving under the influence of intoxicating beverages, minimum age for purchase and consumption of alcoholic beverages, driving with open containers and the penalty associated with violation of these laws. In addition, the property owner, tenant of the premises and their management shall provide health warnings about the consumption of alcoholic beverages. This educational requirement may be met by posting prominent signs, decals or brochures at points of purchase. In addition, the property owner, tenant of the premises and their management shall provide adequate training for all employees at the location as to these matters.

    B. Only beer and wine may be sold.

    C. No displays of alcoholic beverages shall be located within five feet of any building entrance or checkout counter.

    D. Beer shall be sold from, or displayed in, the main, permanently affixed electrical coolers only. Alcoholic beverages sold from ice chests shall be prohibited. Wine shall be displayed near, or within the electric cooler.

    E. No alcoholic beverage advertising shall be located on gasoline islands; and no lighted advertising for beer, wine, or other alcoholic beverages shall be located on the exterior of buildings or within window areas.

    F. No sale of alcoholic beverages shall be made from a drive-in window.

16. Off-Site Consumption Only. This approval is for the sale of beer and for offsite consumption only.

17. No Permanent Occupancy. No permanent occupancy shall be permitted within the property approved under this conditional use permit as a principal place of residence. No person shall use the premises as a permanent mailing address nor be entitled to vote using an address within the premises as a place of residence.

18. Distilled Spirits Not Allowed. The CUP is for the sale of Beer and Wine as classified by the State of California Department of Alcoholic Beverage Control only. The sales of other alcoholic beverages are not permitted.

19. Liquor Store Not Approved. The CUP is not for the approval of a liquor store.

20. Bar or Restaurant Not Approved. The CUP is not for the approval of a bar or restaurant.

21. Subsequent Submittals and Fees. Any subsequent submittals required by these conditions of approval, including but not limited to grading plan, building plan or mitigation monitoring review, shall be reviewed on an hourly basis (research fee), or other such review fee as may be in effect at the time of submittal. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with. Prior to Building Permit Issuance.

22. Security Systems. Prior to the issuance of a building permit, the applicant shall prepare a security plan for the site. Pursuant to recommendations from the Riverside County Sheriff's Department, in addition to the common burglary/security alarm system, the applicant shall also install exterior cameras to monitor all parking stalls surrounding the exterior of this store. These cameras shall be attached to the proposed light poles in the parking lot and/or the exterior of the building itself. Security cameras shall be installed in the interior of this business that records the shopping aisles as well as the counters and cash registers. The interior and exterior cameras shall be equipped with recording capabilities allowing it to save a minimum of four months of recording time. Prior to Final Occupancy

23. Security System Inspection. The Riverside County Sheriff Department and/or Planning Division of the March JPA shall verify that the security system has been installed in compliance with the Riverside County Sheriff Department's requirements prior to final occupancy.

# EXHIBIT "B" - Conditions of Approval for TPM 20-01

**Conditions of Approval**
**Tentative Parcel Map 37874**
**TPM 20-01**

## PLANNING DEPARTMENT, MARCH JOINT POWERS AUTHORITY

### General Planning Conditions:

1. The effectiveness of this approval is conditioned upon the subsequent approval of the recordation of Final Map 37874 (TPM 20-01).

2. The Applicant shall indemnify, protect, defend, and hold harmless March JPA and its constituent public agency members, officers, employees, attorneys, and agents from any and all actual or alleged claims, actions, proceedings, against March JPA to attack, set aside, void, annul, or seek monetary damages arising out of the approval of the Applicant's proposed development or related approval, including but not limited to CEQA approvals, permits, variances, design plans, plot plans, maps, licenses and amendments. March JPA shall promptly notify the Applicant of any and all claims, actions, and proceedings, covered by this Agreement. This indemnification shall include, but not be limited to, damages, fees, and/or costs awarded against March JPA, if any, and cost of suit, attorney's fees and other costs, liabilities and expenses incurred in connection with such claim, action, or proceeding whether incurred by Applicant, March JPA, and/or any parties bringing such forth.

3. The Plot Plan approval shall expire three years after the date of approval unless substantial construction contemplated by this approval has occurred within the three-year period, which is thereafter pursued to completion, or the March Joint Powers Authority has extended approval, otherwise the approval shall become null and void. (MJPA 9.02.230)

4. This development is located within Specific Plan SP-5, A5. Requirements of the North Campus of the Meridian Specific Plan including the permitted uses, development standards, the March Business Center Design Guidelines, and the Conditions of Approval shall prevail unless modified herein. (MJPA 9.13)

5. This project is subject to the Mitigation Monitoring and Reporting Program for the Certified Environmental Impact Report for the North Campus of the Meridian Specific Plan, as well as the Addendum to the Subsequent EIR (SEIR) as approved on July 22, 2020 by Resolution JPA #20-17 (SCH#2009071069).

6. The site shall be developed in accordance with the approved Plot Plan 20-01, as well as the subsequent Determination of Substantial Conformance on file in the Planning Department, the applicable portions of the March JPA Development Code, the General Plan, and the conditions contained herein.. Prior to any use of the site or business activity being commenced thereon, all Conditions of Approval and Environmental Mitigation Measures shall be completed to the satisfaction of the Planning Director or designee. Building elevations shall comply with the color scheme and materials approved with the Plot Plan. (MJPA 9.14.020)

7. The recordation of the Final Parcel Map 37874 shall include a cross-access agreement providing permanent access for all parcels in perpetuity.

8. Prior to the recordation of Final Parcel Map 37874, the applicant shall prepare CC&R's that describe how all common driveways, utilities, detention basins, common landscaping and open spaces, if any, are to be maintained in perpetuity, and shall be reviewed by the March JPA Attorney.

**ENGINEERING DEPARTMENT, TRILAKE CONSULTANTS**

9. The project shall adhere to the conditions of the original Parcel Map 37874 including dedication of all street improvements (if any).

10. The Final Tract Map shall be submitted to JPA for review and approval.

11. All monuments shall be set prior to recordation or in lieu fee deposited with JPA (if any).

12. All dedications as shown on the map shall be subject to review and acceptance by JPA prior to map recordation.

# NOTICE OF DETERMINATION

| | | | |
|---|---|---|---|
| TO: | ☐ Clerk of the Board of Supervisors<br>or<br>☒ County Clerk<br>County of: **Riverside**<br>Address: **PO Box 751**<br>**2724 Gateway Drive**<br>**Riverside, CA 92502-0751** | FROM: | Public Agency/Lead Agency: **March Joint Powers Authority (Lead Agency)**<br>Address: **14205 Meridian Parkway, Suite 140 Riverside, CA 92518**<br>Contact: **Mathew Evans**<br>Phone: **(951) 656-7000** |

| | | |
|---|---|---|
| TO: | ☒ Office of Planning and Research<br>P. O. Box 3044<br>Sacramento, CA 95812-3044 | Lead Agency (if different from above) |
| | ☐ 1400 Tenth Street (overnight or hand delivery)<br>Sacramento, CA 95814 | Address:<br>Contact:<br>Phone: |

SUBJECT: Filing of Notice of Determination in Compliance with Section 21108 or 21152 of the Public Resources Code.

| | | |
|---|---|---|
| State Clearinghouse Number (If submitted to SCH): **2009071069** | | |
| Project Title: **Cactus Square Retail Commercial Center Project** | | |
| Project Applicant: **Meridian Park, LLC** | | |
| Specific Project Location – **The project site located on the southwest corner of Cactus Avenue and Meridian Parkway, approximately 0.5 miles west of the intersection of Cactus Avenue and the I-215 Freeway, and approximately 0.25 miles south of the March JPA offices (APN 297-110-043). Additionally, the project is located adjacent to the recently constructed Nissan Building located to the south and west of the site, including the Nissan Building secondary access from Cactus Avenue, located to the west of the project** | | |
| General Project Location (City and/or County): **Unincorporated Riverside County** | | |
| Project Description: **The March JPA Commission took the following action on July 22, 2020 to:**<br>Adopted Resolution #JPA 20-16 for an addendum to the North Campus of the Meridian Specific Plan (SP-5, A5) Subsequent Environmental Impact Report SEIR (SCH#2009071069); and<br>Adopted Resolution #JPA 20-17, approving Plot Plan (PP 20-01) to allow for the construction of the 15,293 square foot retail shopping center, consisting of 3 separate retail buildings, and a gas station with two fuel island canopies for the Cactus Square Retail Center, Conditional Use Permit (CUP-20-01) allowing for the sale of alcoholic beverages for off- | | |



14205 MERIDIAN PARKWAY, SUITE 140 ★ RIVERSIDE, CALIFORNIA 92518 ★ (951)656-7000 ★ FAX (951)653-5558
E-MAIL: info@marchjpa.com ★ WEBSITE: www.marchjpa.com

site consumption of beer and wine in conjunction with use/operation at a Gas Station/Convenience Store, as well as two drive-thru windows for speculative fast-food restaurants, approve Public Convenience and Necessity (PCN 20-01) associated with CUP 20-01, as well as approval of Tentative Parcel Map (TPM 20-01) creating three new parcels subject to conditions of approval.

This is to advise that the (☒ Lead Agency or ☐ Responsible Agency) has approved the above described project on **July 22, 2020** and has made the following determinations regarding the above described project:

| | | |
|---|---|---|
| 1. | ☒ | The project will have a significant effect on the environment. |
| | ☐ | The project will NOT have a significant effect on the environment |
| 2. | ☒ | An Environmental Impact Report was prepared and certified for this project pursuant to the provisions of CEQA and reflects the independent judgment of the Lead Agency. |
| | ☐ | A Negative Declaration was prepared for this project pursuant to the provisions of CEQA and reflects the independent judgment of the Lead Agency. |
| | ☐ | A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA and reflects the independent judgment of the Lead Agency. |
| 3. | ☒ | Mitigation measures were made a condition of the approval of the project. |
| | ☐ | Mitigation measures were NOT made a condition of the approval of the project. |
| 4. | ☒ | A Mitigation Monitoring or Reporting Plan was adopted for this project. |
| | ☐ | A Mitigation Monitoring or Reporting Plan was NOT adopted for this project. |
| 5. | ☒ | A Statement of Overriding Considerations was adopted for this project. |
| | ☐ | A Statement of Overriding Considerations was NOT adopted for this project |
| 6. | ☒ | Findings were made pursuant to the provisions of CEQA. |
| | ☐ | Findings were NOT made pursuant to the provisions of CEQA. |
| | | This certifies that Final EIR with comments and responses and record of project approval, or the Negative Declaration, is available to the general public at the following location(s): |

| | | |
|---|---|---|
| | **Custodian:**<br>**Mathew Evans, March Joint Powers Authority** | Location:<br>**14205 Meridian Parkway, Suite 140**<br>**Riverside, CA 92518** |

| | |
|---|---|
| **Date:** _____ | _____<br>**Signature:** |
| | |

| | |
|---|---|
| **Date Received for Filing:** _____ | _____<br>**Title:** |

Authority cited: Sections 21083, Public Recourse Code.
Reference Section 21000-21174, Public Resources Code.

# MARCH JOINT POWERS COMMISSION
## OF THE
## MARCH JOINT POWERS AUTHORITY

## *MJPA Public Hearing*
## *Agenda Item No. 10b*

**Meeting Date:** July 22, 2020

**Action:** **TAKE THE FOLLOWING ACTIONS AS THEY PERTAIN TO CACTUS SQUARE RETAIL COMMERCIAL PROJECT: 1) ADOPT RESOLUTION #JPA 20-16 FOR AN ADDENDUM TO THE NORTH CAMPUS OF THE MERIDIAN SPECIFIC PLAN (SP-5, A5) SUBSEQUENT ENVIRONMENTAL IMPACT REPORT SEIR (SCH#2009071069); AND 2) ADOPT RESOLUTION #JPA 20-17, APPROVING A PLOT PLAN 20-01 FOR THE 15,293 SQUARE FOOT CACTUS SQUARE RETAIL COMMERCIAL CENTER. CONDITIONAL USE PERMIT (CUP 20-01) TO ALLOW THE SALE OF ALCOHOLIC BEVERAGES FOR OFF-SITE CONSUMPTION OF BEER, WINE IN CONJUNCTION WITH THE USE/OPERATION AT A GAS STATION/CONVENIENCE STORE AS WELL AS TO ALLOW FOR TWO (2) DRIVE-THRU WINDOWS FOR TWO (2) SPECULATIVE FAST-FOOD RESTAURANTS, APPROVE PUBLIC CONVENIENCE AND NECESSITY (PCN 20-01) ASSOCIATED WITH CUP 20-01, AND APPROVING TENTATIVE PARCEL MAP (TPM 20-01) A PROPOSAL TO SUBDIVIDE LOT 7 OF THE MERIDIAN WEST LOWER-PLATEAU INTO THREE SEPARATE PARCELS; AND 3) DIRECT STAFF TO FILE A NOTICE OF DETERMINATION PURSUANT TO THE MARCH JOINT POWERS AUTHORITY LOCAL CEQA GUIDELINES**

**Motions:** 1) Adopt Resolution #JPA 20-16 for an addendum to the North Campus of the Meridian Specific Plan (SP-5, A5) Subsequent Environmental Impact Report SEIR (SCH#2009071069); and

2) Adopt Resolution #JPA 20-17, approving Plot Plan (PP 20-01) to allow for the construction of the 15,293 square foot retail shopping center, consisting of 3 separate retail buildings, and a gas station with

two fuel island canopies for the Cactus Square Retail Center, Conditional Use Permit (CUP-20-01) allowing for the sale of alcoholic beverages for off-site consumption of beer and wine in conjunction with use/operation at a Gas Station/Convenience Store, as well as two drive-thru windows for speculative fast-food restaurants, approve Public Convenience and Necessity (PCN 20-01) associated with CUP 20-01, as well as approval of Tentative Parcel Map (TPM 20-01) creating three new parcels subject to conditions of approval; and

3) Direct staff to file a Notice of Determination pursuant to the March JPA Local CEQA Guidelines.

**Background:**

Originally known as U1-Lot 8 of the North Campus of the Meridian Specific Plan (SP-5, A-5), the Cactus Square Retail Commercial Project site is now known as Lot 7 of the Meridian West Lower Plateau project site. Although the Meridian West project included this site within the map for the overall project, specific approvals for the retail center were not contemplated at that time the map was approved by the JPC, and it was noted that additional approvals would be needed for future development for the site. The proposed project consists of three retail buildings, which include a service station with a mini-mart and gas island canopy and two additional retail commercial buildings with drive-thru services, the 4.17-acre site at the southwest corner of Cactus Avenue and Meridian Parkway. In December 2019, the pre-application was reviewed by the Pre-Application Development Review Committee where several comments were received. On January 13, 2020, the applicant, Meridian Park, LLC, submitted a formal application for the project.

**Proposed Project:**

Cactus Square is a proposed retail shopping center located on Lot 7 of the Meridian West Lower Plateau project site and has a Specific Plan zoning designation under the Meridian Specific Plan (SP-5) of "Commercial." The proposed project consists of the following entitlements needed for the project:

*Plot Plan (PP 20-01):*

The proposed Plot Plan would allow for the development of three new commercial buildings totaling 15,293 square feet, including a 4,088 square foot mini-mart building associated with the service station, a 3,300 square foot speculative retail commercial building with a drive-thru lane for potential fast-food/takeout restaurant use, and a 7,905 square foot building, also with a drive-thru for speculative fast-food/takeout restaurant use. The Plot Plan also includes an approximately 3,000 square foot gas-island canopy with 6 fuel pumps, 145 parking stalls, and 54,262 square feet (approximately 30%) of landscaping.

*Conditional Use Permit (CUP 20-01):*

The proposed service station and mini mart is proposing to sell beer and wine, which requires a Type 20 California ABC license for off-site consumption. A CUP and likely PCN findings are required prior to the issuance of the license and required by the March JPC Development Code.

Also required by the Development code is a CUP for drive-thru windows and service, as the proposed Plot Plan includes two (2) speculative fast-food restaurants with drive-thru service.

*Public Convenience and Necessity (PCN 18-01):*
Findings for Public Convenience and Necessity are required in order to allow for the sale of beer and wine sales for off-site consumption from the proposed gasoline service station convenience store location located on the proposed project site.

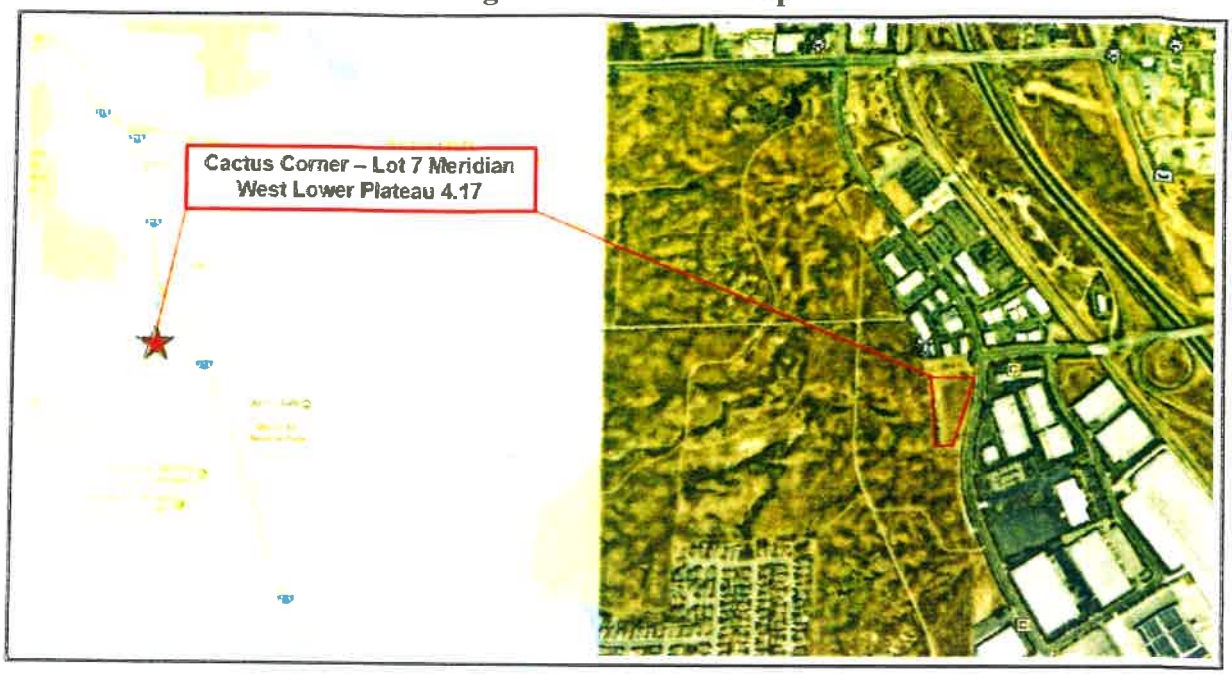
*Tentative Parcel Map (PP 20-01):*

The applicant is proposing Tentative Parcel Map 37874 for the purposes of subdividing the existing 4.17 net acre lot (4.52 gross acres) into three separate parcels of property. Proposed Lot 1 consists of a 1.75 acre corner lot, and includes the service station property with two points of access, one from Meridian Parkway and the second from Cactus Avenue, Lot 2 consists of a 1.38 acre property for the second speculative retail building with one-point of access and Lot 3 consists of a 1.39 acre property for the third speculative retail building with one-point of access. Both Lots 2 & 3 will share a driveway that is split by the property line. All three parcels will be required to record a shared access and parking agreement prior to the issuance of occupancy for the first building constructed.

**Location**

The proposed project site located on the southwest corner of Cactus Avenue and Meridian Parkway, approximately 0.5 miles west of the intersection of Cactus Avenue and the I-215 Freeway, and approximately 0.25 miles south of the March JPA offices (APN 297-110-043). Additionally, the project is located adjacent to the recently constructed Nissan Building located to the south and west of the site, including the Nissan Building secondary access from Cactus Avenue, located to the west of the project (see Figure 1, Location Map provided below).

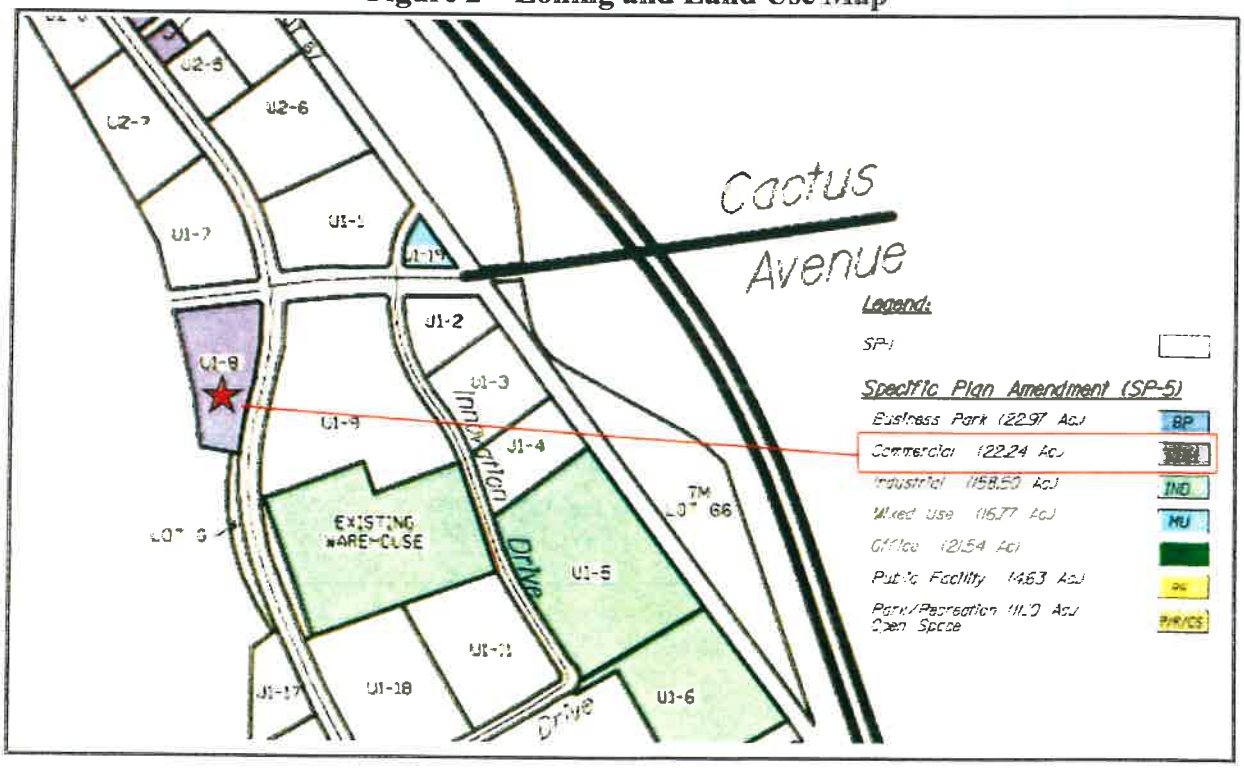
**Figure 1 – Location Map**




Zone and Land Use Designation:

The proposed project, which is identified in the North Campus of the Meridian Specific Plan (SP-5, A5), is identified within the Specific Plan Zoning Map as "Commercial." Additionally, the site is also designed as "Commercial" on the March JPA General Plan Map (see Zoning and Land Use map in Figure 2 below).

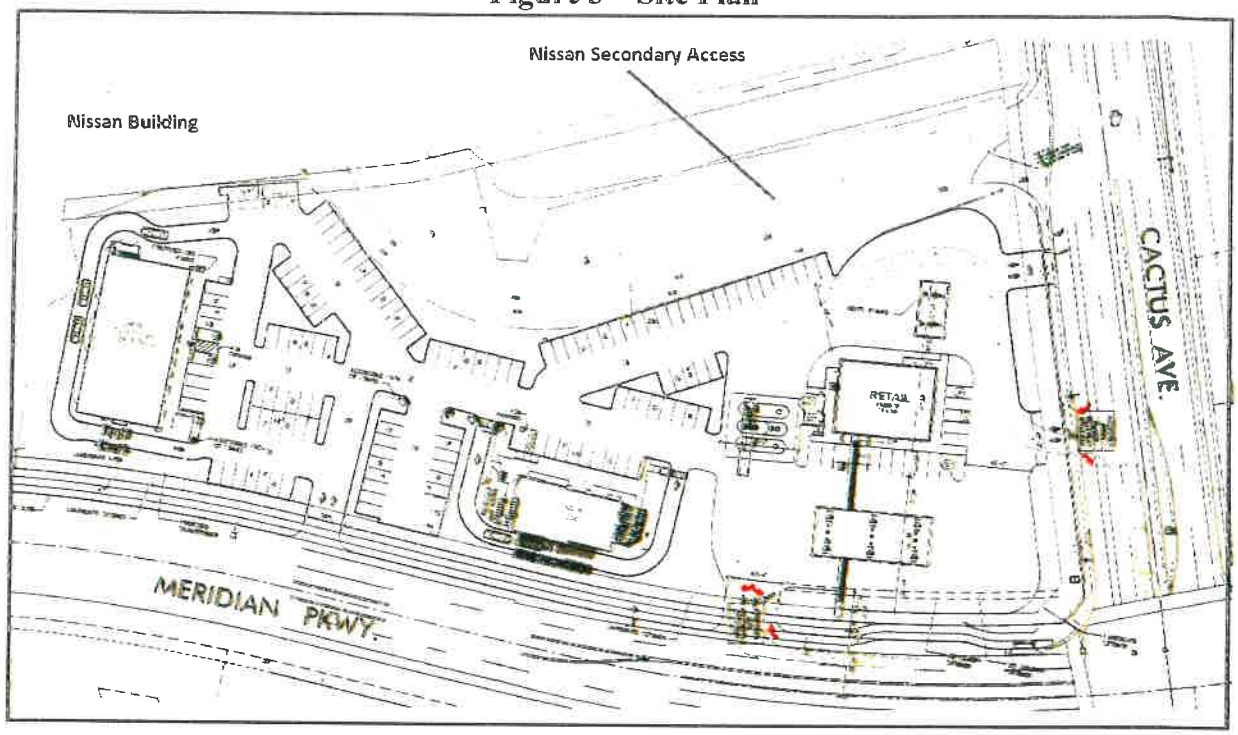
**Figure 2 – Zoning and Land Use Map**



## Site Access

Access to the site is achieved from four total driveways leading from both Meridian Parkway and Cactus Avenue. The site will ultimately consist of three parcels each with three buildings. A total of four separate driveways are proposed, including two from Meridian Parkway and two from Cactus Avenue. The southernmost driveway furthest from the Meridian Parkway/Cactus Avenue intersection will allow for all movements in and out of the shopping center, while the remaining three driveways will be limited to right-in, right-out turning movements only. This is due to their proximity to the intersection of Meridian Parkway and Cactus Avenue, as well as driveway placements of adjacent developments (see Figure 3 – Site Plan, provided below):

**Figure 3 – Site Plan**




## Surrounding Area/Land Use:

| Location | GP Designation/Zoning | Existing Land Use |
|---|---|---|
| **North** | Business Park | Existing Office/Warehouse development |
| **West** | Industrial | Existing Meridian West Lower-Plateau Project – Nissan Distribution Building. |
| **South** | Industrial | Existing Meridian West Lower-Plateau Project – Nissan Distribution Building. |
| **East** | Mixed Use | Existing Office Complex/Existing Business Park |

**Compliance with Development Standards:**

| Proposed Development | | |
|---|---|---|
| **Development Standard** | **Minimum/Maximum Required** | **Proposed Development** |
| **Building Area for Buildings** | N/A | 3 buildings totaling 15,293 square feet on 4.17 acres |
| **Gross Site Area** | 30,000 square feet (minimum) | 3 building totaling 15,293 square feet, including a 4,088 square foot gas station/minimart, a 3,000 square foot fuel-island canopy, a 3,300 square foot speculative retail commercial building, and a 7,905 square foot speculative retail building |
| **Floor Area Ratio (Maximum)** | **Commercial** = 25% | Allowed: 43,629 sf (25%)<br>Proposed: 15,293 sf (13%) |
| **Setbacks** | **Commercial:**<br>Front Yard-25 ft.<br>Interior Side Yard-0 ft.<br>Street Side Yard-15 ft.<br>Rear Yard-10 ft. | Front Yard- 40-90 ft.<br>Interior Side Yard- 45 +/- ft.<br>Street Side Yard- 50 ft. +/-<br>Rear Yard -40-100 ft. +/- |
| **Landscape Required (Minimum)** | **Commercial:**<br>20% or 35,196-sf | 54,262 sf or 30% |
| **Building Height (Maximum)** | **Commercial:**<br>50 feet/ Up to 3 stories | Building 1: 28 feet<br>Building 2: 27 feet<br>Building 3: 24 feet<br>Gas Station Canopy: 23 feet |
| **Parking** | **Commercial:**<br>Ranges depending upon use: | 54-120 Required<br>145 Provided |

Conformance with March Business Center Design Guidelines:

The March Business Center Design Guidelines establish design requirements for all Projects within the March Business Center development, including projects located within the North Campus of the Meridian Specific Plan. The Guidelines institute criteria for site planning, architecture, landscaping, lighting, and project signage. The following summarizes the consistency with the criteria:

*Architecture/Color Palette:*

Staff has reviewed the proposed building architecture, color palette and glazing, and has concluded that both of the proposed Project's comply with the requirements of the March Business Center Design Guidelines. The proposed retail speculative buildings will be constructed using earth tone exterior color palette with prominent field and base colors. Accent colors will be integrated to add further interest to the design of each building. All roof mounted equipment will be screened by the height of the parapet. Variation in parapet height combined with the contrasting field, base, and accent colors emphasize each of the building's architectural elements. All proposed glazing is provided to enhance building frontage and is not to exceed a reflectance rate of 25%. Additional architectural elements include the use of dry-stack stone and wall mounted trellises to assure an attractive development. The gas station canopy is proposing to incorporate Dry-stack stone at each column to the top of the canopy as suggested by staff. These elements are also incorporated on the columns at each proposed drive-through.

Additionally, the proposed architectural design of the shopping center closely mirrors that of "The Commons at South Campus" project, located at Van Buren Boulevard and Orange Terrace Parkway. The project consists of three separate buildings, including a mini mart associated with the proposed gas station, and two stand-alone retail buildings. Each building is similar to the other with the regards to architectural design, consisting of mainly smooth stucco buildings with stacked-stone veneer, metal roofing and awnings over windows and entrances, and trellis structures over drive-thru windows and seating areas. After its initial review, Staff asked the applicant to apply stacked-stone veneer to the gasoline island canopies to better match the building. The proposed color pallet is also closely similar to those used for "The Commons at South Campus." Staff has reviewed the March Business Center Design Guidelines and has determined that the project is consistent with respect to the proposed architectural design, materials and approved colors. Below in Figure 4a and 4b is the proposed elevations for the gas station mini-mart, fuel-island canopy (Meridian Viewpoint) and also provided in Figure 5 below, is a photo of the recently constructed retail building located with the Commons project, of which is very similar to the two stand-alone retail buildings proposed within the Cactus Square project.

Figure 4a – Proposed Elevations for the Gas Station Mini-Mart




Figure 4b – Proposed Elevations for the Gas-Island Canopy Exhibit

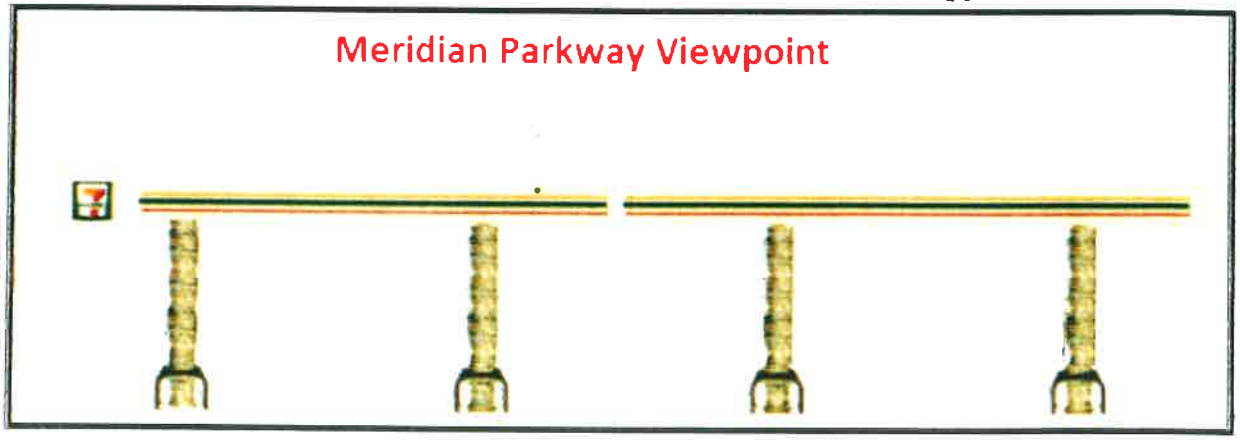


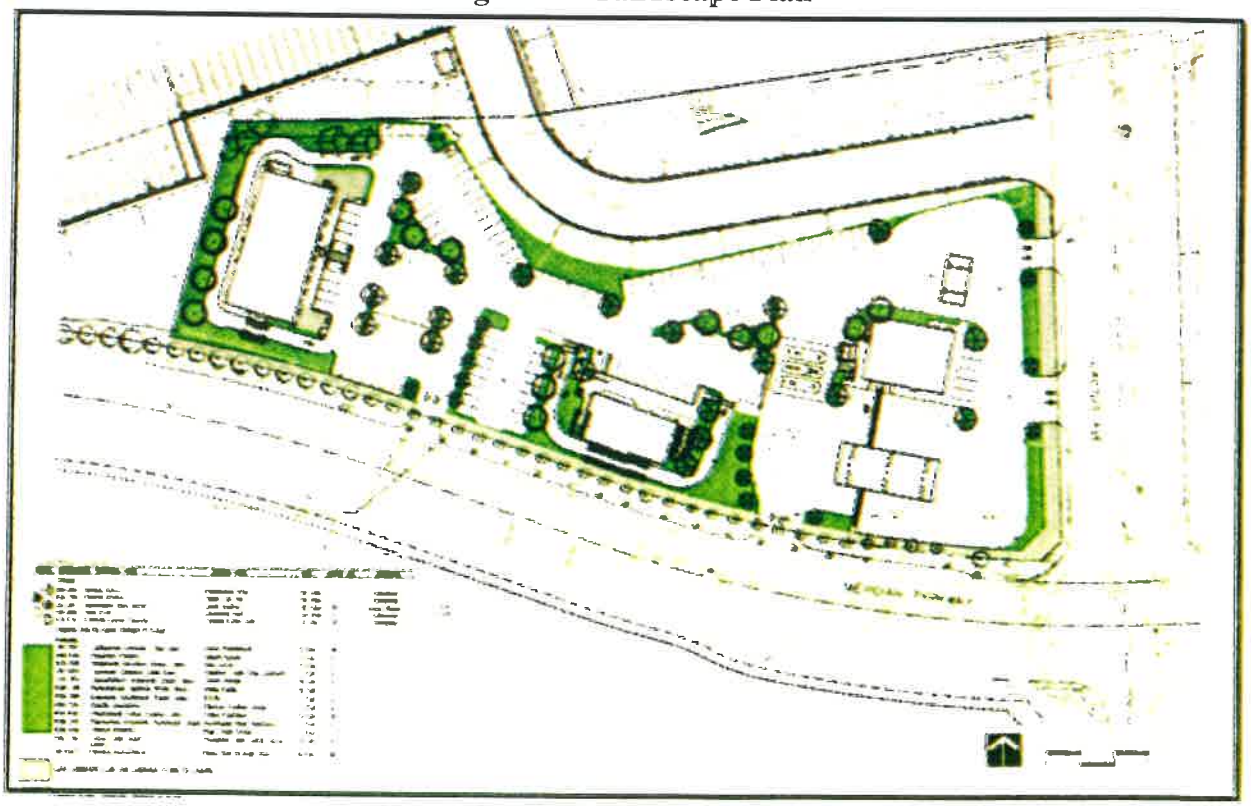
**Figure 5 – Existin Retail Construction – Commons at South Campus**



*Site Landscaping:*

The North Campus of the Meridian Specific Plan requires a minimum of 20% landscaping for the overall site. As designed, the proposing to landscape plan identifies that 30% of the overall project site will be landscaped, not including the existing LLMD landscaping along Meridian Parkway and Cactus Avenue. Thus, the applicant is exceeding the minimum requirement by 10%. The landscaping pallet is similar to most other projects within the JPA boundaries, and includes a mixture of trees, drought tolerant and California Native shrubs and ground cover (see Figure 6 provided below).

**Figure 6 – Landscape Plan**



*Site Signage:*

All signage is required to be consistent with the March Business Center Design Guidelines, including building signage and freestanding signage. To date, Project signage has not been submitted in association with this design review but is required to be approved by March JPA planning staff prior to construction of any on-site signage. A future sign program/sign permit application is required (Condition of Approval #10) prior to the issuance of a sign permit or the placement of any signage at the site.

*Exterior Lighting:*

Given the proximity to the airport, the March Business Center Design Guidelines provide specific requirements for all on-site lighting to be fully shielded fixtures (no light emitted above horizon) that meet the following standards:

- High pressure or low-pressure sodium lighting;
- Maximum of 750 watts;
- Maximum fixture height of 25' above finished grade; and
- Maximum lighting of 0.5 candle/foot$^2$ at the property line.

LED lighting is also permitted; however, the LED lighting must be at or within 100 Kelvin. Accordingly, all exterior lighting must comply with the exterior lighting requirements of the March Business Center Design Guidelines during the time of construction plan submittal.

**Airport Compatibility:**

Based on communications received from ALUC staff on February 13, 2020, the proposed project site is located within the MJPA March Business Center/Meridian exception area, and according to the MJPA letter dated November 8, 2017, the underlying development agreement for the March Business Center Specific Plan and Meridian has been extended for this project site, and therefore ALUC review of this project is not required.

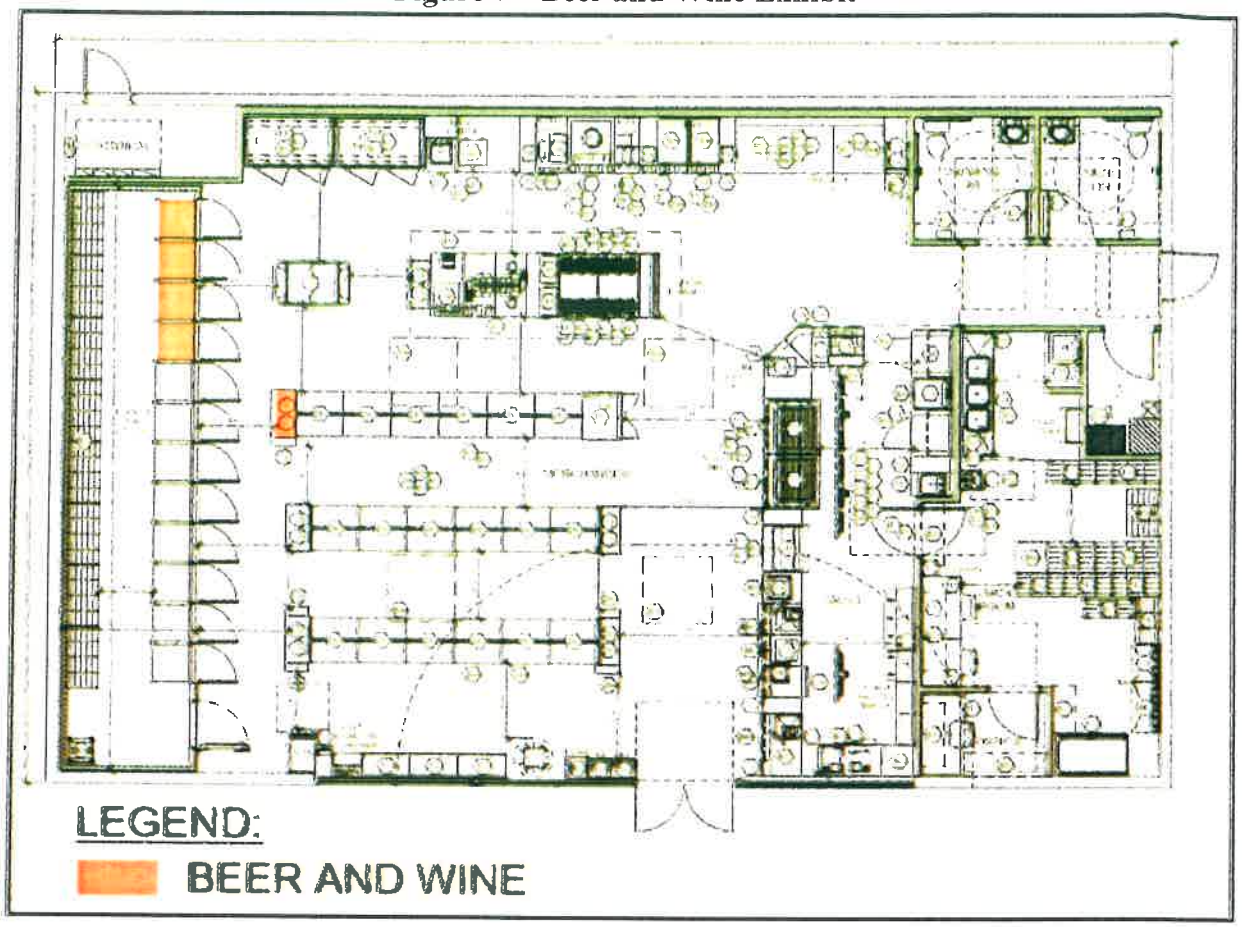
**Conditional Use Permit (CUP 20-01):**

A Conditional Use Permit CUP is necessary to allow for a gasoline service station with the concurrent sale of beer and wine for off-premises consumption (California Department of Alcoholic Beverage Control Type 20 License), as well as the drive-thru windows for the speculative retail buildings. The March JPA Commission has the authority to grant the approval of the CUP following public notice and a public hearing pursuant to March JPA Development Code Section 9.02.060 and Section 9.02.200. In addition to the CUP requirements, the Plot Plan is also required to adhere to these development standards as it is a condition of the CUP for the sale of beer and wine for off-site consumption from the gas station convenience store. Because the proposed commercial retail center is not located near any residential uses, and because the site is well screened from public view on all sides, staff is not proposing any additional specific conditions for approval for the drive-thru windows, as both drive-thru windows will be screened from public view.

The applicant anticipates the operation of the convenience store to be 24 hours a day, 7-days per week. Furthermore, staff has also included a condition of approval requiring that beer and wine sales cease between the hours of 2:00 AM to 6:00 AM (Condition of Approval No. 12) in

addition to other conditions of approval, such as requiring employee Alcohol Education, Training, and health risks and warning signs within the convenience store. Additionally, the owner/operator of the convenience store is responsible for obtaining the appropriate ABC license and provide such proof to the March Joint Powers Authority prior to commencing operations (Condition of Approval No. 13). As noted in Figure 7 below (Beer and Wine Exhibit), alcohol sales will be limited to a small section within the mini-mart footprint.

**Figure 7 – Beer and Wine Exhibit**




**Public Convenience and Necessity 20-01 (PCN 20-01):**

Staff has determined that findings of "Public Convenience and Necessity" (PCN) will need to be made in order to allow for the sale of beer and wine for off-site consumption from the proposed convenience store location. Although the off-site consumption of alcohol requires the approval of a conditional use permit, the Department of Alcoholic Beverage Control (ABC) also requires that the March JPA make findings for PCN at this location based on an overconcentration of ABC licenses within each census tract.

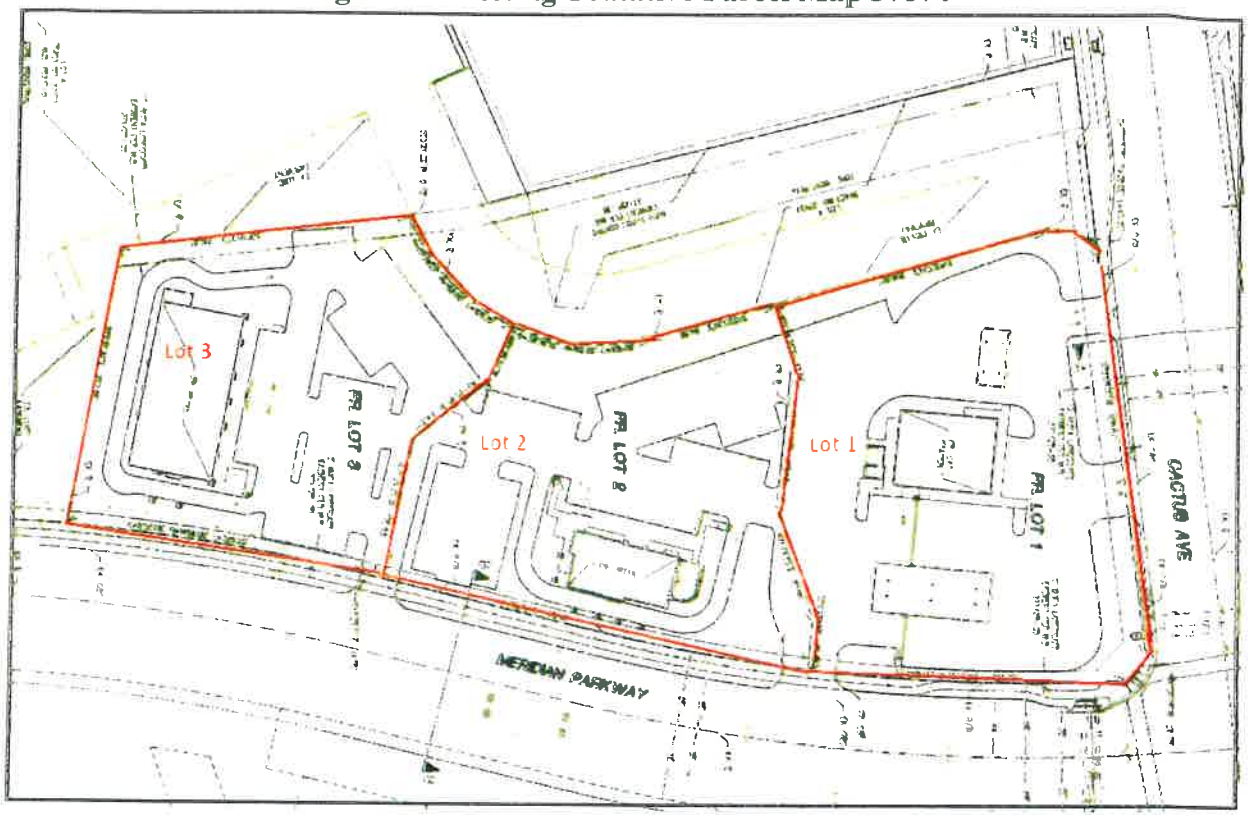
The project is located in Census Tract 467, which encompasses the entirety of the March JPA boundaries, including properties within the City of Moreno Valley north of the March Air Reserve Base along Cactus Avenue and Alessandro Boulevard. The project site is located within the same Census Tract as the Veterans Plaza (see item 10a above) and the recently approved and currently under-construction Commons at the South Campus project. All three projects were thus required to make the same PCN findings. Additionally, staff has analyzed the proposal for beer and wine sales at this location and determined that the proposed project is

consistent with Riverside County Ordinance No. 348, Section 18.48. The required findings address the project's proximity to schools, parks, churches, and the future operations of the applicant. The developer is proposing to construct a gas station for a national brand and well-established gas station and convenience store chain that offers the sale of beer and wine, in most if not all of its locations. Approval of the request would provide a convenience to the public as customers would be able to purchase alcoholic beverages as part of their convenience store shopping and not have to make a separate trip to a different merchant. There are no schools or churches located within 1,000 feet of this site. Thus, the finding of public convenience and necessity can be made and are found in Resolution #JPA 20-17 (Attachment 2).

**Tentative Parcel Map 37874:**

Tentative Parcel Map 20-01 is a proposal to subdivide an existing 4.17 net acre lot (4.57 gross acres) into three (3) separate parcels. The purpose of the map is to separate the ownership of all three proposed buildings so that each building is located on its own lot. Thus, a Parcel Map approval is needed to subdivide existing Lot 7 of the Meridian West Lower-Plateau, into the requested three separate parcels. As noted in the project description above, Proposed Lot 1 consists of a 1.75-acre corner lot and includes the service station property with two points of access, one from Meridian Parkway and the second from Cactus Avenue. Proposed Lot 2 consists of a 1.38-acre property for the second speculative retail building with one-point of access from Meridian Parkway. And lastly, Lot 3 consists of a 1.39-acre property for the third speculative retail building with one-point of access, also from Meridian Parkway. Both Lots 2 & 3 will share a driveway that is split by the property line. As conditioned, all three parcels will be required to record a shared access and parking agreement prior to the issuance of occupancy for the first building constructed. It should be noted that the proposed parcel map meets/exceeds Development Code Standards with respect to lot size, Floor Area Ratio, and setbacks and other development standards (see Compliance with Development Code Standards above). Additionally, the proposed map will also create a separate parcel for the existing secondary access driveway and accompanied landscaping for the adjacent Nissan Building (see Figure 8, Tentative Parcel Map provided below).

**Figure 8 – Vesting Tentative Parcel Map 37874**




**TAC Review:**

This item originally came before the TAC on February 3, 2020 as an introduction item, and then again on May 18, 2020. After a robust presentation by staff to the TAC members, no additional questions or comments were offered, and the TAC agreed that the item should move forward for final JPC review.

**Addendum to the Project Environmental Impact Report:**

*Overview:* Under CEQA, the Lead Agency is required to prepare an Addendum to a previously-certified EIR if minor changes or additions are necessary to a prior certified EIR, but none of the conditions calling for preparation of a subsequent or supplemental EIR have occurred (*Local CEQA Guidelines* Section 8.04 or 8.05). CEQA recommends that brief explanation of the decision to prepare an Addendum rather than a subsequent or supplemental EIR be included in the record for a proposed project (*CEQA Guidelines* Section 15164(e)). Once an EIR has been certified, a subsequent or supplemental EIR is only required when the Lead Agency determines that one of the conditions has been met (*Local CEQA Guidelines* Section 8.04):

(a) Substantial changes are proposed in the project which will require major revisions of a previous EIR due to the identification of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(b) Substantial changes occur with respect to the circumstances under which the project is to be undertaken which will require major revisions of a previous EIR due to the

identification of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(c) New information, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, becomes available and shows any of the following:

(1) the project will have one or more significant effects not discussed in a previous EIR or Negative Declaration;

(2) significant effects previously examined will be substantially more severe than shown in a previous EIR;

(3) mitigation measures or alternatives previously found not to be feasible are in fact feasible and would substantially reduce one or more significant effects, but the project proponent declines to adopt the mitigation measures or alternatives; or

(4) mitigation measures or alternatives which were not considered in a previous EIR would substantially lessen one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measures or alternatives.

The attached Addendum under Resolution #JPA 20-17 was prepared because the proposed Project is consistent with the overall Project evaluated in the Subsequent EIR (SEIR), and major changes to that Project are not proposed. The Addendum found that the proposed Project does not require major revisions to the SEIR due to new significant impacts or substantial increases in the severity of previously identified significant impacts. The anticipated environmental impacts of the proposed Project, as explained in detail in the attached initial study, have been analyzed and mitigated accordingly in the SEIR, and there have been no new circumstances since that time that would result in new or more severe significant environmental impacts. Lastly, as evaluated in the supporting analysis of this Addendum, mitigation measures that have been previously identified would adequately reduce impacts to less than significant levels. Those mitigation measures that have been identified in the SEIR and are applicable to the proposed Project are identified within the Addendum and associated Initial Study.

California Environmental Quality Act (CEQA) Compliance:

CEQA and the State Guidelines for Implementing CEQA ("State CEQA Guidelines"; California Code of Regulations Section 15000 et seq.) require that state and local agencies:

(1) Inform governmental decision-makers and the public about the potential, significant environmental effects of proposed activities.

(2) Identify the ways that environmental damage can be avoided or significantly reduced.

(3) Prevent significant, avoidable damage to the environment by requiring changes in Projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.

(4) Disclose to the public the reasons why a governmental agency approved the Project in the manner the agency chose if significant environmental effects are involved.

**Staff Recommendations:**

Staff recommends that the March Joint Powers Commission take the following actions:

1. Adopt Resolution #JPA 20-16,; and

2. Adopt Resolution #20-17 approving Plot Plan (PP 20-01) to allow for the construction of the 15,293 square foot retail shopping center, consisting of 3 separate retail buildings, and a gas station with two fuel island canopies for the Cactus Square Retail Center, Conditional Use Permit (CUP-20-01) allowing for the sale of alcoholic beverages for off-site consumption of beer and wine in conjunction with use/operation at a Gas Station/Convenience Store, as well as two drive-thru windows for speculative fast-food restaurants, approve Public Convenience and Necessity (PCN 20-01) associated with CUP 20-01, as well as approval of Tentative Parcel Map (TPM 20-01) creating three new parcels subject to conditions of approval; and

3. Direct staff to file a Notice of Determination pursuant to the March JPA Local CEQA Guidelines.

**Attachments:**

1) Resolution #JPA 20-16 approving the Addendum to the North Campus of the Meridian Specific Plan (SP-5, A5) Subsequent Environmental Impact Report SEIR (SCH#2009071069);
   **Exhibit A**: Initial Study and Addendum
   **Exhibit B**: Initial Study Technical Studies available at the office of March JPA (Available in electronic format)
2) Resolution #JPA 20-17 Approving Plot Plan (PP 20-01), Conditional Use Permit (CUP 20-01), Public Convenience and Necessity (PCN 20-01), and Tentative Parcel Map 37874 subject to Conditions of Approval.
   **Exhibit A**: Project Entitlements
   - Plot Plan 20-01
   - Landscape Reduced Site Plan
   - Reduced Colored Building Elevations
   - Reduced Tentative Parcel Map 37874

   **Exhibit B**: Conditions of Approval
   - Plot Plan 18-02 Conditions of Approval
   - Conditional Use Permit 18-02 Conditions of Approval
   - Tentative Parcel Map 37874 Conditions of Approval
3) Notice of Determination

North Campus of the Meridian Specific Plan Subsequent Environment Impact Report SEIR (SCH# 2009071069) available at the office of March JPA (available in electronic format).

**RESOLUTION #JPA 20-15**

**A RESOLUTION OF THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY ADOPTING CONDITIONAL USE PERMIT 19-06 (CUP 19-06), ALLOWING FOR THE SALE OF ALCOHOLIC BEVERAGES FOR ON-SITE CONSUMPTION, RESTRICTIVE SERVICE OF BEER AND WINE IN CONJUNCTION WITH USE/OPERATION OF A HOTEL, LOCATED AT 22440 VAN BUREN BOULEVARD, WITHIN THE VETERANS PLAZA COMMERCIAL CENTER, WITHIN THE MERIDIAN SPECIFIC PLAN AREA**

**WHEREAS**, the March Joint Powers Authority ("Authority" or "March JPA") is a joint powers agency created by a joint powers agreement dated September 7, 1993 to act as the federally recognized reuse authority, local land use authority, redevelopment agency, and airport authority for the former March Air Force Base; and

**WHEREAS**, the Authority is comprised of the County of Riverside, the City of Riverside, the City of Moreno Valley, and the City of Perris; and

**WHEREAS**, in February 2003, the Authority approved the March Business Center Specific Plan (SP-1) to guide land use decisions within a 1,290-acre portion of the former March Air Force Base generally located generally located westerly of the I-215 freeway, easterly of Barton Street, southerly of Alessandro Boulevard and northerly of the Riverside County Ben Clark Training Facility; and

**WHEREAS**, the Meridian Specific Plan Amendment SP-5 was adopted by the March JPA in 2010 implementing revisions to a 257.7 acre portion of the larger March Business Center Specific Plan's North Campus area, including revisions to land use and development regulations and revisions to the land use designations, located in the northwestern portion of Riverside County, California just west of Interstate 215 and south of Alessandro Boulevard ("SPA Area"); and

**WHEREAS**, on April 12, 2017, the March Joint Powers Commission adopted Resolution #JPA 17-03, approving a Master Conditional Use Permit (CUP 16-01), Plot Plan (PP 16-02), Tentative Tract Map (TM 37116), and Variance (V16-01) for the development of a commercial center and the construction of ten buildings on Unit 4, Lot 4 within the Meridian Specific Plan (SP-5). The Commission also adopted Resolution #JPA 17-04, adopting an Addendum to the Certified Subsequent Environmental Impact Report for the Meridian Specific Plan Amendment. Finally, the Commission held a public hearing and introduced Ordinance #JPA 17-01 to modify the Meridian Specific Plan (SP-5) to allow hotels within the B2 airport compatibility zone, subject to conditional use permit approval, consistent with current Riverside County Airport Land Use Commission (ALUC) restrictions; and

**WHEREAS,** on April 26, 2017, the Commission adopted Ordinance #JPA 17-01, modifying the Meridian Specific Plan (SP-5) to allow hotels within the B2 airport compatibility zone, subject to conditional use permit approval, consistent with current Riverside County Airport Land Use Commission (ALUC) restrictions; and

**WHEREAS,** on November 29, 2018, the Planning Director for the March Joint Power Authority, approved a Determination of Substantial Conformance for Plot Plan 16-02. The proposed changes associated with the previously approved development project are in substantial conformance with Plot Plan 16-02, approved by the Joint Powers Commission on April 12, 2017; and

**WHEREAS,** on September 19, 2019, the Planning Director for the March Joint Power Authority, approved a Determination of Substantial Conformance II for Plot Plan 16-02. The proposed changes associated with the previously approved development project are in substantial conformance with Plot Plan 16-02, approved by the Joint Powers Commission on April 12, 2017; and

**WHEREAS**, on December 18, 2019, Greens Group/Greens INV 11, LLC, submitted a land use application (collectively the "Project Entitlements") requesting the following:

1. A Conditional Use Permit (CUP 19-06) to allow for the sale of alcoholic beverages for on-site consumption, restrictive service of beer and wine in conjunction with use and operation of a hotel, located at 22440 Van Buren Boulevard; and

**WHEREAS**, Conditional Use Permit 19-06 (CUP 19-06) constitute the "Project" for purposes of the California Environmental Quality Act (Pub. Resources Code, § 2100 et seq.) ("CEQA"); and

**WHEREAS**, in accordance with CEQA and the State CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 *et seq.*), March JPA staff prepared and the March Joint Powers Commission ("Commission") certified a Final Environmental Impact Report for the March Business Center Specific Plan (SP-1) (SCH #2002071089) ("FEIR"); and

**WHEREAS**, in accordance with CEQA and the State CEQA Guidelines, March JPA staff prepared and the Commission certified a Subsequent Environmental Impact Report for the Meridian Specific Plan Amendment (SP-5) (SCH #2009071069) ("SEIR"); and

**WHEREAS**, in accordance with CEQA and the State CEQA Guidelines, March JPA staff has prepared and the Commission has adopted an Addendum to the certified SEIR for the Meridian Specific Plan Amendment (SP-5) for the Project Entitlements; and

**WHEREAS**, the Addendum to the certified SEIR was prepared pursuant to CEQA, the State CEQA Guidelines, and the March JPA's Local CEQA Guidelines; and

**WHEREAS**, the Commission, on April 12, 2017, adopted Resolution #JPA 17-04 adopting an Addendum to the Certified Subsequent Environmental Impact Report for the Meridian Specific Plan Amendment.

**WHEREAS**, on July 22, 2020, the Commission conducted a duly-noticed public hearing pursuant to the March JPA Development Code on the Project Entitlements, at which time all persons wishing to testify in connection with the Project Entitlements were heard and the Project Entitlements were comprehensively reviewed; and

**WHEREAS**, all other legal prerequisites to the adoption of this Resolution have occurred.

**NOW, THEREFORE, THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY DOES RESOLVE AS FOLLOWS:**

**SECTION 1.** Recitals. The above recitals are true and correct and incorporated herein as findings or fact.

**SECTION 2.** Compliance with the California Environmental Quality Act. On April 12, 2017, the Commission considered and adopted Resolution #JPA 17-04, an Addendum to the 2010 SEIR for the Meridian Specific Plan Amendment (SP-5) (SCH #2009071069) for the Project, including CUP 16-01, PP 16-02, TM 16-01, and V 16-01, in accordance with the requirements of CEQA, the State CEQA Guidelines, and the March JPA Local CEQA Guidelines. As the decision-making body for the Project, the Commission of the March JPA reviewed and considered the FEIR, the SEIR, the Addendum to the SEIR, the Initial Study, oral or written comments received, and the administrative record prior to taking action on the Project, including action on CUP 16-01, PP 16-02, TM 16-01, and V 16-01.

**SECTION 3.** Findings on Environmental Impacts. Based on the Addendum, the Initial Study, the administrative record, and having considered the SEIR and the FEIR and all written and oral evidence presented to the Commission, the Commission finds that all environmental impacts of the Project have been addressed within the certified SEIR and the Initial Study. The Commission finds that no new or additional mitigation measures or alternatives are required. The Commission further finds that there is no substantial evidence in the administrative record supporting a fair argument that the Project, including CUP 16-01, PP 16-02, TM 16-01, and V 16-01, may result in any significant environmental impacts beyond those analyzed in the certified SEIR. The Commission finds that the Addendum contains a complete, objective, and accurate reporting of the environmental impacts associated with the Project, including CUP 16-01, PP 16-02, TM 16-01, and V 16-01, and reflects the independent judgment and analysis of the Commission

**SECTION 4.** Findings for Conditional Use Permit 19-06 (CUP 19-06). Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of Conditional Use Permit 19-06 (CUP 19-06) in accordance with Section 9.02.060 of the March JPA Development Code to allow the sale of alcoholic beverages for on-site consumption, restrictive service of beer and wine in conjunction with use/operation at a Hotel, located at 22440 Van Buren Boulevard, within the Veterans Plaza Commercial Center, with the Meridian Specific Plan Area:

1. The proposed Project is consistent with the goals, objectives, policies and programs of the March JPA General Plan because the proposed Project is a part of a balanced mix of land uses that contribute to the regional setting and expands upon the existing physical and economic potential of the General Plan and the Meridian Specific Plan Amendment (SP-5) and will systematically implement the goals and objective of the General Plan and the Meridian Specific Plan Amendment (SP-5) which allows for commercial retail development, including Hotels as well as Alcoholic Beverage Outlet(s) with the issuance of a Conditional Use Permit. The proposed project includes a Hotel with a food pantry area that proposes the sale of beer and wine for on-site consumption, restrictive service. The sale and consumption of beer and wine is for hotel guests

only. The sale of beer and wine requires a Conditional Use Permit, and is thus consistent with the goals, objectives, policies and programs of the March JPA General Plan; and

2. The proposed Project complies with all applicable zoning and other regulations because the project is located within the Meridian Specific Plan Amendment Area (SP-5), specifically within the Commercial Land Use Designation, and Land Use Table III-I describes certain uses as either Permitted (P) or Conditional (C), and "Hotels" as well as "Alcohol Beverage Outlet(s)" are both listed as Conditional Uses within the Commercial designation; and

3. The proposed Project will not be detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity because the Project is consistent with the March JPA Development Code Chapters 9.04 (Commercial Districts), 9.13 (Specific Plan) and Meridian Specific Plan Amendment SP-5, A3. The Hotel, which would sale beer and wine to its guests, is not adjacent to any residential uses, nor is it within 1,000 feet of a school or public park; and

4. The location, design, and operation of the proposed Project will be compatible with existing and planned land uses in the vicinity because the Project is consistent with the requirements of the Meridian Specific Plan Amendment (SP-5), ensuring that the proposed development is compatible with existing and planned development in the vicinity.

**SECTION 5.** Approval of Project Entitlements. Based on the entire record before the Commission, all written and oral evidence presented to the Commission, and the findings made in this Resolution, the Commission hereby approves the Project Entitlements, including Conditional Use Permit 19-06 (CUP 19-06), as shown on Exhibit "A", attached hereto and incorporated herein by this reference, subject to the Conditions of Approval, as shown on the attached Exhibit "A3", attached hereto and incorporated herein by this reference.

**SECTION 6.** Notice of Determination. The Commission directs March JPA staff to prepare, execute, and file a Notice of Determination with the Riverside County Clerk within five (5) working days of the passage and adoption of this Resolution.

**SECTION 7.** Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings are based are located at the Office of the Planning Manager, March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518.

**SECTION 8.** Execution of Resolution. The Chair of the Commission of March JPA shall sign this Resolution and the Clerk of March JPA shall attest and certify to the passage and adoption thereof.

**SECTION 9.** Effective Date. This Resolution shall be effective upon its adoption.

**PASSED, APPROVED, AND ADOPTED** this 22nd day of July, 2020.

Victoria Baca

Victoria Baca, Chair
March Joint Powers Authority Commission

ATTEST:

I, Cindy Camargo, Acting Clerk of the March Joint Powers Commission, do hereby certify that the foregoing Resolution #JPA 20-15 was adopted by the March Joint Powers Commission of the March Joint Powers Authority at a regular meeting thereof held on July 22, 2020, by the following vote of the Commission:

| | |
|---|---|
| Ayes: | Conder, Jeffries, Vargas, Thornton, Hewitt, Rogers, Baca |
| Noes: | None |
| Abstain: | Melendrez |
| Absent: | None |

Dated: July 22, 2020

Cindy Camargo, Acting Clerk
March Joint Powers Authority Commission

# EXHIBIT A

Project Entitlements

# EXHIBIT A1

Applicant's Project Narrative

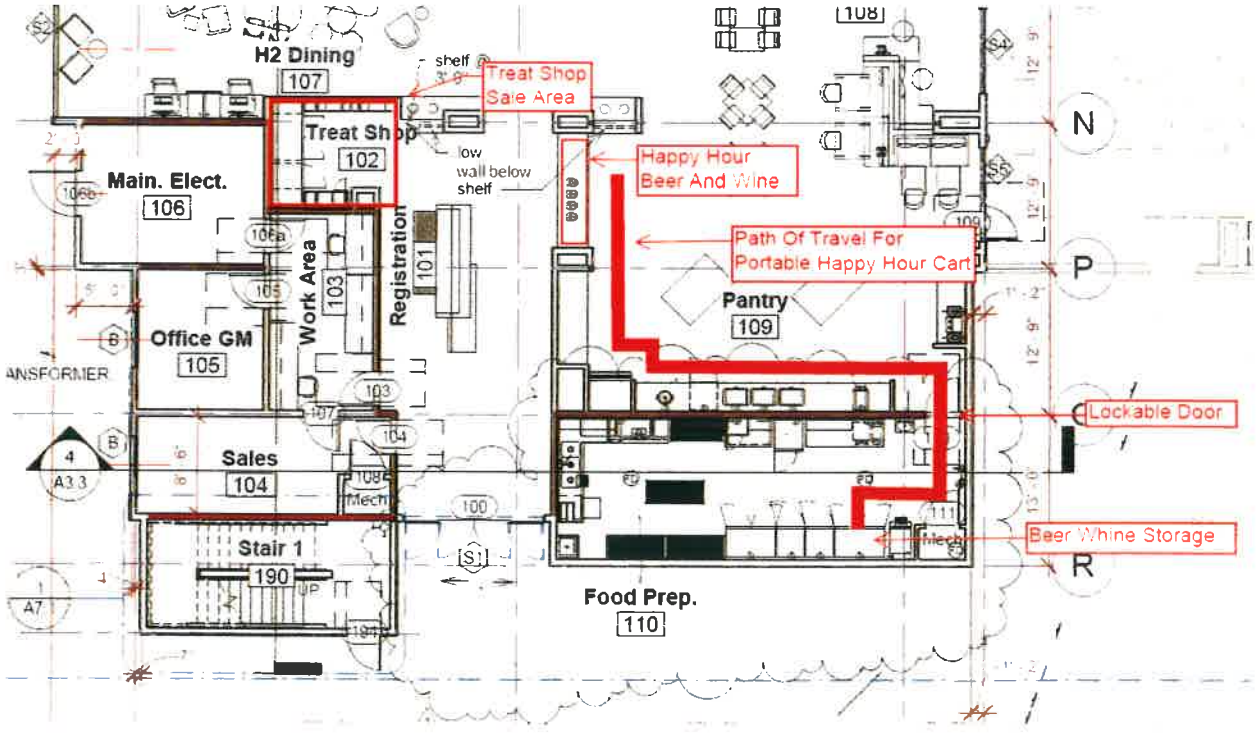
Conditional Use Permit 19-06
Hotel - Veterans Plaza Commercial Center
22440 Van Buren Boulevard

# Greens Inv 2, LLC Project Description

## Conditional Use Permit for Alcohol Sales

The Hampton Inn + Home 2 Suites, as owned and operated by Greens Inv 2, LLC., located at 22440 Van Buren Blvd., Riverside, California (the Project), is applying for a Conditional Use Permit to allow for the sale and consumption of alcoholic beverages used in conjunction with the use and operation of a 81,723 Square Feet, 157 Room Hotel, which requires a Type 70 Alcoholic Beverage Control (ABC) License.

Beer and Wine will be available for sale in the "Treat Shop" location 102 and will be offered to guests as part of the room rate and available during "happy hour" between locations 101 and 109 of the floor plan. Alcoholic beverages will be stored in a cooler in the food prep area behind a lockable door and transported on a portable cart for happy hour service. Hotel guests will be allowed to consume alcohol in the Lobby as well as their rooms. Alcohol will not be permitted to leave the premises. The consumption of alcoholic beverage is subject to the strict adherence of California state law as permitted and enforced by ABC.

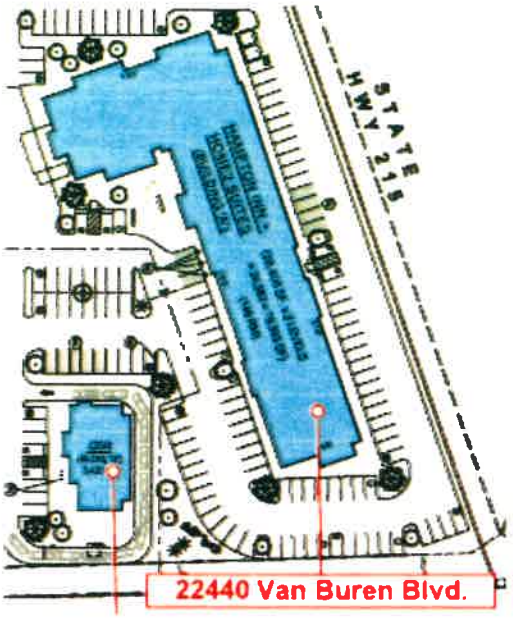



The Project is located within the Commercial designation of the Meridian Specific Plan, whereas the proposed application and corresponding use would be consistent with the general surroundings, e.g. the other retail businesses in the area. The use would require strict adherence to the laws governing the license, preventing unlawful sales and consumption, which may otherwise be detrimental to the health and safety of the general public.

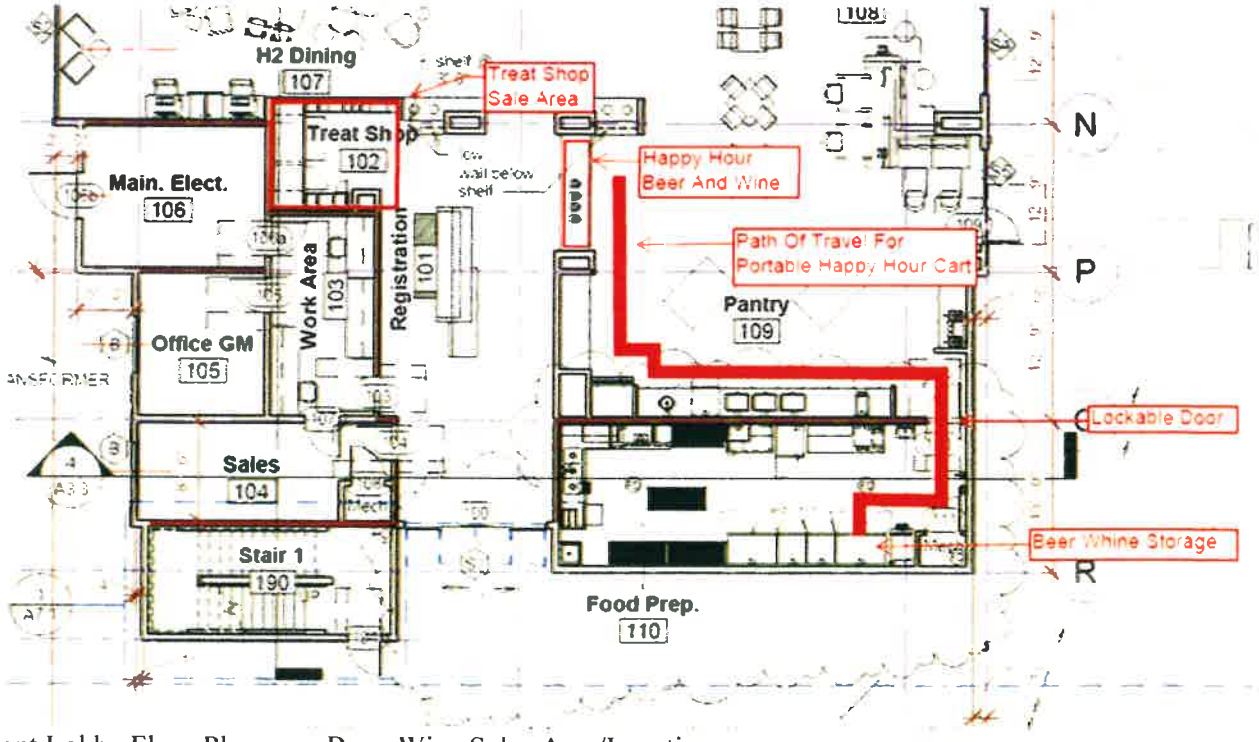
# EXHIBIT A2

Front Lobby Floor Plan - Beer, Wine Sales Area/Location

Conditional Use Permit 19-06
Hotel - Veterans Plaza Commercial Center
22440 Van Buren Boulevard




Hotel – Veterans Plaza Commercial Center, 22440 Van Buren Boulevard




Front Lobby Floor Plan: Beer, Wine Sales Area/Location

# EXHIBIT A3

## Conditions of Approval

Conditional Use Permit 19-06
Hotel - Veterans Plaza Commercial Center
22440 Van Buren Boulevard

**PLANNING DEPARTMENT, MARCH JOINT POWERS AUTHORITY**

**General Planning Conditions:**

1. Description: Planning Application Conditional Use Permit No. 19-06 is to allow the sale of beer and wine (only) for on-site consumption, restrictive service (Type 70 State of California ABC License) at the proposed Hotel located within the Meridian Specific Plan (SP-5) Area, specifically within "Veterans Plaza Commercial Center", located on the northheast corner of the intersection of Opportunity Way and Van Buren Boulevard, specifically 22440 Van Buren Boulevard, Riverside, California.

2. Indemnification: Applicant/developer shall indemnify, defend, and hold harmless the March JPA and its elected Council and, employees, volunteers, contractors, consultants, and agents from and against any and all claims, liabilities, losses, fines, penalties, and expenses, including without limitation litigation expenses and attorney's fees, arising out of either the March JPA's approval of the Project or actions related to the Property or the acts, omissions, or operations of the applicant/developer and its directors, officers, members, partners, employees, agents, contractors, and subcontractors of each person or entity comprising the applicant/developer with respect to the ownership, planning, design, construction, and maintenance of the Project and the Property for which the Project is being approved. In addition to the above, within 15 days of this approval, the developer/applicant shall enter into an indemnification agreement with the March JPA. The indemnification agreement shall be substantially the same as the form agreement currently on file with the March JPA.

3. Ninety (90) Days to Protest: The applicant has ninety (90) days from the date of approval of these conditions to protest, in accordance with the procedures set forth in Government Code Section 66020, the imposition of any and all fees, dedications, reservations and/or other exactions imposed on this project as a result of the approval or conditional approval of this project.

4. Compliance with Specific Plan: The development of these premises shall comply with the standards of the Meridian Specific Plan (SP-5) and all other applicable ordinances of the March JPA and State and Federal codes. The development of the premises shall conform substantially with that as shown on EXHIBIT A2 (Hotel, Front Lobby Floor Plan. Beer, Wine, Sales Area), unless otherwise amended by these Conditions of Approval.

5. Compliance with Master Conditional Use Permit 16-01 and Plot Plan 16-02: The general site development standards as well as the site design, layout, location, setbacks, landscaping, walls, and other features for the Gas Station/Convenience Store shall be in conformance with those approved for Master Conditional Use Permit 16-01 and Plot Plan 16-02, dated April 12, 2017, Determination of Substantial Conformance I, dated November 29, 2018 and Determination of Substantial Conformance II, dated September 19, 2020.

6. Licensing: At all times during the conduct of the permitted use the permittee shall maintain and keep in effect valid licensing approval from the Department of Alcohol Beverage Control, or equivalent agency as provided by law. Should such licensing be denied, expire or lapse at any time in the future, this permit shall become null and void.

7. Alcohol Warnings: The owner and the management of the Hotel shall provide health warnings about the consumption of alcoholic beverages. This educational requirement may be met by posting prominent signs, decals or brochures at points of purchase.

8. Alcohol Education: The owner and the management of the Hotel educate the public regarding driving under the influence of intoxicating beverages, minimum age for purchase and consumption of alcoholic beverages, driving with open containers and the penalty associated with violation of these laws.

9. Alcohol Training: The owner and the management of the Hotel provide adequate training for all employees at the location as to these matters.

10. Hours of Operation: The hours of operation for the Hotel is permitted to be twenty-four (24) hours a day, seven (7) days per week. The sale of alcoholic beverages (beer and wine) shall take place during "happy hour", between the hours of 5:00 P.M. to 7:00 P.M.

11. Beer and Wine Sales – Time of Sales Limitation: The sale of alcoholic beverages (beer and wine) shall cease between the hours of 7:00 P.M. to 5:00 P.M., the following day. At least one employee age 21 years or older, shall be on duty between the hours of 5:00 P.M. to 7:00 P.M. to ensure compliance with this requirement.

12. State of California Department of Alcoholic Beverage Control (ABC) License: The property owner of the Hotel operator is responsible for obtaining the appropriate ABC license. Proof of such license shall be submitted to the March JPA prior to the sales of beer and wine.

13. Ceased Operations: In the event the use hereby permitted ceases operation for a period of one (1) year or more, excluding renovation and casualty, this approval shall become null and void.

14. Beer and Wine Sales: The following development standards shall apply to the sale of beer and wine:

    a. The property owner, tenant of the premises and their management shall educate the public regarding driving under the influence of intoxicating beverages, minimum age for purchase and consumption of alcoholic beverages, driving with open containers and the

penalty associated with violation of these laws. In addition, the property owner, tenant of the premises and their management shall provide health warnings about the consumption of alcoholic beverages. This educational requirement may be met by posting prominent signs, decals or brochures at points of purchase. In addition, the property owner, tenant of the premises and their management shall provide adequate training for all employees at the location as to these matters.

b. Only beer and wine may be sold.

c. No displays of alcoholic beverages shall be located within five feet of the Hotel building entrance or checkout/sales counter.

d. Beer and Wine shall be sold from, or displayed in, a mobile cart cooler only. Alcoholic beverages sold from ice chests shall be prohibited. When not in use, mobile cart shall not be accessible to the guests and will be stored in a secure location.

e. No alcoholic beverage advertising and no lighted advertising for beer, wine, or other alcoholic beverages shall be located on the exterior of buildings or within window areas.

15. On-Site Consumption Only: This approval is for the sale of beer and for on-site consumption only for Hotel guests.

16. No Permanent Occupancy: No permanent occupancy shall be permitted within the property approved under this conditional use permit as a principal place of residence. No person shall use the premises as a permanent mailing address nor be entitled to vote using an address within the premises as a place of residence.

17. Distilled Spirits Not Allowed: The CUP is for the sale of Beer and Wine as classified by the State of California Department of Alcoholic Beverage Control only. The sales of other alcoholic beverages are not permitted.

18. Liquor Store Not Approved: The CUP is not for the approval of a liquor store.

19. Bar or Restaurant Not Approved: The CUP is not for the approval of a bar or restaurant.

20. Subsequent Submittals and Fees: Any subsequent submittals required by these conditions of approval, shall be reviewed on an hourly basis (research fee), or other such review fee as may be in effect at the time of submittal. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with. Prior to Certificate of Occupancy.

21. Security Systems: Prior to Certificate of Occupancy, the applicant shall prepare a security plan for the Hotel site/location. Pursuant to recommendations from the Riverside County Sheriff's Department, in addition to the common burglary/security alarm system, the applicant shall also install exterior cameras to monitor all parking stalls surrounding the exterior of this store.

These cameras shall be attached to the proposed light poles in the parking lot and/or the exterior of the building itself. Security cameras shall be installed in the interior of this business that records the shopping aisles as well as the counters and cash registers. The interior and exterior cameras shall be equipped with recording capabilities allowing it to save a minimum of six (6) months of recording time. Prior to Certificate of Occupancy

22. Security System Inspection: The Riverside County Sheriff Department and/or Planning Division of the March JPA shall verify that the security system has been installed in compliance with the Riverside County Sheriff Department's requirements prior to final occupancy.

# NOTICE OF DETERMINATION

| | | | |
|---|---|---|---|
| TO: | ☐ Clerk of the Board of Supervisors<br><br>or<br><br>☒ **County Clerk**<br><br>**County of: Riverside**<br>Address: County Clerk's Office<br>2720 Gateway Drive<br>Riverside, CA 92502-0751 | FROM: | **Public Agency/Lead Agency:**<br><br>March Joint Powers Authority<br>Address: 14205 Meridian Parkway, Ste. 140<br>Riverside, CA 92518<br><br>Contact: Jeffrey M. Smith, AICP<br>Phone: 951 656-7000 |

| | | |
|---|---|---|
| TO: | ☒ Office of Planning and Research<br>P. O. Box 3044<br>Sacramento, CA 95812-3044 | Lead Agency (if different from above)<br><br>Address: |
| | ☐ 1400 Tenth Street (overnight or hand delivery)<br>Sacramento, CA 95814 | Contact:<br>Phone: |

**SUBJECT:** Filing of Notice of Determination in Compliance with Section 21108 or 21152 of the Public Resources Code.

| | | |
|---|---|---|
| **State Clearinghouse Number** (If submitted to SCH): 2009071069 | | |

**Project Title:** Veterans Plaza Commercial Center – CUP 19-06, PCN 19-01
Sale of Alcoholic Beverages at Gas Station/Convenience Store
Sale of Alcoholic Beverages at Hotel

**Project Applicant:** Greens Group/Greens INV 11, LLC

**Specific Project Location – Identify street address and cross street or attach a map showing project site (preferably a USGS 15' or 7 ½' topographical map identified by quadrangle name):**
The project is located within the southeastern portion of the North Campus of the Meridian Specific Plan Area, specifically Veterans Plaza Commercial Center is located at the northeast corner of Van Buren Boulevard and Opportunity Way, in the County of Riverside, CA.

**General Project Location (City and/or County):**
The project is located in the County of Riverside

**Project Description:**
Conditional Use Permit (CUP 19-06), Public Convenience of Necessity (PCN 19-01): to allow the sale of alcoholic beverages within the Veterans Plaza Commercial Center. Specifically, the CUP and PCN are necessary to allow for the following:

1. Gas Station / Convenience Store: To allow the sale of alcoholic beverages for off-site consumption of beer, wine and distilled spirits in conjunction with use/operation of a soon to be constructed 5,447 sq. ft. Gas Station/Convenience Store, located at 22400 Van Buren Boulevard. The Applicant is seeking a California


14205 MERIDIAN PARKWAY, SUITE 140 ★ RIVERSIDE, CALIFORNIA 92518 ★ (951)656-7000 ★ FAX(951)653-5558
E-MAIL: info@marchjpa.com ★ WEBSITE: www.marchjpa.com

Department of Alcoholic Beverage Control Type 21 License (Off Sale General).

2. Hotel: To allow the sale of alcoholic beverages for on-site consumption, restrictive service of beer and wine in conjunction with use and operation of a soon to be constructed 81,723 sq. ft., 157 room "suite-type" hotel, located at 22440 Van Buren Boulevard. The Applicant is seeking a California Department of Alcoholic Beverage Control Type 70 License (On Sale General-Restrictive Service).

**Identify the person or entity undertaking the project, including any private applicant, any other person undertaking an activity that receives financial assistance from the Public Agency as part of the project, and any person receiving a lease, permit, license, certificate, or other entitlement of use from the Public Agency as part of the project.**

Greens Group/Greens INV 11, LLC

This is to advise that the (☒ Lead Agency or ☐ Responsible Agency) has approved the above described project on **July 22, 2020** and has made the following determinations regarding the above described project:

| | |
|---|---|
| **1.** ☐ | The project will have a significant effect on the environment. |
| ☒ | **The project will NOT have a significant effect on the environment** |
| **2.** ☐ | An Environmental Impact Report was prepared and certified for this project pursuant to the provisions of CEQA and reflects the independent judgment of the Lead Agency. |
| ☐ | A Negative Declaration was prepared for this project pursuant to the provisions of CEQA and reflects the independent judgment of the Lead Agency. |
| ☐ | A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA and reflects the independent judgment of the Lead Agency. |
| **3.** ☐ | Mitigation measures were made a condition of the approval of the project. |
| ☒ | **Mitigation measures were NOT made a condition of the approval of the project.** |
| **4.** ☐ | A Mitigation Monitoring or Reporting Plan was adopted for this project. |
| ☒ | **A Mitigation Monitoring or Reporting Plan was NOT adopted for this project.** |
| **5.** ☐ | A Statement of Overriding Considerations was adopted for this project. |
| ☒ | **A Statement of Overriding Considerations was NOT adopted for this project** |
| **6.** ☒ | **Findings were made pursuant to the provisions of CEQA.** |
| ☐ | Findings were NOT made pursuant to the provisions of CEQA. |
| | This is to certify that the Final EIR with comments and responses and record of project approval, or the Negative Declaration, is available to the general public at: |

| **Custodian:** | **Location:** |
|---|---|
| March Joint Powers Authority | 14205 Meridian Parkway, Suite 140<br>Riverside, CA 92518 |


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E-MAIL: info@marchjpa.com ★ WEBSITE: www.marchjpa.com

| | |
|---|---|
| **Date:** _____ | _____<br>**Signature**<br>**Name: Jeffrey M. Smith**<br>**Title: Senior Planner** |
| **Date Received for Filing:** _____ | |

Authority cited: Sections 21083, Public Resources Code.
Reference Section 21000-21174, Public Resources Code.


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# MARCH JOINT POWERS COMMISSION
## OF THE
## MARCH JOINT POWERS AUTHORITY

## *MJPA Public Hearing*
## *Agenda Item No. 10a*

**Meeting Date:** July 22, 2020

**Action:** **TAKE THE FOLLOWING ACTIONS AS THEY PERTAIN TO VETERANS PLAZA COMMERCIAL CENTER PROJECT: 1) ADOPT RESOLUTION #JPA 20-14, APPROVING A CONDITIONAL USE PERMIT-CUP 19-06, TO ALLOW THE SALE OF ALCOHOLIC BEVERAGES FOR OFF-SITE CONSUMPTION OF BEER, WINE AND DISTILLED SPIRITS IN CONJUNCTION WITH THE USE/OPERATION AT A GAS STATION/CONVENIENCE STORE, LOCATED AT 22400 VAN BUREN BOULEVARD, SUBJECT TO CONDITIONS OF APPROVAL, AND APPROVE PUBLIC CONVENIENCE AND NECESSITY (PCN 19-01) ASSOCIATED WITH CUP 19-06; AND 2) ADOPT RESOLUTION #JPA 20-15, APPROVING CONDITIONAL USE PERMIT CUP 19-06, TO ALLOW THE SALE OF ALCOHOLIC BEVERAGES FOR ON-SITE CONSUMPTION, RESTRICTIVE SERVICE OF BEER AND WINE AT A HOTEL, LOCATED AT 22440 VAN BUREN BOULEVARD, SUBJECT TO CONDITIONS OF APPROVAL; AND 3) DIRECT STAFF TO FILE A NOTICE OF DETERMINATION PURSUANT TO THE MARCH JOINT POWERS AUTHORITY LOCAL CEQA GUIDELINES**

**Motions:**

1) Adopt Resolution #JPA 20-14, approving Conditional Use Permit (CUP 19-06) to allow for sale of alcoholic beverages for off-site consumption of beer, wine and distilled spirits in conjunction with use/operation at a Gas Station/Convenience Store, located at 22400 Van Buren Boulevard, subject to conditions of approval; approve Public Convenience and Necessity (PCN 19-01) associated with CUP 19-06; and

2) Adopt Resolution #JPA 20-15, approving Conditional Use Permit (CUP 19-06) to allow for the sale of alcoholic beverages for on-site consumption, restrictive service of beer and wine in conjunction

with use and operation of a Hotel, located at 22440 Van Buren Boulevard; and

3) Direct staff to file a Notice of Determination pursuant to the March JPA Local CEQA Guidelines.

**Applicant:** Greens Group/Greens INV 11, LLC.

**Background:**

Veterans Plaza Commercial Center Project consists of a commercial/service center within the North Campus of the Meridian Specific Plan Area, specifically at the northeast corner of Van Buren Boulevard and Opportunity Way. Veterans Plaza, proposed to be developed in two phases, consists of a 14.4-acre site that will be used for a mix of commercial uses, including hotels, convenience store, gas station, fast food, restaurants, dining, and retail uses. The total building area on-site is approximately 219,695 square feet and includes 606 parking spaces.




On April 12, 2017, the March Joint Powers Commission adopted Resolution #JPA 17-03, approving a Master Conditional Use Permit (CUP 16-01), Plot Plan (PP 16-02), Tentative Tract Map (TM 37116), and Variance (V16-01) for the development of a commercial center and the construction of ten buildings on Unit 4, Lot 4 within the Meridian Specific Plan (SP-5). The Commission also adopted Resolution #JPA 17-04, adopting an Addendum to the Certified Subsequent Environmental Impact Report for the Meridian Specific Plan Amendment. Finally, the Commission held a public hearing and introduced Ordinance #JPA 17-01 to modify the Meridian Specific Plan (SP-5) to allow hotels within the B2 airport compatibility zone, subject to conditional use permit approval, consistent with current Riverside County Airport Land Use

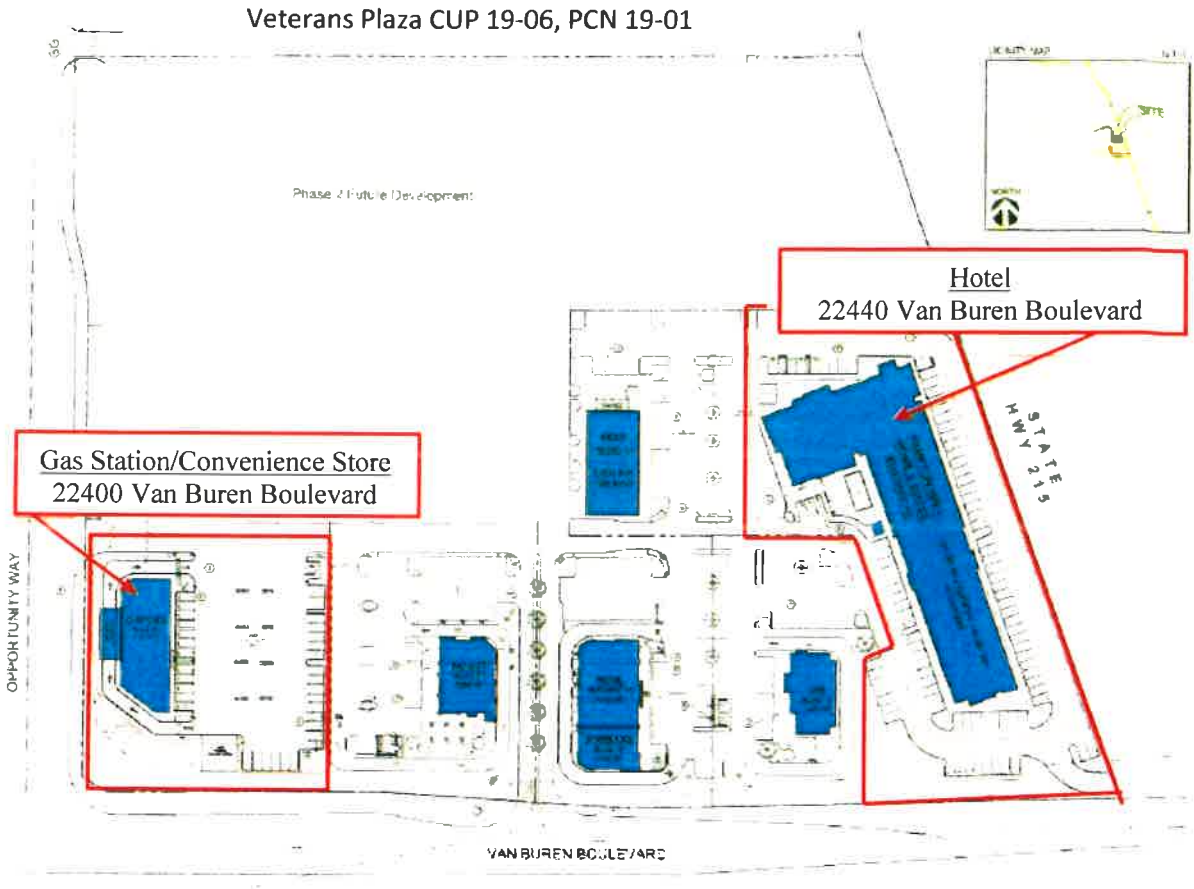
Commission (ALUC) restrictions. It should be noted that liquor licenses were not pursued during this approval. On April 26, 2017, the Commission adopted Ordinance #JPA 17-01.

On November 29, 2018, the Authority's Planning Director approved a Determination of Substantial Conformance for Plot Plan 16-02. The proposed changes associated with the previously approved development project were in substantial conformance with approved Plot Plan 16-02. The Substantial Conformance addressed minor modifications to the approved Plot Plan and Conditional Use Permit, including reorientation of the project site, a change in project phasing, minor changes in building square footages, the elimination of one driveway entry along Opportunity Way, and minor modifications to the approved building elevations. It should be noted that the approved changes/modifications allowed the developer flexibility and to meet market demands and potential tenant requests.

On September 19, 2019, the Authority's Planning Director approved a second Determination of Substantial Conformance II for Plot Plan 16-02. The proposed changes associated with the previously approved development project were in substantial conformance with approved Plot Plan 16-02. Again, the Substantial Conformance addressed minor modifications to the approved Plot Plan and Conditional Use Permit, including changes in building square footages and the addition of two additional fuel pumps to the gas station. The approved changes/modifications allowed the developer flexibility and to meet market demands and potential tenant requests.

**Conditional Use Permit (CUP 19-06):**

In December 2019, the MJPA received an application for a Conditional Use Permit (CUP) and Public Convenience and Necessity (PCN) to allow the sale of alcoholic beverages within the Veterans Plaza Commercial Center. A CUP and likely PCN findings are required prior to the issuance of the license and required by the Authority's Development Code. The Commission has the authority to grant the approval of the CUP following public notice and a public hearing pursuant to Development Code sections 9.02.060 and 9.02.200.




Specifically, the CUP and PCN are necessary to allow for the following:

1. **Gas Station / Convenience Store:**

   To allow the sale of alcoholic beverages for off-site consumption of beer, wine and distilled spirits in conjunction with use/operation of a soon to be constructed 5,447 sq. ft. Gas Station/Convenience Store, located at 22400 Van Buren Boulevard. The Applicant is seeking a California Department of Alcoholic Beverage Control Type 21 License (Off Sale General).

   The sale of alcoholic beverages will be conducted from the convenience store's display and refrigerated shelving, encompassing up to 350 square feet of floor area (approximately 6% of the total convenience store square footage). In addition, store patrons will also be able to purchase food, water, snacks and non-alcoholic beverages. Purchased alcohol will be permitted to leave the premises for off-site consumption. The store will be open 24 hours a day, seven days a week with alcohol sales proposed to take place only from 6:00 A.M to 2:00 A.M. the following morning. Alcohol sales will comply with State and local regulations regarding hours of alcohol sales.

   Furthermore, staff has included a condition of approval requiring that alcohol sales cease between the hours of 2:00 A.M. to 6:00 A.M. (Condition of Approval No. 11) in addition to other conditions of approval, such as requiring employee Alcohol Education, Training,

and health risks and warning signs within the convenience store. Additionally, the owner/operator of the convenience store is responsible for obtaining the appropriate ABC license and providing such proof to the Authority prior to commencing operations (Condition of Approval No. 12).

The location, design, and operation of the proposed Gas Station/Convenience store will be compatible with the existing and planned land uses in the vicinity. The Gasoline Service Station and convenience store will provide retail services to the nearby businesses, those traveling to and from the I-215 Freeway along Van Buren Boulevard. Furthermore, the proposed project is consistent with Riverside County Ordinance No. 348, Section 18.48 which requires noticing to property owners within 1,000 feet of the project site for those businesses selling alcoholic beverages. Additionally, the Gas Station/Convenience store is not situated in a manner that vehicle traffic would be a potential hazard to a school, church, public park, or playground.

The nearest point of sales for beer and wine is the Chevron Gas Station/Extra Mile Mart Store located at 2200 East Alessandro Boulevard, Riverside, CA, approximately 2.19 miles north of the subject site. There are currently no other Gas Station/Convenience Stores currently operating within the Authority's boundaries. It should be noted, that on October 18, 2018, the MJPA Commission considered and approved Conditional Use Permit 18-02 and Public Convenience and Necessity 18-01 for a gasoline service station with the concurrent sale of beer and wine for off-premises consumption (California Department of Alcoholic Beverage Control Type 20 License) at "the Common's at Meridian Commercial Center", within the March Business Center Specific Plan Area. This location is approximately 1.57 miles to the west of the Gas Station/Convenience Store at Veterans Plaza Commercial Center

**Public Convenience and Necessity 19-01 (PCN 19-01):**

Staff has determined that findings of "Public Convenience and Necessity" (PCN) are required in order to allow for the sale of beer and wine for off-site consumption from the proposed gas station / convenience store location at Veterans Plaza. Although the off-site consumption of alcohol requires the approval of a conditional use permit, the California Department of Alcoholic Beverage Control (ABC) also requires that the Commission make findings for PCN at this location based on an overconcentration of ABC licenses within each census tract.

The Gas Station/Convenience Store at Veterans Plaza Commercial Center is located in Census Tract 467, which encompasses the entirety of the March JPA boundaries, including properties within the City of Moreno north of the March Air Reserve Base along Cactus Avenue and Alessandro Boulevard. ABC has determined that for Census Tract 467, four (4) offsite (3, Type 20 and 1, Type 21) licenses are currently active, all of which are located outside of the JPA boundaries, but still within the Census Tract. Thus, based on the information obtained by the California ABC website, PCN findings are necessary.

Staff has analyzed the proposal for alcohol sales at this location and determined that the proposed project is consistent with Riverside County Ordinance No. 348, Section 18.48. The required findings address the Gas Station/Convenience Store at Veterans Plaza Commercial Center proximity to schools, parks, churches, and the future operations of the applicant. The developer will construct a gas station/convenience store for a national brand

that offers the sale of beer, wine, distilled spirits at most of its locations. Approval of the request would provide a convenience to the public as customers would be able to purchase alcoholic beverages as part of their convenience store shopping and not have to make a separate trip to a different merchant. There are no schools or churches located within 1,000 feet of this site. Thus, a Finding of Public Convenience and Necessity can be made and found in Section 7 of Resolution #JPA 20-14 (See attached Resolution #JPA 20-14).

2. **Hotel:**

To allow the sale of alcoholic beverages for on-site consumption, restrictive service of beer and wine in conjunction with use and operation of a soon to be constructed 81,723 sq. ft., 157 room "suite-type" hotel, located at 22440 Van Buren Boulevard. The Applicant is seeking a California Department of Alcoholic Beverage Control Type 70 License (On Sale General-Restrictive Service).

Alcoholic beverages will be available for hotel guests as part of the room rate and available during "happy hour" from 5:00 P.M. to 7:00 P.M., at the "Treat Shop", adjacent to the Reception Desk and between the hotel lobby and food pantry area on the first floor. Alcoholic beverages will be stored in a cooler in the food prep area behind a lockable door and transported on a portable cart during the hours of 5:00 P.M. to 7:00 P.M. Beverages will be able to be consumed in the hotel lobby and within the hotel guest rooms. Alcohol will not be permitted to leave the premises, nor will it be sold for off-site consumption. Alcohol sales will comply with State and local regulations regarding hours of alcohol sales.

Furthermore, staff has also included a condition of approval requiring that beer and wine sales cease between the hours of 7:00 PM to 5:00 P.M. the following day (Condition of Approval No. 11) in addition to other conditions of approval, such as requiring employee Alcohol Education, Training, and health risks and warning signs within the convenience store. Additionally, the owner/operator of the hotel is responsible for obtaining the appropriate ABC license and providing such proof to the Authority prior to commencing operations (Condition of Approval No. 12).

The location, design, and operation of the proposed Hotel will be compatible with the existing and planned land uses in the vicinity as the uses immediately surrounding the proposed Hotel include fast food restaurants, retail and gas station/convenience store. The Hotel will provide lodging services to nearby businesses and those traveling to and from the I-215 Freeway and along Van Buren Boulevard. Furthermore, the proposed project is consistent with Riverside County Ordinance No. 348, Section 18.48 which requires noticing to property owners within 1,000 feet of the project site for those businesses selling alcoholic beverages. Additionally, the project is not situated in a manner that vehicle traffic from the facility may reasonably be believed to be a potential hazard to a school, church, public park, or playground. There are no other hotels currently operating within the March JPA boundaries.

**California Environmental Quality Act (CEQA) Compliance:**

On April 12, 2017, the Commission considered and adopted Resolution #JPA 17-04, an Addendum to the 2010 SEIR for the Meridian Specific Plan Amendment (SP-5) (SCH #2009071069) for the Veterans Plaza Commercial Project (CUP 16-01, PP 16-02, TM 16-01, and V 16-01), in accordance with the requirements of CEQA, the State CEQA Guidelines, and

the March JPA Local CEQA Guideline. The anticipated environmental impacts of the proposed Project are consistent with the analysis contained in the previous analysis. In addition, the proposed Project would not result in additional impacts and would not require additional mitigation measures.

**Staff Recommendations:**

Staff recommends that the March Joint Powers Commission take the following actions:

1. Adopt Resolution #JPA 20-14, approving Conditional Use Permit (CUP 19-06) to allow for sale of alcoholic beverages for off-site consumption of beer, wine and distilled spirits in conjunction with use/operation at a Gas Station/Convenience Store, located at 22400 Van Buren Boulevard, subject to conditions of approval; approve Public Convenience and Necessity (PCN 19-01) associated with CUP 19-06; and

2. Adopt Resolution #JPA 20-15, approving Conditional Use Permit (CUP 19-06) to allow for the sale of alcoholic beverages for on-site consumption, restrictive service of beer and wine in conjunction with use and operation of a Hotel, located at 22440 Van Buren Boulevard, subject to conditions of approval; and

3. Direct staff to file a Notice of Determination pursuant to the March JPA Local CEQA Guidelines.

**Attachments:**

1. Resolution #JPA 20-14, approving Conditional Use Permit (CUP 19-06) to allow for sale of alcoholic beverages for off-site consumption of beer, wine and distilled spirits in conjunction with use/operation at a Gas Station/Convenience Store, located at 22400 Van Buren Boulevard, subject to conditions of approval, and Public Convenience and Necessity (PCN 19-01) associated with CUP 19-06.

    Exhibit A1. Project Narrative
    Exhibit A2. Gas Station/Convenience Store Floor Plan – Sales Area for Beer, Wine, Distilled Spirits
    Exhibit A3. Conditions of Approval CUP 19-06, PCN 19-01: Gas Station/Convenience Store

2. Resolution #JPA 20-15, approving Conditional Use Permit (CUP 19-06) to allow for the sale of alcoholic beverages for on-site consumption, restrictive service of beer and wine in conjunction with use and operation of a Hotel, located at 22440 Van Buren Boulevard, subject to conditions of approval.

    Exhibit A1. Project Narrative
    Exhibit A2. Hotel Floor Plan – Sales Area for Beer and Wine
    Exhibit A3. Conditions of Approval CUP 19-06: Hotel

3. Notice of Determination.

**RESOLUTION #JPA 20-13**

**A RESOLUTION OF THE JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY APPROVING A TENTATIVE PARCEL MAP 20-04 (PARCEL MAP 37908) SUBDIVIDING PARCEL B OF THE MERIDIAN WEST LOWER PLATEAU INTO TWO PARCELS (PARCELS 1 AND 2)**

**WHEREAS**, the March Joint Powers Authority ("March JPA") is a joint powers agency created by a joint powers agreement dated September 7, 1993 pursuant to Article 1, Chapter 5, Division 7, Title 1 (commencing with section 6500) of the Government Code; and

**WHEREAS**, the March JPA is comprised of the member entities of the County of Riverside, the City Riverside, the City of Moreno Valley, and the City of Perris; and

**WHEREAS**, the approximately 6,500 acres formerly known as the March Air Force Base was placed under the jurisdiction of the March JPA pursuant to the Retrocession of Legislative Jurisdiction from the United States, recorded in the County of Riverside on May 17, 1996, and Chapter 663 of the Statutes of 1996 of the State of California, effective on September 19, 1996; and

**WHEREAS**, pursuant to Government Code section 6502 and section 1 of the joint powers agreement, as amended, the member entities have delegated to the March JPA the power and authority to create a joint planning agency pursuant to Government Code section 65101 to exercise the powers and perform the duties set forth in Division 1 of Title 7 (commencing with section 65000) of the Government Code for the March Air Force Base ("MJPA Planning Area"); and

**WHEREAS**, on October 25, 2017, the March Joint Powers Commission approved the 130-acre Meridian West Lower Plateau project, which consisted of various entitlements, among the many entitlements was the approval of Plot Plan PP16-04 and Vesting Tentative Tract Map (TTM) 37107; and

**WHEREAS**, the tract map created 7 parcels designed as "buildable lots." Lots 5 and 6, both located in the Industrial Zone Designation, consisted of 23.63 acres in total. Additionally, the approved Master Plot Plan granted approval for the development of five parcels with a total of 2,273,000; and

**WHEREAS**, in October of 2019, the applicant submitted a request for a Lot Line Adjustment to reconfigure the previously approved Lots 5 and 6 of the original Tract Map, the lot line adjustment allowed the property owner to reconfigure existing interior lot lines to reconfiguration the existing parcels into Parcel A, consisting of 8.446 acres, and Parcel B consisting of 15.154 acres; and

**WHEREAS,** the Applicant has requested approval of a Tentative Parcel Map "Parcel Map" (attached hereto as Exhibit "A") to subdivide Parcel B into two new lots, consisting of Parcel 1 containing 6.94 acres, and Parcel 2, containing 8.56 acres; and

**WHEREAS**, the location of the Parcel Map is located within the Industrial (IND) Zone and General Land Use Plan Designation, and staff has found each of the proposed lots to be in conformance with minimum lot size requirements for the Industrial Zone; and

**WHEREAS**, additionally staff of the March JPA has reviewed the Tentative Parcel Map for compliance with the standards set forth in Chapter 9.05 of the March JPA Development Code and Section 66473.5 of the California Government Code; and

**WHEREAS**, in accordance with the California Environmental Quality Act (Pub. Res. Code § 2100 *et seq.*: "CEQA") and the State CEQA Guidelines (14 C.C.R. § 15000 *et seq.*), the March Joint Powers Authority finds that the Tentative Parcel Map is exempt from State CEQA Guidelines under Section 15061 (b)(3); and

**WHEREAS**, on March 12, 2020, the Applicant, Meridian Park, LLC and behalf of Seefried Industrial Properties, Inc, submitted an application Tentative Parcel Map 20-04 for Parcel Map 37908, subdividing Parcel B (Previously a portion of Lots 5 and 6 of Tract Map 37107) into two parcels, including Parcel 1 consisting of 6.94 acres and Parcel 2, consisting of 8.56 acres; and

**WHEREAS**, on June 24, 2020, the March Joint Powers Commission conducted a duly-noticed public hearing pursuant to the March JPA Development Code on the Project Entitlements, at which time all persons wishing to testify in connection with the Project Entitlements were heard and the Project Entitlements were comprehensively reviewed; and

**WHEREAS**, all other legal prerequisites to the adoption of this Resolution have occurred.

**NOW, THEREFORE, THE JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY DOES RESOLVE AS FOLLOWS:**

**SECTION 1.** Recitals. The above recitals are true and correct and incorporated herein as findings of fact.

**SECTION 2.** Compliance with the California Environmental Quality Act. The March Joint Powers Authority finds that the Tentative Parcel Map is exempt from State CEQA Guidelines under Section 15061 (b)(3). Under Section 15061 (b)(3), "The activity is covered by the common-sense exemption that CEQA applies only to projects, which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA." The proposed map does not propose any new construction activities as the three previously approved buildings are already under construction. Rather, the map only serves to divide potential ownership for each lot that the building is placed upon. The proposed Tentative Parcel Map does not have the potential for causing any new significant effects to the environment which was not previously analyzed in the Initial Study for Plot Plan 16-04 due to the fact that the overall project itself ultimately represented a total reduction in the

overall square footage of the Meridian West Lower-Plateau project. Staff Recommends that the March Joint Powers Commission finds the proposed Tentative Parcel Map to be exempt from CEQA. Pursuant to March JPA CEQA Guidelines, staff will file a Notice of Exemption with the Riverside County Clerk's Office.

**SECTION 3.** In accordance with the Government Code section 66473.5 and March JPA Development Code Chapter 9.14, the March Joint Power Commission hereby makes the following findings in support of its approval of the Tentative Parcel Map:

1. The Parcel Map, as conditioned, is consistent with the March JPA General Plan for the reasons outlined in Section 3 of Resolution #JPA 20-04.

2. The Parcel Map is physically suitable for the existing development upon the property proposed to be subdivided.

3. The Parcel Map is physically suitable for the proposed density of development.

4. The Parcel Map design and proposed improvements will not cause serious public health problems.

5. The Parcel Map design will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.

6. The Parcel Map provides, to the extent feasible, for future passive or natural heating and cooling opportunities in the subdivision.

7. The effect of the Parcel Map on the housing needs of the region were considered and balanced against the public service needs of the residents of the local residents and available fiscal and environmental resources.

**SECTION 4.** This Resolution shall be effective immediately upon adoption.

**PASSED, APPROVED, and ADOPTED** this 24 day of June, 2020.

Victoria Baca

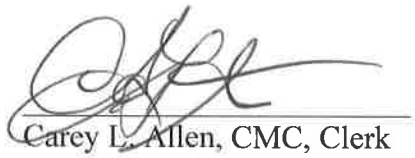
Victoria Baca, Chair
March Joint Powers Authority Commission

**ATTEST:**

I, Carey L. Allen, Clerk of the March Joint Powers Commission, do hereby certify that the foregoing Resolution #JPA 20-13 was duly and regularly adopted by the March Joint Powers Commission at its regularly scheduled meeting on June 24, 2020 by the following vote:

| | |
|---|---|
| Ayes: | Jeffries, Melendrez, Vargas, Hewitt, Thornton, Conder, Rogers, Baca |
| Noes: | None |
| Abstain: | None |
| Absent: | None |

Dated: June 24, 2020



Carey L. Allen, CMC, Clerk
March Joint Powers Authority Commission

**EXHIBIT "A"**

TENTATIVE PARCEL MAP 20-04 FOR PARCEL MAP 37908

(Attached)

IN THE PLANNING JURISDICTION OF MARCH JOINT POWERS AUTHORITY WITHIN THE UNINCORPORATED TERRITORY OF RIVERSIDE COUNTY, CALIFORNIA

# PARCEL MAP NO. 37908

BEING A SUBDIVISION OF PARCEL "B" AS SHOWN ON LOT LINE ADJUSTMENT NO. 19-01, RECORDED OCTOBER 17, 2019 AS DOCUMENT NO. 2019-0417758, OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, IN SECTION 15, TOWNSHIP 3 SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN.

DRC ENGINEERING, INC. JAKE W. LAPPERT, P.L.S. 9303
DATE OF SURVEY: OCTOBER, 2016 & JULY, 2017 & MAY, 2018

## RECORDER'S STATEMENT

FILED THIS _____ DAY OF _____, 2020
AT _____ IN BOOK _____ OF MAPS AT
PAGES _____ AT THE REQUEST OF THE
MARCH JOINT POWERS AUTHORITY.
NO. _____
FEE: _____
PETER ALDANA, ASSESSOR-COUNTY CLERK-RECORDER

BY: _____
DEPUTY

SUBDIVISION GUARANTEE: FIRST AMERICAN TITLE INSURANCE COMPANY

## OWNER'S STATEMENT

WE HEREBY STATE THAT WE ARE THE OWNERS OF THE LAND INCLUDED WITHIN THE SUBDIVISION SHOWN HEREON; THAT WE ARE THE ONLY PERSONS WHOSE CONSENT IS NECESSARY TO PASS A CLEAR TITLE TO SAID LAND; THAT WE CONSENT TO THE MAKING AND RECORDING OF THIS SUBDIVISION MAP AS SHOWN WITHIN THE DISTINCTIVE BORDER LINE.

CH REALTY VIII/I RIVERSIDE MERIDIAN, L.P., A DELAWARE LIMITED PARTNERSHIP

BY: _____

NAME: _____

ITS: _____

## NOTARY ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF _____ )
)SS
COUNTY OF _____ )

ON _____ BEFORE ME, _____,

A NOTARY PUBLIC, PERSONALLY APPEARED _____, WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND:

SIGNATURE _____

_____
(NAME PRINTED)

MY PRINCIPAL PLACE OF BUSINESS IS
IN _____ COUNTY

MY COMMISSION EXPIRES _____

MY COMMISSION NUMBER _____

## SIGNATURE OMISSIONS

PURSUANT TO SECTION 66436 (a)(3)(A)(i) OF THE SUBDIVISION MAP ACT, THE SIGNATURES OF THE FOLLOWING HOLDERS OF EASEMENTS AND OTHER RIGHTS HAVE BEEN OMITTED AS THEIR INTEREST CANNOT RIPEN INTO A FEE:

WESTERN MUNICIPAL WATER DISTRICT OF RIVERSIDE COUNTY, A CALIFORNIA MUNICIPAL DISTRICT, HOLDER OF A NON-PLOTTABLE BLANKET EASEMENT FOR POTABLE WATER FACILITIES, NON-POTABLE WATER FACILITIES, WASTEWATER FACILITIES AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 30, 2002 AS DOCUMENT NO. 2002-543343, OF OFFICIAL RECORDS.

MARCH INLAND PORT AIRPORT AUTHORITY, HOLDER OF NON-PLOTTABLE BLANKET EASEMENTS FOR AVIGATION AND INCIDENTAL PURPOSES, RECORDED DECEMBER 27, 2004 AS DOCUMENT NO. 2004-1024401 AND RECORDED JULY 2, 2018 AS DOCUMENT NO. 2018-0265461, BOTH OF OFFICIAL RECORDS.

SOUTHERN CALIFORNIA EDISON COMPANY, HOLDER OF NON-PLOTTABLE BLANKET EASEMENTS FOR INFRASTRUCTURE, RECORDED OCTOBER 27, 2006 AS DOCUMENT NO. 2006-0791241, BOTH OF OFFICIAL RECORDS.

MARCH JOINT POWERS AUTHORITY, HOLDER OF EASEMENTS LANDSCAPE, CONSTRUCTION AND MAINTENANCE OF LANDSCAPING, FLOOD CONTROL, MAINTENANCE AND INCIDENTAL PURPOSES AS DEDICATED AND ACCEPTED ON THE MAP OF TRACT NO. 37107, RECORDED JULY 5, 2018 AND ON FILE IN BOOK 463, PAGES 1 THROUGH 9, INCLUSIVE OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

## SURVEYOR'S STATEMENT

I HEREBY STATE THAT THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY PERFORMED IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF CH REALTY VIII/I RIVERSIDE MERIDIAN, L.P., A DELAWARE LIMITED PARTNERSHIP IN FEBRUARY, 2020. I HEREBY STATE THAT ALL MONUMENTS ARE OF THE CHARACTER AND OCCUPY THE POSITIONS INDICATED OR THAT THEY WILL BE SET IN ACCORDANCE WITH THE TERMS OF THE MONUMENT AGREEMENT FOR THIS MAP AND THAT THE MONUMENTS ARE, OR WILL BE, SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, THAT THIS MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP, IF ANY, AND THAT THIS SURVEY IS TRUE AND COMPLETE AS SHOWN.

DATED: _____

_____
JAKE W. LAPPERT
P.L.S. 9303




## AUTHORITY ENGINEER STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS MAP AND I AM SATISFIED THAT IT IS TECHNICALLY CORRECT, THAT ALL THE PROVISIONS OF THE SUBDIVISION MAP ACT, WHICH ARE APPLICABLE AT THE TIME OF APPROVAL OF THE TENTATIVE MAP, HAVE BEEN COMPLIED WITH, AND THAT THE SUBDIVISION SHOWN ON THIS MAP IS SUBSTANTIALLY THE SAME AS IT APPEARED ON THE APPROVED TENTATIVE MAP, IF ANY.

DATED: _____

_____
GABRIEL D. YBARRA L.S. 4343
EXP. 06/30/2020




## MARCH JOINT POWERS AUTHORITY STATEMENT

THE MARCH JOINT POWERS AUTHORITY, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, BY THE MARCH JOINT POWERS COMMISSION, HEREBY APPROVES THE PARCEL MAP.

DATED: _____

BY: _____
MICHAEL VARGAS, VICE CHAIRMAN
MARCH JOINT POWERS COMMISSION

ATTEST:

BY: _____
CAREY L. ALLEN, SECRETARY TO THE CHAIRMAN

## TAX COLLECTOR'S CERTIFICATE

I HEREBY CERTIFY THAT ACCORDING TO THE RECORDS OF THIS OFFICE, AS OF THIS DATE, THERE ARE NO LIENS AGAINST THE PROPERTY SHOWN ON THE WITHIN MAP FOR UNPAID STATE, COUNTY, MUNICIPAL, OR LOCAL TAXES OR SPECIAL ASSESSMENTS COLLECTED AS TAXES, EXCEPT TAXES OR SPECIAL ASSESSMENTS COLLECTED AS TAXES, NOW A LIEN BUT NOT YET PAYABLE, WHICH ARE ESTIMATED TO BE $_____. THIS CERTIFICATION EXCLUDES ANY SUPPLEMENTAL TAX ASSESSMENTS NOT YET EXTENDED.

DATED: _____

JON CHRISTENSEN
COUNTY TREASURER/TAX COLLECTOR

BY: _____, DEPUTY

## TAX BOND CERTIFICATE

I HEREBY CERTIFY A BOND IN THE SUM OF $_____ HAS BEEN EXECUTED AND FILED WITH THE BOARD OF SUPERVISORS OF THE COUNTY OF RIVERSIDE, CALIFORNIA, CONDITIONED UPON THE PAYMENT OF ALL TAXES, STATE, COUNTY, MUNICIPAL OR LOCAL, AND ALL SPECIAL ASSESSMENTS COLLECTED AS TAXES, WHICH AT THE TIME OF FILING OF THIS MAP WITH THE COUNTY RECORDER ARE A LIEN AGAINST SAID PROPERTY BUT NOT YET PAYABLE AND SAID BOND HAS BEEN DULY APPROVED BY SAID BOARD OF SUPERVISORS. THIS CERTIFICATION EXCLUDES ANY SUPPLEMENTAL TAX ASSESSMENTS NOT YET EXTENDED.

DATED: _____

CASH OR SURETY BOND
JON CHRISTENSEN
COUNTY TREASURER/TAX COLLECTOR

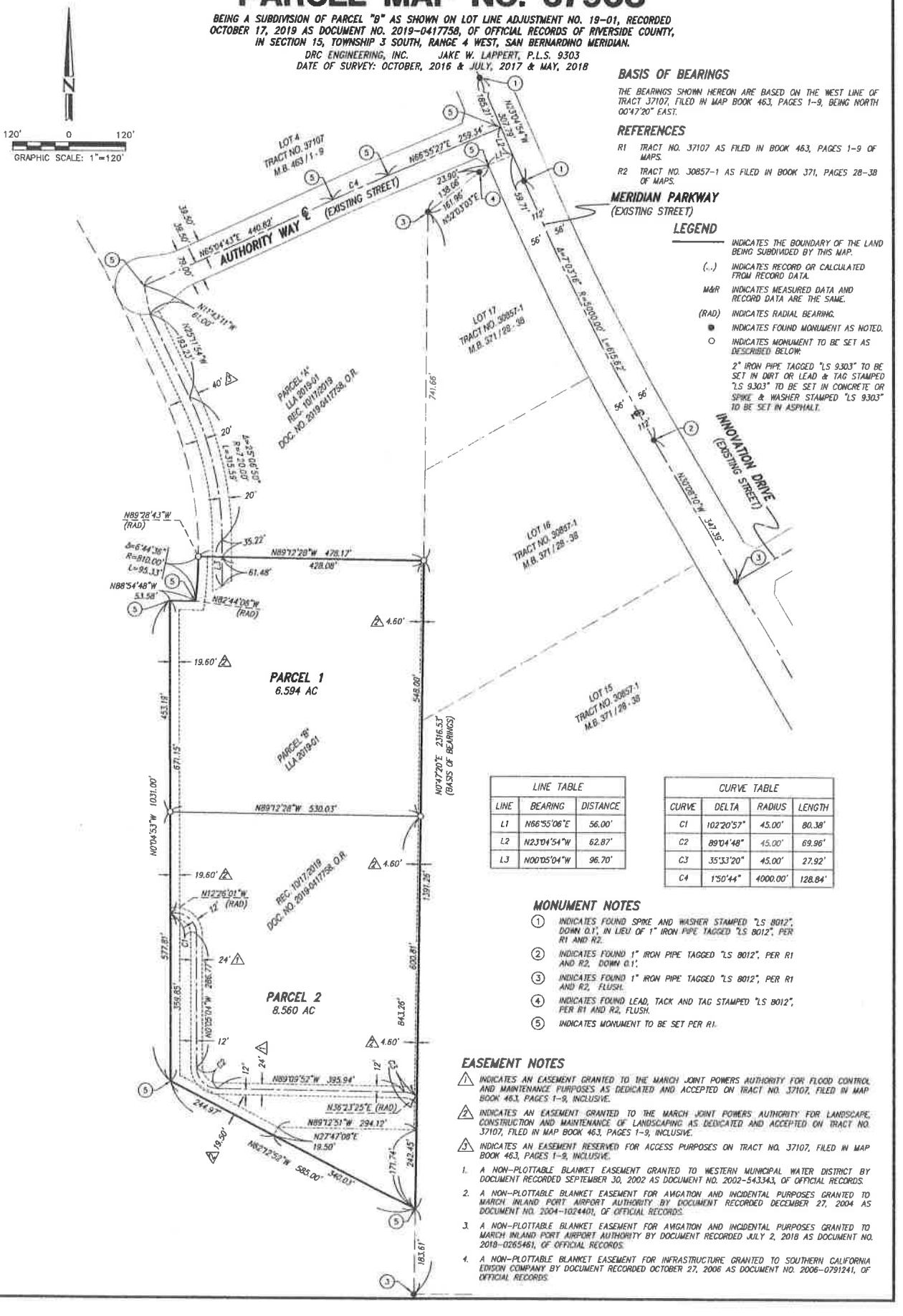
BY: _____, DEPUTY

IN THE PLANNING JURISDICTION OF MARCH JOINT POWERS AUTHORITY WITHIN THE UNINCORPORATED TERRITORY OF RIVERSIDE COUNTY, CALIFORNIA

# PARCEL MAP NO. 37908

BEING A SUBDIVISION OF PARCEL "B" AS SHOWN ON LOT LINE ADJUSTMENT NO. 19-01, RECORDED OCTOBER 17, 2019 AS DOCUMENT NO. 2019-0417758, OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, IN SECTION 15, TOWNSHIP 3 SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN.

DRC ENGINEERING, INC. JAKE W. LAPPERT, P.L.S. 9303
DATE OF SURVEY: OCTOBER, 2016 & JULY, 2017 & MAY, 2018




## BASIS OF BEARINGS

THE BEARINGS SHOWN HEREON ARE BASED ON THE WEST LINE OF TRACT 37107, FILED IN MAP BOOK 463, PAGES 1-9, BEING NORTH 00°47'20" EAST.

## REFERENCES

R1 TRACT NO. 37107 AS FILED IN BOOK 463, PAGES 1-9 OF MAPS.

R2 TRACT NO. 30857-1 AS FILED IN BOOK 371, PAGES 28-38 OF MAPS.

## LEGEND

| | |
|---|---|
| ——— | INDICATES THE BOUNDARY OF THE LAND BEING SUBDIVIDED BY THIS MAP. |
| (...) | INDICATES RECORD OR CALCULATED FROM RECORD DATA. |
| M&R | INDICATES MEASURED DATA AND RECORD DATA ARE THE SAME. |
| (RAD) | INDICATES RADIAL BEARING. |
| ● | INDICATES FOUND MONUMENT AS NOTED. |
| ○ | INDICATES MONUMENT TO BE SET AS DESCRIBED BELOW. |

2" IRON PIPE TAGGED "LS 9303" TO BE SET IN DIRT OR LEAD & TAG STAMPED "LS 9303" TO BE SET IN CONCRETE OR SPIKE & WASHER STAMPED "LS 9303" TO BE SET IN ASPHALT.

| LINE TABLE | | |
|---|---|---|
| LINE | BEARING | DISTANCE |
| L1 | N66°55'06"E | 56.00' |
| L2 | N23°04'54"W | 62.87' |
| L3 | N00°05'04"W | 96.70' |

| CURVE TABLE | | | |
|---|---|---|---|
| CURVE | DELTA | RADIUS | LENGTH |
| C1 | 102°20'57" | 45.00' | 80.38' |
| C2 | 89°04'48" | 45.00' | 69.96' |
| C3 | 35°33'20" | 45.00' | 27.92' |
| C4 | 1°50'44" | 4000.00' | 128.84' |

## MONUMENT NOTES

1. INDICATES FOUND SPIKE AND WASHER STAMPED "LS 8012", DOWN 0.1', IN LIEU OF 1" IRON PIPE TAGGED "LS 8012", PER R1 AND R2.
2. INDICATES FOUND 1" IRON PIPE TAGGED "LS 8012", PER R1 AND R2, DOWN 0.1'.
3. INDICATES FOUND 1" IRON PIPE TAGGED "LS 8012", PER R1 AND R2, FLUSH.
4. INDICATES FOUND LEAD, TACK AND TAG STAMPED "LS 8012", PER R1 AND R2, FLUSH.
5. INDICATES MONUMENT TO BE SET PER R1.

## EASEMENT NOTES

⚠1 INDICATES AN EASEMENT GRANTED TO THE MARCH JOINT POWERS AUTHORITY FOR FLOOD CONTROL AND MAINTENANCE PURPOSES AS DEDICATED AND ACCEPTED ON TRACT NO. 37107, FILED IN MAP BOOK 463, PAGES 1-9, INCLUSIVE.

⚠2 INDICATES AN EASEMENT GRANTED TO THE MARCH JOINT POWERS AUTHORITY FOR LANDSCAPE, CONSTRUCTION AND MAINTENANCE OF LANDSCAPING AS DEDICATED AND ACCEPTED ON TRACT NO. 37107, FILED IN MAP BOOK 463, PAGES 1-9, INCLUSIVE.

⚠3 INDICATES AN EASEMENT RESERVED FOR ACCESS PURPOSES ON TRACT NO. 37107, FILED IN MAP BOOK 463, PAGES 1-9, INCLUSIVE.

1. A NON-PLOTTABLE BLANKET EASEMENT GRANTED TO WESTERN MUNICIPAL WATER DISTRICT BY DOCUMENT RECORDED SEPTEMBER 30, 2002 AS DOCUMENT NO. 2002-543343, OF OFFICIAL RECORDS.
2. A NON-PLOTTABLE BLANKET EASEMENT FOR AVIGATION AND INCIDENTAL PURPOSES GRANTED TO MARCH INLAND PORT AIRPORT AUTHORITY BY DOCUMENT RECORDED DECEMBER 27, 2004 AS DOCUMENT NO. 2004-1024401, OF OFFICIAL RECORDS.
3. A NON-PLOTTABLE BLANKET EASEMENT FOR AVIGATION AND INCIDENTAL PURPOSES GRANTED TO MARCH INLAND PORT AIRPORT AUTHORITY BY DOCUMENT RECORDED JULY 2, 2018 AS DOCUMENT NO. 2018-0265461, OF OFFICIAL RECORDS.
4. A NON-PLOTTABLE BLANKET EASEMENT FOR INFRASTRUCTURE GRANTED TO SOUTHERN CALIFORNIA EDISON COMPANY BY DOCUMENT RECORDED OCTOBER 27, 2006 AS DOCUMENT NO. 2006-0791241, OF OFFICIAL RECORDS.

**EXHIBIT "B"**

**SURVEY MAP**

(Attached)

# TENTATIVE PARCEL MAP NO. 37908

SUBDIVISION OF PARCEL B OF LLA
2019-01 REC. 10/17/2019
DOC. NO. 2019-0417758, O.R.

**OWNER**
CH REALTY VIII/I RIVERSIDE MERIDIAN
3819 MAPLE AVENUE
DALLAS, TX 75219

TELEPHONE: (214) 661-8208
CONTACT: MATTHEW COLTER

**DEVELOPER**
SECTRED INDUSTRIAL PROPERTIES
2321 ROSECRANS AVENUE, SUITE 2220
EL SEGUNDO, CA 90245

CONTACT: BEN OCHOA
TELEPHONE: (424) 409-9210

**SURVEYOR OF RESPONSIBLE CHARGE**
DRC ENGINEERING, INC.
160 SOUTH OLD SPRINGS ROAD
ANAHEIM, CA 92808
TELEPHONE: (714) 685-6860

**SOURCE OF TOPOGRAPHY**
BY PHOTOGRAMMETRIC METHODS COMPILED 3/2016 BY KIMLEY-HORN AND ASSOCIATES, INC. AND CONSTRUCTION DRAWINGS BY DRC

**SITE INFORMATION**

| | |
|---|---|
| SITE ADDRESS: | 21805 AUTHORITY WAY<br>21807 AUTHORITY WAY |
| APN: | 294-040-033<br>297-110-042 |
| EXISTING USE: | VACANT-BUSINESS PARK |
| PROPOSED USE: | INDUSTRIAL BUSINESS PARK AND MIXED USE |
| NUMBER OF EXISTING LOTS: | 1 |
| NUMBER OF PROPOSED BUILDABLE LOTS: | 2 |
| NUMBER OF PROPOSED LETTERED LOTS: | X |
| AREA OF SUBDIVISION BOUNDARY: | 15.15 ACRES |
| AREA OF EASEMENTS: | 1.8 ACRES |
| NET AREA OF BUILDABLE LOTS: | 13.35 ACRES |

**PROPOSED LOT AREA SUMMARY**

| LOT TABLE | | |
|---|---|---|
| PARCEL NO. | ACRES | SQ. FT. |
| PARCEL 1 | 6.59 | 287,080 |
| PARCEL 2 | 8.56 | 372,874 |
| TOTAL | 15.15 | 659,934 |

ALL AREAS DO NOT INCLUDE PROPOSED STREET DEDICATIONS

**BENCHMARK**
A STANDARD U.S.C. & G.S. BRASS DISC STAMPED "Z 1143 1961" IN A CONCRETE POST ALONG THE A.T.S.F. RAILROAD SOUTH OF VAN BUREN BOULEVARD.

RIVERSIDE COUNTY SURVEYORS POINT ID 800-43-68

ELEVATION: 1532.70' FEET DATUM: NGVD 29

**LEGAL DESCRIPTION**
BEING A SUBDIVISION OF PARCEL "B" AS SHOWN ON LOT LINE ADJUSTMENT NO. 19-01, RECORDED OCTOBER 17, 2019 AS DOCUMENT NO. 2019-0417758, OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THOSE PORTIONS OF LOTS 5 AND 6 OF TRACT NO. 37107, AS PER MAP FILED IN BOOK 463, PAGES 1 THROUGH 9, OF MAPS, IN THE OFFICE OF THE ASSESSOR-COUNTY CLERK-RECORDER OF RIVERSIDE COUNTY, IN THE PLANNING JURISDICTION OF MARCH JOINT AUTHORITY WITHIN THE UNINCORPORATED TERRITORY OF RIVERSIDE COUNTY, STATE OF CALIFORNIA, LYING SOUTHERLY OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT THE SOUTHERLY CORNER OF SAID LOT 6; THENCE ALONG THE EASTERLY LINE OF SAID LOT 6, NORTH 00°47'20" EAST, 1,381.26 FEET TO THE TRUE POINT OF BEGINNING; THENCE LEAVING SAID LINE, NORTH 89°12'28" WEST, 478.17 FEET TO THE WESTERLY LINE OF SAID LOT 5 BEING THE POINT OF ENDING.

**BASIS OF BEARINGS**
THE BEARINGS SHOWN HEREON ARE BASED ON THE WEST LINE OF TRACT 37107, FILED IN MAP BOOK 463, PAGES 1-9, BEING NORTH 00°47'20" EAST.

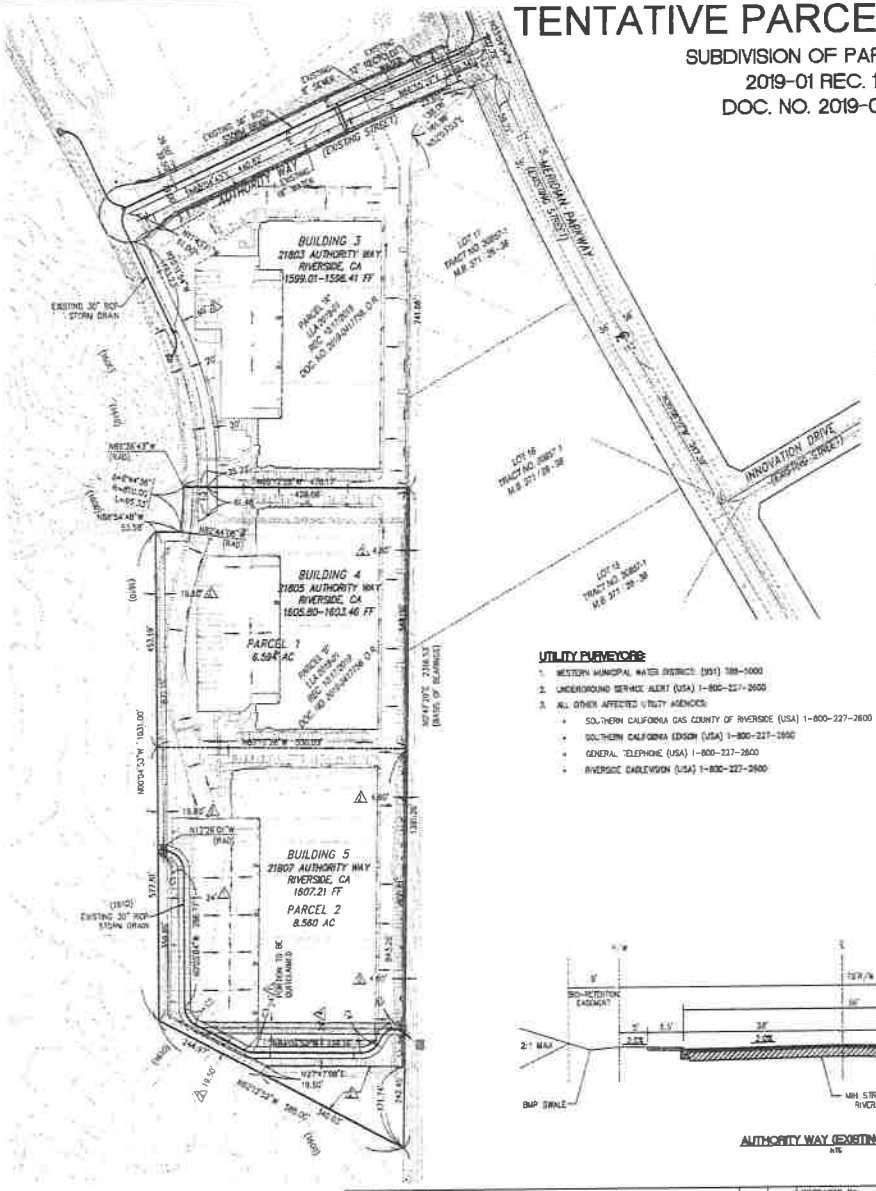


**EXHIBIT "C"**

CONDITIONS OF APPROVAL

(Attached)

# Conditions of Approval for
*Tentative Parcel Map 37908*

## PLANNING DEPARTMENT

### General Planning Conditions:

1. This Tentative Parcel Map is approved, as shown on Exhibit A (dated April 6, 2020) as approved by the March Joint Powers Commission on June 24, 2020.

2. 2. This Tentative Parcel Map approval shall be effectuated within a period of two years from the March Joint Powers Commission approval date of June 24, 2020. Prior to the expiration date the applicant may apply for an extension not to exceed three year from the expiration date, June 24, 2022.

3. All conditions of approval shall be satisfied by the owner/developer. All costs associated with compliance with the conditions shall be at the owner/developer's expense.

4. This project is subject to the Mitigation Monitoring and Reporting Program for the Certified Environmental Impact Report for the Meridian West Lower Plateau Project (SCH#2016061020).

5. The site shall be developed in accordance with the approved Plot Plan 16-04, as well as the subsequent Determination of Substantial Conformance on file in the Planning Department, the applicable portions of the March JPA Development Code, the General Plan, and the conditions contained herein.. Prior to any use of the site or business activity being commenced thereon, all Conditions of Approval and Environmental Mitigation Measures shall be completed to the satisfaction of the Planning Director or designee. Building elevations shall comply with the color scheme and materials approved with the Plot Plan. (MJPA 9.14.020)

6. The Applicant shall indemnify, protect, defend, and hold harmless March JPA and its constituent public agency members, officers, employees, attorneys, and agents from any and all actual or alleged claims, actions, proceedings, against March JPA to attack, set aside, void, annul, or seek monetary damages arising out of the approval of the Applicant's proposed development or related approvals, including but not limited to CEQA approvals, permits, variances, design plans, plot plans, maps, licenses and amendments. March JPA shall promptly notify the Applicant of any and all claims, actions, and proceedings, covered by this Agreement. This indemnification shall include, but not be limited to, damages, fees and/or costs awarded against March JPA, if any, and cost of suit, attorney's fees and other costs, liabilities and expenses incurred in connection with such claim, action, or proceeding whether incurred by Applicant, March JPA, and/or any parties bringing such forth.

7. All development shall comply with the provisions of the March Business Center Design Guidelines, including height of light fixtures, limitations on glazing reflectivity, use of neutral earth tone color palette, use of Meridian theme wall when within 100' of a public right-of-way, and all other provisions.

8. Development shall abide by the building standards, intensity provisions, restrictions on use, population densities, and project noise attenuation requirements of the 2005 Air Installation Compatible Use Zone (AICUZ).

9. Any increase to the approved building heights and or increase in the building pad elevation will necessitate a revised submittal and review by the FAA through the 7460-1 process.

10. The development shall comply with the requirements of the Americans with Disabilities Act. All disabled parking spaces shall measure 14' wide to include a 9' stall and 5'loading area, by 20' length. One in every 8 disabled spaces, but in no case less than one, shall be van accessible with a minimum 9' wide space and 8' wide loading area. All signage, striping, ramps and slopes shall meet ADA requirements. Overhang of parking shall not encroach upon handicapped access routes.

11. The Project development shall comply with the Urban/Wildland Interface requirements, as set forth in Section 6.1.4 of the Western Riverside County Multiple Species Habitat Conservation Plan. In particular, the parties shall agree to implement the requirements relative to noise, drainage, barriers and night lighting, as identified in the Settlement Agreement regarding Center for Biological Diversity, et. al. v. Bartel, et. al. dated September 21, 2012.

12. All development adjacent to the Least Bell's Vireo Conservation Easement shall comply with the Biological compatibility measures pertaining to the Least Bell's Vireo habitat identified in the Meridian Least Bell's Vireo Compensatory Mitigation Monitoring Plan. (MMRP)

13. Any signs indicated on the submitted plans are not included with this approval. All signs proposed for this development shall comply with the requirements of the March Business Center Design Guidelines and the March JPA Development Code. In a multiple tenant facility, all signage shall meet the approved Sign Program for the development. (MJPA 9.12.020)

14. All new and existing utilities located on the site shall be under grounded. (MJPA 9.13.130)

15. Final Parcel Map 37908 shall convey an n avigation easement to the march Inland Port Authority/march Air Reserve Base.

16. All uses shall comply with the noise emission criteria identified in Section 9.4.140 of the March JPA Development Code. (MMRP)

17. The recordation of the Final Parcel Map 37908 shall include a cross-access agreement providing permanent access for all parcels in perpetuity.

18. Prior to the recordation of Final Parcel Map 37908, the applicant shall prepare CC&R's that describe how all common driveways, utilities, detention basins, common landscaping and open spaces, if any, are to be maintained in perpetuity, and shall be reviewed by the March JPA Attorney.

**Planning Conditions to be Performed Prior to Issuance of Certificate of Occupancy:**

19. Prior to issuance of a certificate of occupancy, the developer will coordinate with March JPA and WMWD to obtain the water demand for the proposed development to assure that the development is consistent with the water budget and Water Supply Assessment for the Project.

20. Prior to Certificate of Occupancy, the developer shall demonstrate that all South Coast Air Quality Management District permits have been obtained. (MEIR)

21. Prior to Certificate of Occupancy, the Planning Division shall review and approve the location and method of screening of transformer cabinets, commercial gas meters and back flow preventers as components of the construction plan review. Location and screening shall comply with the following criteria: All transformer cabinets, commercial gas meters and backflow devices shall not be located within driveway/street view triangles in such a way that they obscure traffic visibility. Service Electrical Systems shall be fully enclosed and incorporated into the overall architectural design of the building(s). Back-flow preventers and gas meters shall be screened by landscaping that will provide appropriate landscape screening upon maturity. (MJPA Design Guidelines)

22. Prior to Certificate of Occupancy, each development incorporating truck docks or roll-up doors shall provide a minimum 6-sq/ft sign identifying the approved truck route plan at all service driveway locations. (MMRP)

23. Prior to Certificate of Occupancy, each development incorporating truck docks shall install one 6-sq/ft sign for each four roll-up dock doors identifying the maximum 3-minute diesel idling time. All signs shall be installed on the building at eye level in a manner to clearly convey the maximum diesel idling time. (CARB)

# MARCH JOINT POWERS COMMISSION
## OF THE
## MARCH JOINT POWERS AUTHORITY

## *MJPA Public Hearing*
## *Agenda Item No. 10a*

**Meeting Date:** June 24, 2020

**Action:** **ADOPT RESOLUTION #JPA 20-13 APPROVING TENTATIVE PARCEL MAP (TPM) 20-04 FOR PARCEL MAP 37908, A 15.154-ACRE PARCEL CONSISTING OF A PORTION OF LOT 5 AND ALL OF LOT 6 OF TRACT MAP 37107, CREATING TWO NEW LOTS WITHIN THE MERIDIAN WEST-LOWER PLATEAU PROJECT, AND DIRECT STAFF TO FILE A NOTICE OF EXEMPTION PURSUANT TO MARCH JOINT POWERS AUTHORITY'S LOCAL CEQA GUIDELINES**

**Motion:** Move to Adopt Resolution #JPA 20-13 Approving Tentative Parcel Map (TPM) 20-04 for Parcel Map 37908, a 15.154-Acre Parcel consisting of a portion of Lot 5 and all of Lot 6 of Tract Map 37107, creating two new lots within the Meridian West-Lower Plateau Project, and Direct Staff to File a Notice of Exemption Pursuant to March JPA Local CEQA Guidelines.

**Applicant:** Meridian Park, LLC on behalf of Seefried Industrial Properties.

**Background:**

On October 25, 2017, the March Joint Powers Commission approved the 130-acre Meridian West Lower Plateau project, which consisted of various entitlements. Among the many entitlements was the approval of Plot Plan PP 16-04 and Vesting Tentative Tract Map (TTM) 37107. The tract map created 7 parcels designed as "buildable lots." Lots 5 and 6, both located in the Industrial Zone Designation, consisted of 23.63-acres in total. Additionally, the approved Master Plot Plan granted approval for the development of five parcels with a total of 2,273,000 square feet of building space, which included the following:

1. A 5.57-acre parcel adjacent to Meridian Parkway at the north end of the for a future 66,000-square-foot mixed-use development to be approved under a separate Plot Plan process;

2. A 51.3-acre parcel north of the extended Cactus Avenue to be developed with an approximate 1,000,000 s/f industrial warehouse building;

3. A 43.5-acre site south of the extended Cactus Avenue to be developed with an approximate 845,000-square-foot industrial warehouse building; and

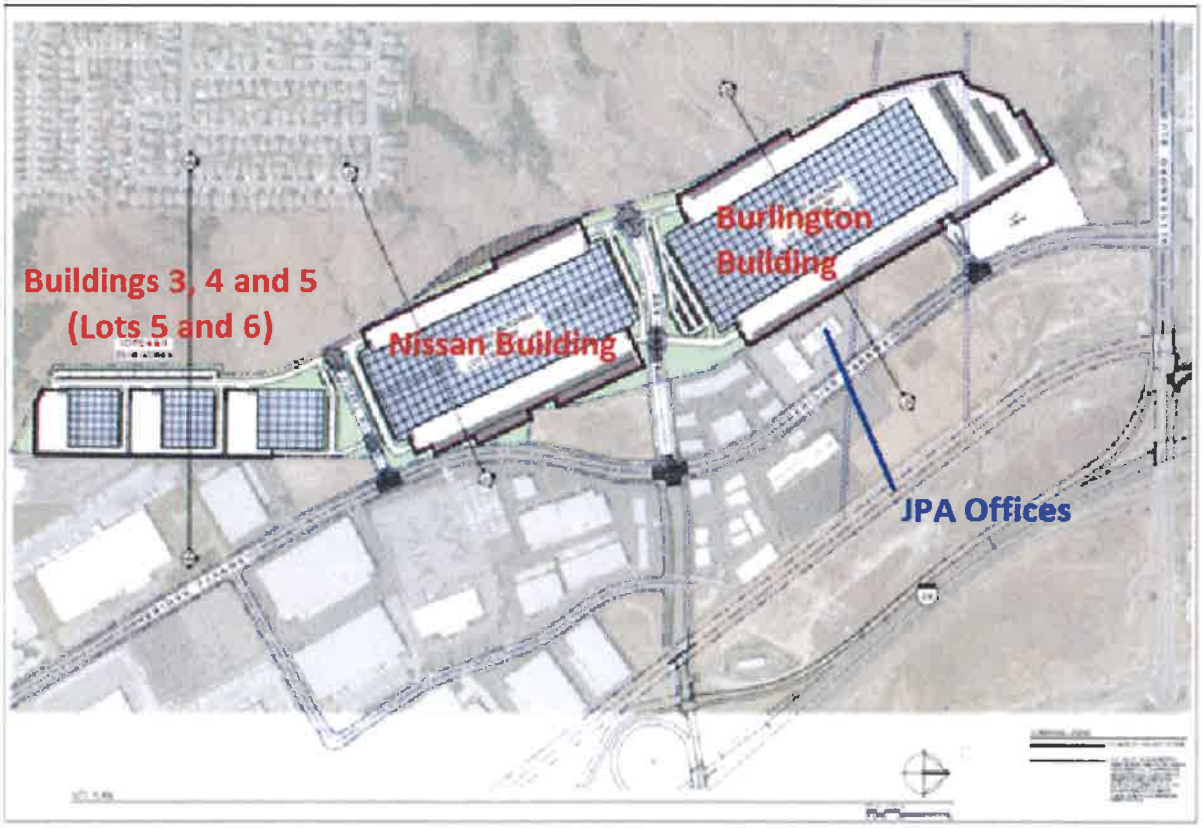
4. A 23.6-acre area farthest to the south would be developed with three smaller Business Park buildings totaling 362,000 s/f. also known as Buildings 3, 4 and 5.

Other Project features included the extension of Cactus Avenue approximately 1,700 feet to the west, the construction of two new cul-de-sacs ultimately known as Authority Way and Determination Way, the installation of approximately 400,000 square feet of rooftop solar and several utility line relocations and abandonments.

Location

The overall site of the Meridian West, Lower Plateau site is 23.6-acres of vacant land which is situated south of Authority Way and West of Meridian Parkway on the southern end of the Meridian West Lower Plateau project. The site is surrounded by existing industrial development to the north and east, and open space (the West March Conservation area) to the west, and the Least Bells Vireo Bird Habitat Conservation Area to the South (see Figure 1 below).

**Figure 1: Approved Site Plan and Location Map**

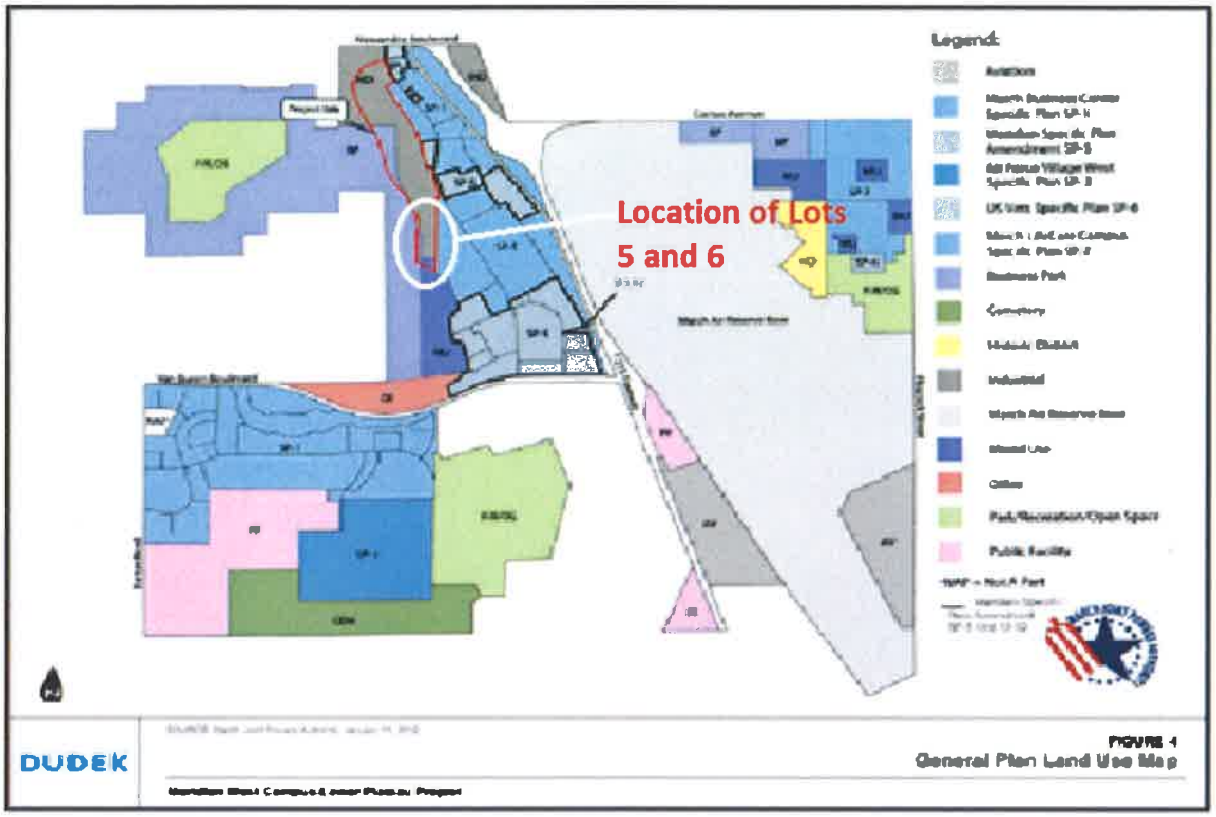



Zone and Land Use Designation:

The Meridian West Lower-Plateau project was not previously located within a Specific Plan and was approved as a stand-alone project within the March JPA boundaries. The proposed Tentative Parcel Map is located within the Industrial (IND) Zone Designation and Industrial

General Plan Designation just west of the March Business Center Specific Plan area (see Figure 2 below:

**Figure 2: Existing Land-Use Plan**




## Discussion

Master Plot Plan 16-04 is the approval of the entire 130 Meridian West Lower Plateau site, including Parcels 1 and 2 (Building 1) and Parcel 3 (Building 2) which are now completed buildings. The approvals for Parcels 5 and 6 consist of three (3) buildings on 23.6-acres. Buildings 3, 4 and 5 are now under construction, including Building 3 (approximately 119,278 square feet), Building 4 (approximately 105,960 square feet) and Building 5 (approximately 150,040 square feet). Each building was approved as a "speculative warehouse" under the Industrial Zone Designation. A 2019 Determination of Substantial Conformance by the Planning Department allowed the applicant to increase the size of buildings 3 and 5 by approximately 13,000 square feet in total due to the fact the increase in building square footage was off-set by an overall reduction of 211,984 square feet in building square footage from the original October 25, 2017 approvals. The Determination of Substantial Conformance was granted due to the fact that the overall look and color pallet used for the project was the same as originally approved in 2015. The Determination also allowed the developer to reconfigure the buildings to provide for walls adjacent to the Conservation Area to match the buildings located on Lots 1 and 2. The idea behind the reconfiguration was to provide consistency for the look and feel of all the buildings associated with the project, with the March standard 12-foot decorative wall along the majority of the western boundary. The increase in size did not affect the approved office spaces or parking needed for the project (see Figure 3 below).

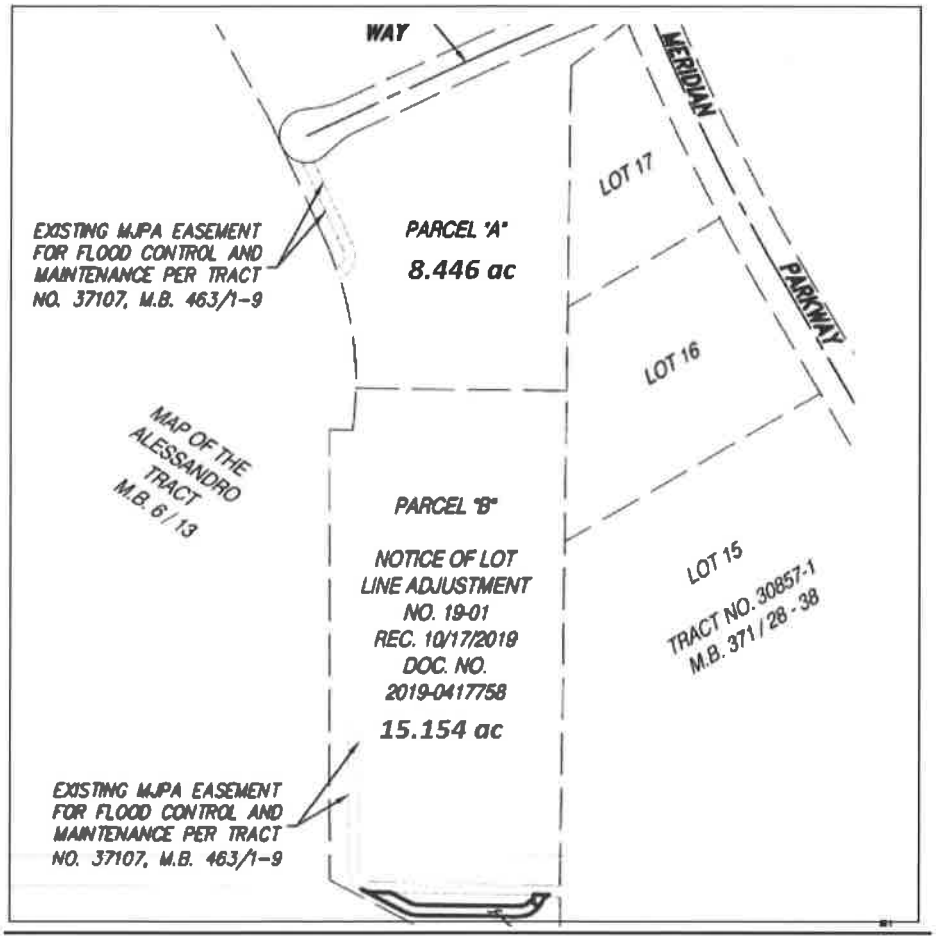
**Figure 3: Approved Site and Landscape Plan**




Proposed Parcel Map 37908

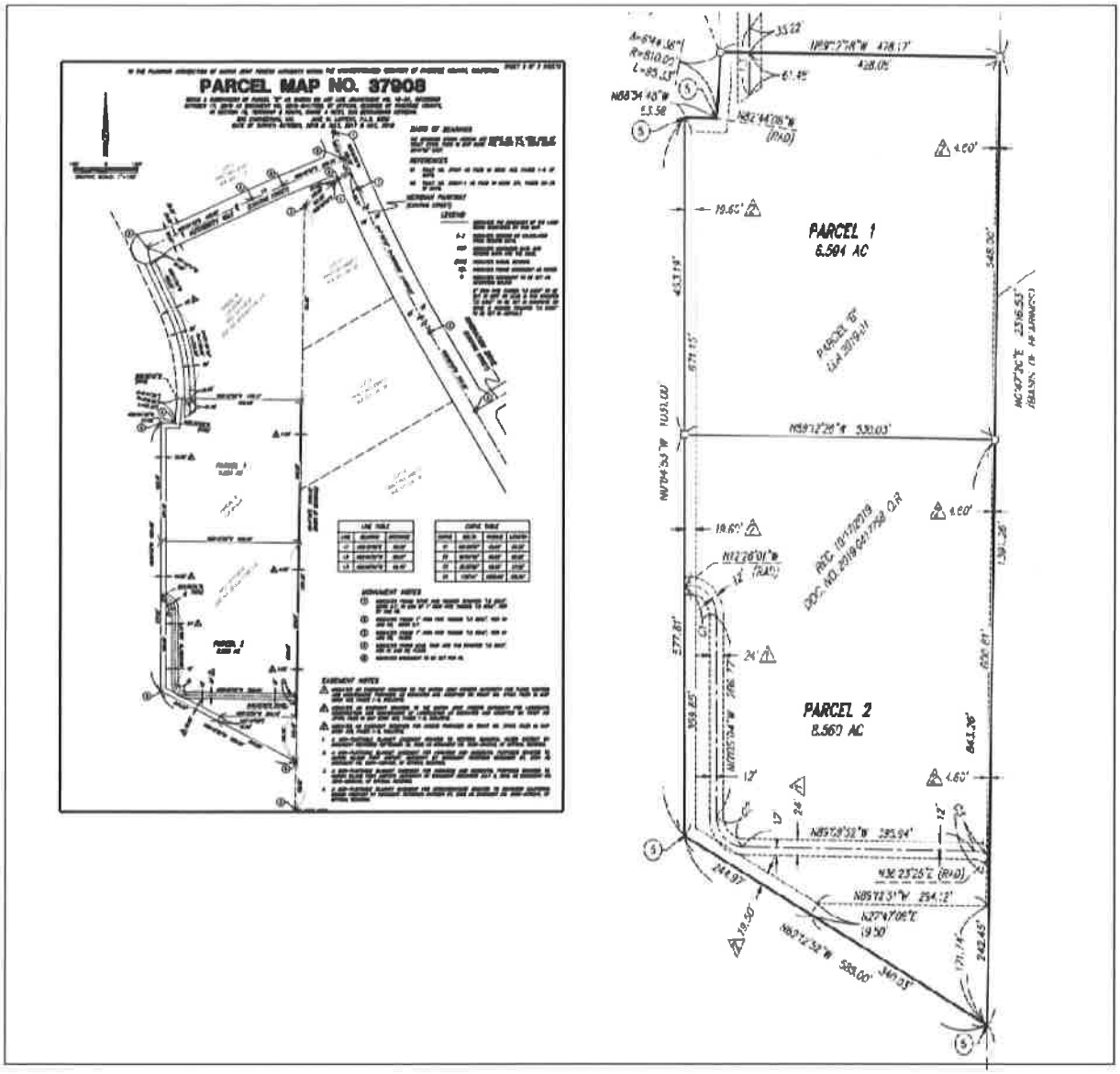
In addition to the Determination of Substantial Conformance approved in 2019, in October of 2019, the applicant submitted a request for a Lot Line Adjustment to reconfigure the previously approved Lots 5 and 6. A Lot Line Adjustment (LLA) allows a property owner to reconfigure existing interior lot lines so long as the reconfiguration does not result in the creation of a new lot, rather it allows the internal lot lines to be shifted to reconfigure the property lines. Additionally, the LLA cannot not create nonconformity with respect to required minimum lot size or setbacks to existing structures. The LLA was reviewed by Staff and it was determined that the proposed LLA was in conformance with the March Development Code. The result of the LLA was the creation of Parcel's A and B. Parcel A consisting of 8.446-acres, and Parcel B consisting of 15.154-acres (see Figure 4 below).

**Figure 4: 2019 Lot Line Adjustment**




Tentative Parcel Map (TPM) 20-04 proposes to subdivide Parcel B (as depicted above) into two new lots. Parcel 1 will consist of 6.94 acres, and Parcel 2 will consist of 8.560 acres (see Figure 5 below). Once recorded, Building 3 will be located on Parcel A, Building 4 will be located on Parcel 1, and Building 5 will be located on Parcel 2. Each lot achieves access via two common driveways from Authority Way. Prior to recordation, the applicant will be required to record CC&R's that will delineate how the common driveways, walls and landscaping will be maintained. Additionally, a cross-access easement will also be required, which will guarantee street access to Lots 1 and 2 in perpetuity.

**Figure 5: Tentative Parcel Map 20-04 (Parcel Map 37908)**




Development Standards

The proposed Tentative Parcel Map is located within the Industrial (IND) Zone Designation. A survey map provided as Attachment 1B shows how each building is situated within each parcel, meeting and exceeding all setback and landscape standards, and verifying that each lot will not constitute a non-conformity with respect to said setback standards. Because the map will divide property that has been previously developed and is under construction, the map is subject to Chapter 9.05 Industrial Districts, of the March JPA Development Code. Zone designations subject to this chapter are Business Park (BP), and Business Park Mixed-Use (BPX) and Industrial (IND). Listed below in Figure 6 are the Development Standards specific to the Map as required by Chapter 9.05:

**Figure 6 - Compliance with Development Standards - Industrial Zone:**

| Proposed Development | | |
|---|---|---|
| **Development Standard** | **Minimum/Maximum Required** | **Proposed Development** |
| **Building Area for Buildings** | N/A | 3 buildings totaling 375,278 SF (reference only) |
| **Gross Site Area** | 5 Acre (minimum) | Parcel 1: 6.94-acres<br>Parcel 2: 8.96-acres |
| **Floor Area Ratio (Maximum)** | 50% or 514,008 SF | 36% or 375,278 SF |
| **Setbacks (for all three Buildings)** | Front:<br>Front Landscaped<br>Building Side:<br>Side Landscaped<br>Rear Building<br>Rear Landscaped | 20 Feet Required – 20-40 Feet Proposed<br>15 Feet Required – 20 +/- Feet Proposed<br>0 Feet Required 20 +/- Feet Proposed<br>5 Feet Required – 5+ Feet Proposed<br>25 Feet Required – 35+ Feet Proposed<br>5 Feet Required 10 +/- Proposed<br>**All setbacks meet or exceed standards** |
| **Landscape Required (Minimum)** | 10% Required | 21.5% or 222,709 Provided **Exceeds standards** |
| **Building Height (Maximum)** | 45 Feet to 80 Feet (50-foot max height due to FAA regulations) | Total Building Height 40 Feet (average)<br>Total Height to top of Parapet 46 Feet (average)<br>Total Height to top of Tower Element 50 Feet – **Meets Standards** |
| **Parking** | Parking for the entire project was initially analyzed and was not site specific. Parking provided for each building far exceeds the code requirements warehouse and office space for each building. | Building 3 – 119 automobile stalls and 32 trailer stalls<br>Building 4 – 106 automobile stalls and 18 trailer stalls<br>Building 5 – 162 automobile stalls and 10 trailer stalls |

## CEQA REVIEW

**Findings Under State CEQA Guidelines Section 15061 (b)(3).** The overall project was originally approved subject to an Addendum to the Certified Subsequent Environmental Impact Report for the Meridian West Lower Plateau Project (SCH#2016061020), pursuant to

the California Environmental Quality Act. The March Joint Powers Authority finds that the Tentative Parcel Map is exempt from State CEQA Guidelines under Section 15061 (b)(3). Under Section 15061 (b)(3), "The activity is covered by the common sense exemption that CEQA applies only to projects, which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA." The proposed map does not propose any new construction activities as the three previously approved buildings are already under construction. Rather, the map only serves to divide potential ownership for each lot that the building is placed upon. The proposed Tentative Parcel Map does not have the potential for causing any new significant effects to the environment which was not previously analyzed in the Initial Study for Plot Plan 16-04 due to the fact that the overall project itself ultimately represented a total reduction in the overall square footage of the Meridian West Lower-Plateau project. Staff Recommends that the March Joint Powers Commission finds the proposed Tentative Parcel Map to be exempt from CEQA. Pursuant to March JPA CEQA Guidelines, staff will file a Notice of Exemption with the Riverside County Clerk's Office.

**Attachment:** 1) Resolution #JPA 20-13 Approving Tentative Parcel Map 20-04 for Parcel Map 37908 Adopting Conditions of Approval.
*Exhibit A: Tentative Tract Map 37107*
*Exhibit B: Survey Map*
*Exhibit C: Map Conditions of Approval*

**Preparation Date: June 18, 2020**