RESOLUTION JPA 24-24

A RESOLUTION OF THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY APPROVING CONDITIONAL USE PERMIT CUP 22-03, SUBJECT TO CONDITIONS OF APPROVAL, FOR THE DEVELOPMENT OF THE VETERANS PLAZA CAR WASH PROJECT AND FINDING THAT NO FURTHER ENVIRONMENTAL REVIEW IS REQUIRED PURSUANT TO STATE CEQA GUIDELINES SECTION 15162

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 ("Joint Powers Agreement"), 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, on July 21, 2010, the March Joint Powers Commission approved the March Business Center Specific Plan Amendment Project (including of the Project site) which addressed development on the 257.7-acre North Campus (inclusive of the proposed Project site), and certified a Subsequent EIR that fully analyzed the potential impacts of that development. In addition, mitigation measures were adopted that would reduce significant environmental impacts to the extent feasible (SCH#2009071069) (Resolution JPA 10-20); 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), allowing for the subdivision of the project site pursuant to the Subdivision Map Act, into ten (10) lots, each with a lot of area of 30,000 sq. ft. minimum, and Variance (V16-01) for the development of the Veterans Plaza Commercial Center and Construction of Ten Buildings on Unit 4, Lot 4, totaling 219,695 square feet of commercial building space on 14.4-acres, located at the northeast corner of Van Buren Boulevard and Opportunity Way, within the March Joint Powers Authority (JPA) jurisdictional boundaries, in unincorporated Riverside County, California

WHEREAS, on April 12, 2017, the March Joint Powers Commission also adopted Resolution JPA 17-04, adopting an Addendum to the Certified Subsequent Environmental Impact Report for the Meridian Specific Plan Amendment (SP-5, A3) (SCH#2009071069).

WHEREAS, on April 26, 2017, the March Joint Powers Commission adopted Ordinance JPA 17-01 to modify the Meridian Specific Plan (SP-5) to allow hotels in the B2 airport compatibility zone, subject to conditional use permit approval, consistent with Riverside County Airport Land Use Commission (ALUC) restrictions.

WHEREAS, on four occasions, November 29, 2018, September 19, 2019, February 3, 2021, and July 14, 2022, the Planning Director for the March Joint Power Authority, approved Determination of Substantial Conformances for Plot Plan 16-02. The Substantial Conformances mentioned above addressed minor modifications to the approved Plot Plan and Conditional Use Permit, including:

- Reorientation of the project site,
- Change in project phasing,
- Changes in building square footages and building locations,
- Elimination of one driveway entry along Opportunity Way,
- Minor modifications to the approved building elevations,
- Additional fuel pumps (2) for the Gas Station, and
- Site Circulation, Queuing, and Additional Parking.

The 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. It should be noted that the approved changes/modifications allowed the developer flexibility and to meet market demands and potential tenant requests

WHEREAS, on December 20, 2022, the Applicant, Greens INV 11, LLC, submitted an application (which constitute "Project Entitlements") requesting the following:

1. Conditional Use Permit (CUP 22-03) to allow for the development of a 3,596 square foot, automated drive-through car wash facility on a 1.08-acre (47,045 sq. ft.) vacant site, within the Veterans Plaza Commercial Center, located at the southeast intersection of Sysco Way and Opportunity Way, within the March Joint Powers Authority (JPA) jurisdiction in unincorporated Riverside County, California. The car wash facility will include three stacking lanes, which will accommodate up to 16 cars, include a covered vacuum/detailing area, with parking stalls which will accommodate up to 8 cars, 2 onsite parking stalls, 2 ADA parking stalls, along with 6 bicycle parking spaces, one trash enclosure, landscaping, and associated paving. The building is single-story with varying building heights and a tower feature, with a maximum height is 29 feet. The project has been designed in accordance with the Meridian North Specific Plan (SP-5) Development Standards

WHEREAS, this Conditional Use Permit (CUP 22-03), allowing for the construction and operation of a Car Wash, collectively constitutes the "Project" for purposes of the California Environmental Quality Act (Pub. Resources Code, § 21000 et seq.) ("CEQA"); and

WHEREAS, car wash uses are not expressly identified as permitted uses on the Meridian North Specific Plan Land Use Table (Table III-1), within the Commercial Land Use District. Thus, on February 21, 2023, the Applicant asked Staff to review/consider a Determination of Substantial Conformance confirming that car washes were a conditionally permitted uses within the Commercial Land Use District of the Meridian North Specific Plan; and .

WHEREAS, on July 17, 2023, the Planning Director for the March Joint Power Authority, determined that a car wash use is similar to and no more objectionable than other permitted and conditionally permitted uses identified within the Meridian Specific Plan and the March JPA Development Code, and approved a Determination of Substantial Conformance 23-01, interpreting the Meridian North Specific Plan to allow a car wash use within the commercial land use zone of the Meridian North Specific Plan for Plot Plan 16-02; and .

WHEREAS, pursuant to CEQA, when taking subsequent discretionary actions in furtherance of a project for which an EIR has already been certified, an agency shall not require additional CEQA analysis unless at least one of the circumstances identified in Public Resources Code section 21166 or State CEQA Guidelines section 15162 and the March JPA's Local CEQA Guidelines, are present; and

WHEREAS, on September 11, 2024, the Commission conducted a duly-noticed public hearing pursuant to the March JPA Development Code on the proposed Project Entitlement, at which time all persons wishing to testify in connection with the proposed Project Entitlement were heard and the proposed Project Entitlement was 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. Based on the recitals above, the March Joint Powers Commission previously certified a Subsequent EIR and a subsequent Addendum, which fully analyzed the potential environmental impacts of development of the Project site. The currently proposed Project would develop a car wash site within that previously analyzed development footprint, such that no further environmental review is required under CEQA unless one of the circumstances identified in Public Resources Code section 21166, State CEQA Guidelines 15162, or the March JPA's Local CEQA Guidelines is present.

SECTION 3. Findings on Environmental Impacts. Based on the previously completed CEQA analysis, the proposed Project description, the consistency discussion prepared by staff and the JPA's expert consultants, and other evidence in the administrative record, and having

considered all written and oral evidence presented to the Commission, the Commission finds that all environmental impacts of the Project have been fully addressed within the previously certified SEIR and Addendum. The Commission further finds that none of the conditions identified in Public Resources Code section 21166, State CEQA Guidelines section 15162, or the March JPA's Local CEQA Guidelines requiring subsequent environmental review have occurred, because:

(a) The Project does not constitute a substantial change that would require major revisions of the Final SEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

(b) There is not a substantial change with respect to the circumstances under which the Project will be developed that would require major revisions of the Certified Final SEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of the previously identified significant effects.

(c) New information of substantial importance has not been presented that was not known and could not have been known with the exercise of reasonable diligence at the time the Certified Final SEIR was certified or adopted, showing any of the following: (i) that the modifications would have one or more significant effects not discussed in the earlier environmental documentation; (ii) that significant effects previously examined would be substantially more severe than shown in the earlier environmental documentation; (iii) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects, but the applicant declined to adopt such measures; or (iv) that mitigation measures or alternatives considerably different from those analyzed previously would substantially reduce one or more significant effects on the environment, but which the applicant declined to adopt.

SECTION 5 Findings for Conditional Use Permit (CUP 22-03). 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 22-03, 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 objectives 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 of the March JPA Development Code, the requirements and development guidelines of the Meridian Specific Plan SP-5 and with the 2014 March ARB/IP Airport Compatibility Plan. The proposed Project was also reviewed by the March JPA Review team, consisting of the March JPA Civil Engineer, Water Quality Engineer, Land Use Planner, Riverside County Fire Marshall, March JPA (Willdan) Building Plans Examiner, 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 the Project is consistent with Chapters 9.04 (Commercial Districts), 9.13 (Specific Plan) and Meridian Specific Plan Amendment SP-5. The Project proposes to construct a 3,596 square foot drive-thru car wash facility which includes 3,596 square feet of retail area and 16-stack vehicles, accommodating a total occupancy of 55 people, resulting in an average intensity of 60 people per acre, and which is consistent with both ALUC Compatibility Zone C1 average intensity criterion of 100 people per acre and single acre criterion of 250 people per acre. Last, the Project will not adversely affect public health, safety, or general welfare because the Project is fully supported by existing infrastructure, including: Sysco Way and Opportunity Way, Interstate 215 Freeway, existing services such as, nearby, public transportation, sidewalks, bike lanes, and fire and police protection, which are already serving the Project Site, such that there is no major extension of infrastructure at the expense of the March JPA, 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 Applicant proposes to develop a fully automated car wash facility in a location that is surrounded by existing business park and commercial development uses, south of Sysco Way, to the east and west of Opportunity Way, north of Van Buren Boulevard, and adjacent to existing commercial uses within the Veterans Plaza Commercial Center. Accordingly, the location, design, and operation of the proposed Project will be compatible with existing and planned land uses in the vicinity; and

SECTION 6 Approval of Project Entitlement. 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 proposed Project Entitlement, including Conditional Use Permit (CUP 22-03) Plan Set (Site Plan, Floor and Roof Plan, Building Elevations, Conceptual Landscape Plan and Conceptual Grading Plan), 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 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 (JPA 24-24).

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 Clerk, 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 September, 2024.

Edward A. Delgado, Chair
March Joint Powers Authority Commission

ATTEST:

I, Cindy Camargo, Clerk of the March Joint Powers Commission, do hereby certify that the foregoing Resolution JPA 24-24 was adopted by the March Joint Powers Commission of the March Joint Powers Authority at a regular meeting thereof held on September 11, 2024, by the following vote of the Commission:

Ayes:	Jeffries, Gutierrez, Vargas, Rogers, Conder, Delgado (2 votes)
Noes:	Perry
Abstain:	None.
Absent:	Cabrera

Dated: September 11, 2024

Cindy Camargo, Clerk
March Joint Powers Authority Commission

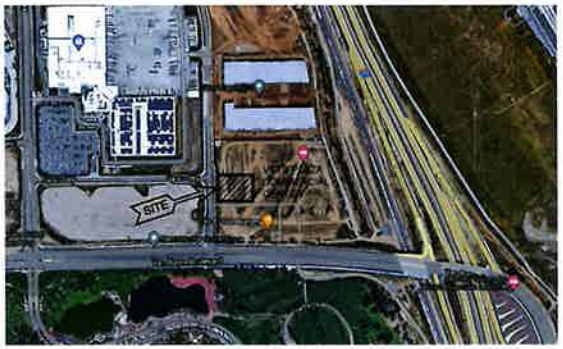
EXHIBIT A

Veterans Plaza Car Wash Project
Conditional Use Permit (CUP 22-03)

Plan Set:
Site Plan, Floor & Roof Plans, Building Elevations,
Conceptual Landscape Plan, Conceptual Grading Plan

NEW CAR WASH FACILITY

OPPORTUNITY WAY & VAN BUREN BOULEVARD
RIVERSIDE, CA.
APN: 294-070-044
QUICK QUACK SITE I.D. #44-296
MJPA CUP 22-03



VICINITY MAP

N

SHEET INDEX

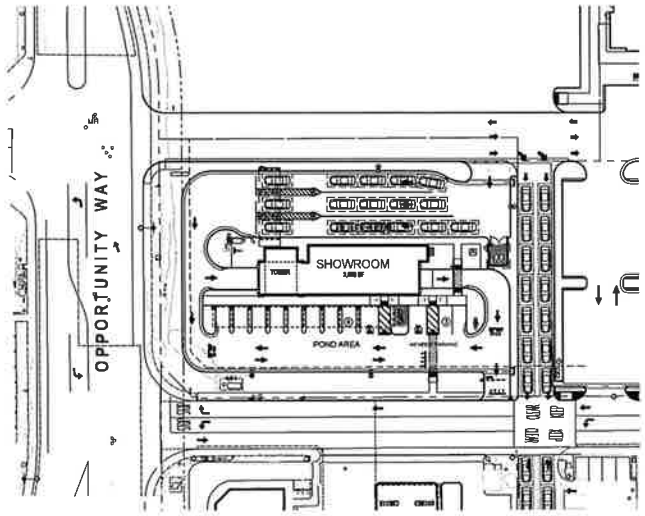
G000	COVER SHEET
A100	SITE PLAN - PLANNING
A200	FLOOR PLAN
A201	DIMENSION FLOOR PLAN
A204	ROOF PLAN
A300	EXTERIOR ELEVATIONS
A301	EXTERIOR ELEVATIONS
A400	BUILDING
A800	COLORED EXTERIOR ELEVATIONS
A801	COLORED EXTERIOR ELEVATIONS
L1	LANDSCAPE PLAN
L2	LANDSCAPE PLAN - COLOR
1	PRELIMINARY GRADING PLAN

SCOPE OF WORK:

CONSTRUCTING A NEW QUICK QUACK WASH FACILITY ON AN UNDEVELOPED SITE. NEW BUILDING CONSTRUCTED ALONG WITH (3) DRIVE LANES FOR PAYING AND VACUUM STALLS, CONCRETE SIDEWALK ON SITE, CURBS, LANDSCAPING, VACUUM STATIONS WITH CANOPIES, UTILITIES AND ALL ASSOCIATED FIXTURES, FURNISHINGS AND EQUIPMENT AND SIGNAGE.

LEGAL DESCRIPTION

ACRES 6.47000000 ACREAGEQUALCODE ML LOT 4-P LOTTYPE L RECMAPTYPE MAPPLATB 435 MAPPLATP 006 SUBDIVISIONNAME TR 30857-4



OVERALL SITE PLAN

PROJECT DIRECTORY

PROPERTY OWNER
GREENS INV II, LLC
C/O GREENS DEVELOPMENT
8288 RESEARCH DR
IRVINE, CA 92618
CONTACT: ADAM CORRAL
TELEPHONE: (949) 222-1760
EMAIL: LEGAL@GREENS.COM

APPLICANT
QUICK QUACK CAR WASH
1380 LEAD HILL BLVD., SUITE 280
ROSEVILLE, CA, 95661
CONTACT: ERIKA HERNANDEZ
PRE-CONSTRUCTION MANAGER
MOBILE: (818)388-5170
EMAIL: DRIVEINVALUE2@CENTERVIEWCITY.COM

ARCHITECTURAL
STANTEC ARCHITECTURE, INC
3153 WEST FRYE ROAD, SUITE 300
CHANDLER, AZ 85226
PHONE: (602) 730-9655
CONTACT: ROBERT CHANDLER, EP,
PROJECT MANAGER
EMAIL: Robert.Chandler@stantec.com

LANDSCAPE ARCHITECTURE
OLIVE STREET LANDSCAPE
125 OLIVE STREET
PETALUMA, CA 94953
PHONE: (707) 280-9980
CONTACT: ROD SCACCALOSSI
EMAIL: RSCACC@SBCGLOBAL.NET

CIVIL ENGINEER
KIMLEY-HORN
1100 W TOWN AND COUNTRY ROAD, SUITE 700
ORANGE, CA 92868
PHONE: (714) 786-6327
CONTACT: JAMAAL RADLAND
EMAIL: JAMAAL.RADLAND@KIMLEY-HORN.COM

PROJECT INFORMATION:

ADDRESS:

STATE SITE CODE:	44-296
STREET ADDRESS:	OPPORTUNITY WAY & VAN BUREN BLVD.
CITY:	RIVERSIDE
COUNTY:	RIVERSIDE
STATE:	CALIFORNIA

SITE:

PROJECT SITE AREA:	49,658 S.F. (1.14 ACRES)
ZONED:	COMMERCIAL (COM), MERIDIAN NORTH CAMPUS SPECIFIC PLAN (SP-5)
A.P.N.:	294-070-044

PLANNING/ZONING:

MARCH JOINT POWERS AUTHORITY: CONDITIONAL USE PERMIT (CUP 22-03)

FRONT:	20'
SIDES:	0', 20' AT SIDE STREET
REAR:	0'
NEW LANDSCAPING AREA:	8,359 SF
LANDSCAPING %	16.8%

QUICK QUACK PARKING

PARKING REQUIRED:	12 STALLS
PARKING PROVIDED:	12 STALLS
VACUUM STALL PARKING	14' x 19'
MEMBER PARKING	9' x 18'
ADA PARKING	9' x 19' & 14' x 19'

BUILDING CODE:

BUILDING CODE EDITION:	2019 CALIFORNIA BUILDING CODE
PLUMBING CODE EDITION:	2019 CALIFORNIA PLUMBING CODE
MECHANICAL CODE EDITION:	2019 CALIFORNIA MECHANICAL CODE
ELECTRICAL CODE EDITION:	2019 CALIFORNIA ELECTRICAL CODE
FIRE CODE EDITION:	2019 CALIFORNIA FIRE CODE
ACCESSIBILITY CODE:	2019 CALIFORNIA BUILDING CODE, CHAPTER 11B

CALIFORNIA CODE REGULATIONS TITLE 24 FOR DISABLED ACCESS, ENERGY CONSERVATION & NOISE ATTENUATION

GREEN BUILDING CODE:	2019 CALIFORNIA GREEN BUILDING CODE
ENERGY CODE:	2019 CALIFORNIA ENERGY CODE

BUILDING DATA:

CAR WASH BLDG.:	3,596 S.F.
CCUPANCY:	B
CONSTRUCTION TYPE:	VB (NON- SPRINKLED)
NUMBER OF STORIES:	1
BUILDING HEIGHT:	29'-0" (MAIN BLDG. PARAPET)

CANOPIES

NORTH VACUUM CANOPY:	1,523 S.F.
OCCUPANCY:	B
CONSTRUCTION TYPE:	VB (NON- SPRINKLED)
NUMBER OF STORIES:	1
BUILDING HEIGHT:	9'-9"
SOUTH VACUUM CANOPY:	1,628 S.F.
OCCUPANCY:	B
CONSTRUCTION TYPE:	VB (NON- SPRINKLED)
NUMBER OF STORIES:	1
BUILDING HEIGHT:	9'-9"
QUEING CANOPY:	585 S.F.
OCCUPANCY:	B
CONSTRUCTION TYPE:	VB (NON- SPRINKLED)
NUMBER OF STORIES:	1
BUILDING HEIGHT:	9'-9"
TRASH ENCLOSURE CANOPY:	213 S.F.
OCCUPANCY:	N/A
CONSTRUCTION TYPE:	VB (NON- SPRINKLED)
NUMBER OF STORIES:	1
BUILDING HEIGHT:	11'-0"
TOTAL CANOPIES:	3,949 S.F.

OCCUPANT LOAD ANALYSIS

LOAD FACTOR BASED ON USAGE PER CBC TABLE 1004.5
NUMBER OF EXITS PER CBC 1006

BUSINESS USES: ROOMS 106, 107 AND 108	
FLOOR AREA GROSS:	190 S.F.
OCCUPANT LOAD AT 150 S.F. PER OCCUPANT:	2
BREAKROOM USES: ROOMS 102	
FLOOR AREA GROSS:	133 S.F.
OCCUPANT LOAD AT 15 S.F. PER OCCUPANT:	9
ACCESSORY STORAGE AREAS, MECHANICAL EQUIPMENT ROOM USES: ROOMS 101, 104, AND 105	
FLOOR AREA GROSS:	2,880 S.F.
FLOOR AREA NET (EXCLUDING ROOM 101)	605 S.F.
OCCUPANT LOAD AT 300 S.F. PER OCCUPANT:	3
TOTAL OCCUPANT LOAD:	14

MINIMUM OF ONE EXIT REQUIRED FROM EACH ROOM OR SPACE.
MINIMUM EGRESS WIDTH TABLE 1005.1 0.2 X 14 = 2.8" (OK)

NOTE:
CAR WASH TUNNEL ROOM 101 IS NOT CONSIDERED TO MEET THE CBC SECTION 202 DEFINITION OF AN "OCCUPIABLE SPACE". THE FUNCTION OF THE SPACE IS TO CONVEY VEHICLES THROUGH THE CAR WASH FACILITY WHEN FUNCTIONING THIS OPERATION IT IS NECESSARY FOR THE ROLL-UP DOORS AT EACH END TO BE IN THE OPEN POSITION

Stantec
Architecture Inc.
3153 West Frye Road, Suite 300
Chandler, AZ 85226-5110
Tel. (602) 730-9655
www.stantec.com

The Contractor shall verify and be responsible for all dimensions. DO NOT scale the drawing. Any errors or omissions shall be reported to the Consultant immediately. The Consultant is to perform inspections as per the terms of reference. Construction is to be performed in accordance with all applicable codes and regulations. The Contractor is responsible for reporting any deficiencies during construction immediately to the Consultant. Shop drawings must be reviewed by the Consultant prior to their use on the project. Any discrepancies must be reported immediately. This drawing is the property of the Consultant and is not to be used in whole or in part for any other project without written authorization by Stantec Consulting Ltd.

No.	Revision	By	Date
1	ISSUED FOR PLANNING		10/28/22
2	ISSUED FOR PLANNING		2/24/23
3	ISSUED FOR PLANNING		11/14/23
4	ISSUED FOR PLANNING		1/8/2024
5	ISSUED FOR PLANNING		2/11/2024

Quick Quack CAR WASH

Client/Project
QUICK QUACK CARWASH # 44-296
OPPORTUNITY WAY + VAN BUREN BLVD.
RIVERSIDE, CA

Title
COVER SHEET

Permit-Seal

Project Number: 2007130186
File Name:
Drawn: Chkd: Dsgn: YY MM DD
Drawing No.:
Revision Sheet
G000 01

KEYNOTES

- 1 ADA PATH OF TRAVEL SHOWN DASHED.
- 2 NEW POLE MOUNTED INTERNATIONAL SYMBOL OF ACCESSIBILITY SIGN (R7-8) WITH "VAN ACCESSIBLE" SIGN (R7-8P) BELOW.
- 3 FINAL LOCATION OF PATH OF TRAVEL LOCATION TO BE DETERMINED DURING CONSTRUCTION DRAWINGS
- 4 NOT USED.
- 5 NEW VAN ACCESSIBLE PARKING STALL - PAINT ACCESSIBLE LOGO AND STRIPING WITH TWO COATS OF WHITE TRAFFIC PAINT. PAINT ACCESS AISLE WITH TWO COATS OF "NO PARKING" IN 1'-0" HIGH LETTERS WITHIN THE LOADING ZONE
- 6 NEW INTERNATIONAL SYMBOL OF PARKING (PAV. 2 PLACES)
- 7 NEW ACCESSIBLE PARKING SIGN (TYPICAL 4 PLACES)
- 8 NEW TRUCK TIRE BUMPER (TYPICAL 4 PLACES)
- 9 NEW CONCRETE WHEEL STOP (TYPICAL)
- 10 NEW LONG TERM BIKE LOCKER
- 11 NEW PLANTER BUMP AT TRANSITION (TYPICAL)
- 12 NEW BOLLARD PER DETAIL
- 13 NEW LANDSCAPING - REFER TO LANDSCAPE DRAWINGS
- 14 NEW BICYCLE RACK
- 15 NEW 4" CONCRETE FILLED IRON BOLLARD, PAINTED (4) AT STACKING LANE
- 16 NEW LONG TERM BIKE LOCKER
- 17 NEW PLANTER BUMP AT TRANSITION (TYPICAL)
- 18 30 FOOT FLAG POLE, REF. REFERENCE ONLY
- 19 NEW 6' CONCRETE FILLED IRON BOLLARD, PAINTED (4) AT STACKING LANE
- 20 NEW CONCRETE PAD, SEE CIVIL & ARCH'S FOR DIMENSIONS & LOCATION. PAD TO BE SLOPED TO DRAIN AT 2% MIN. AWAY FROM BUILDING AND AWAY FROM ACCESSIBLE PARKING STALLS. PAD TO BE SLOPED TO DRAIN AT 2% MIN. AWAY FROM BUILDING AND AWAY FROM ACCESSIBLE PARKING STALLS. SEE CIVIL PLANS
- 21 NEW 6' CONCRETE CURB (TYPICAL)
- 22 NEW PLANTER AREA - SEE CIVIL DRAWINGS
- 23 NEW CONCRETE CURB (TYPICAL)
- 24 NOT USED.
- 25 NOT USED.
- 26 ELECTRICAL SWITCHGEAR CABINET.
- 27 NOT USED.
- 28 NOT USED.
- 29 NEW HIGHWAY PAINT WHITE "6" TOO NOT ENTER" (TYPICAL 3 PLACES)
- 30 NEW HIGHWAY PAINT YELLOW 6" WIDE STRIPING
- 31 NEW HIGHWAY PAINT WHITE PAVEMENT MARKINGS (TYPICAL)
- 32 BUILDING TRELLIS, SEE ROOF PLAN.
- 33 NEW EXIT SIGN - REFERENCE ONLY (UNDER SEPARATE PERMIT)
- 34 NEW FLAGPOLE WITH 4' WIDE FLAG (ONLY UNDER SEPARATE PERMIT)
- 35 NEW PARKING STRIPING (PER CITY STANDARDS)
- 36 NEW 20' HIGH LED SITE LIGHTS (TYPICAL)
- 37 3/4" ROLLED CONCRETE CURB.
- 38 NOT USED.
- 39 NEW TRENCH DRAIN - SEE CIVIL DRAWINGS

PLAN PREPARER:

STANTEC ARCHITECTURE, INC.
3120 West Ray Road, Suite 300
CHANDLER, AZ 85226
PHONE: (928) 779-4100
CONTACT: Richard Chandler, PROJECT MANAGER
EMAIL: Richard.Chandler@stantec.com

BUILDING INFORMATION

CLIENT:	QUICK QUACK CAR WASH
JURISDICTION:	MARICH JOINT POWER AUTHORITY
APN:	255-140-005 (36,109 SF)
SITE AREA:	0.83 ACRES
SITE NUMBER:	44-286
BUILDING:	OCCUB
CONSTRUCTION:	TYPE V-B
STACKING LANES:	42'-0" MINIMUM
STACKING WIDTH:	(8) 12' X 18'
VACUUM STALLS:	(9) 12' X 18'
VACUUM STALLS COVER:	(9) 12' X 18' (VAN STALL)
ADA PARKING:	(1) 9' X 18'
PARKING STALLS:	(1) 8' X 18'
BUILDING AREA:	3,596 SF
BUILDING SPRINKLERED:	NO
QB STATION ATTACHED:	YES
BUILDING HEIGHT:	19'-0"
BUILDING LENGTH:	108'-0"
CONVEYOR TRENCH LENGTH:	108'-0"
CONVEYOR LENGTH:	109'-10"
CONVEYOR TYPE:	REAR WHEEL PUSH

PARKING ANALYSIS

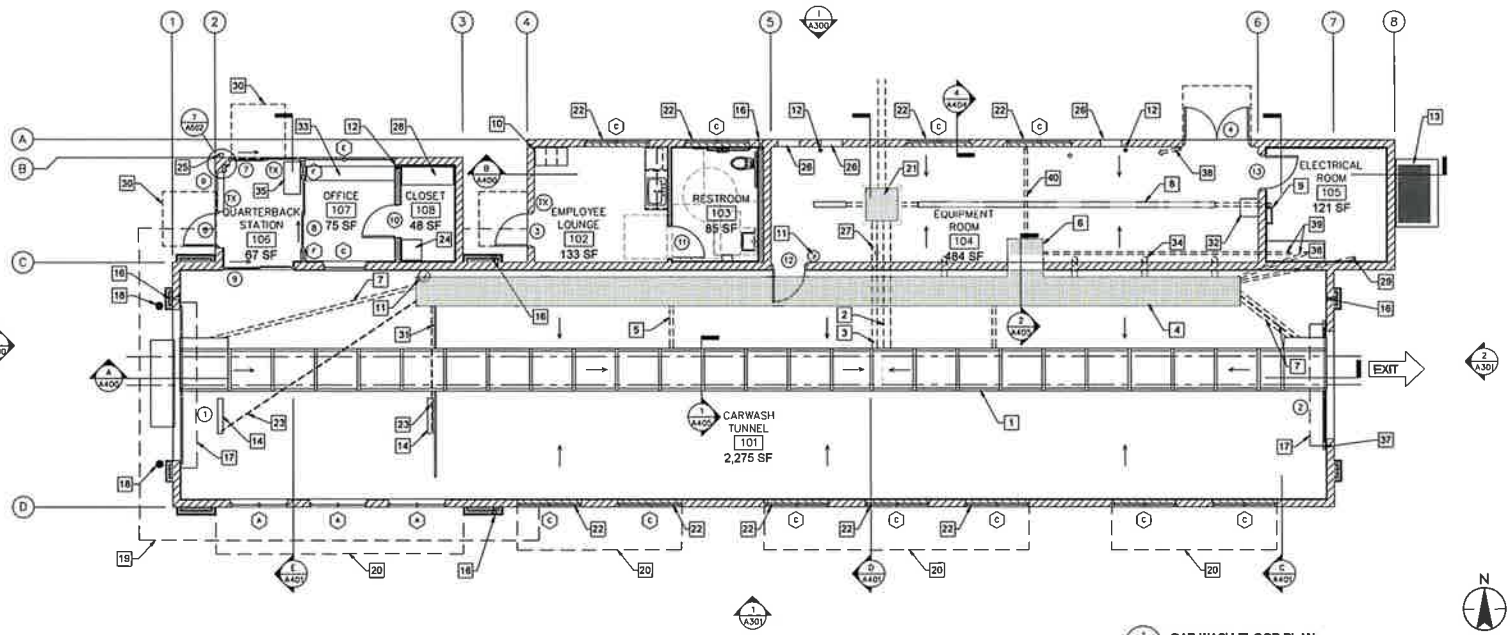
NEW 9'-0" X 18'-0" STANDARD STALL	2 STALLS
NEW 12'-0" X 18'-0" ADA STALL (VAN)	2 STALLS
NEW 12'-0" x 18'-0" VACUUM STALLS	8 STALLS
TOTAL PARKING STALLS REQUIRED	12 STALLS
TOTAL PARKING STALLS PROVIDED	12 STALLS
NEW BIKE PARKING SPACES	8 SPACE
NEW LONG TERM BIKE PARKING SPACES	1 SPACES

MPA STANDARD NOTES

1. ALL EXTERIOR LIGHTING SHALL BE RECESSED OR SHIELDED SO THAT NO DIRECT RAYS FROM THE LIGHTING SOURCE SHALL BE VISIBLE AT THE PROPERTY LINE.
2. NO FLAT ROOFS SHALL BE VISIBLE FROM PUBLIC VIEW.
3. ELECTRICAL PANELS SHALL BE FULLY SCREENED INTO THE BUILDING ARCHITECTURE. ALL EXTERIOR CONDUIT SHALL BE PAINTED TO MATCH THE BUILDING COLOR. EXPOSED CONDUIT SHALL NOT BE PERMITTED.
4. ALL ROOF MOUNTED EQUIPMENT SHALL BE FULLY SCREENED BY PARAPET WALLS, EQUIPMENT SCREENS, OR OTHER ARCHITECTURAL FEATURES. SCREENING SHALL BE AS TALL AS THE TALLEST PIECE OF EQUIPMENT BEING SCREENED. ALL SCREENING SHALL BE INTEGRATED INTO THE BUILDING ARCHITECTURE AND COLORED TO MATCH THE BUILDING.
5. CONCRETE LIGHT POLE BASES SHALL BE LOCATED WITHIN LANDSCAPE AREAS WHERE POSSIBLE. ALL EXPOSED CONCRETE SHALL BE PAINTED TO MATCH PARKING DESIGNATED SHALL AND SHALL NOT EXCEED 24" ABOVE FINISHED GRADE.
6. ALL LIGHT STANDARDS AND LUMINAIRES SHALL BE LOCATED WITHIN LANDSCAPE AREAS WHERE POSSIBLE. ALL EXPOSED CONCRETE SHALL BE PAINTED TO MATCH PARKING DESIGNATED SHALL AND SHALL NOT EXCEED 24" ABOVE FINISHED GRADE.
7. ALL TRASH ENCLOSURES SHALL BE ENCLOSED WITH A MASONRY WALL WITH SOLID METAL GATES AND SHALL BE CONSTRUCTED OF MATERIALS AND COLORS CONSISTENT WITH THE BUILDING ARCHITECTURE. TRASH ENCLOSURES SHALL BE LOCATED AWAY FROM PUBLIC VIEW WHERE POSSIBLE. ENCLOSURES SHALL BE LARGE ENOUGH TO ACCOMMODATE RECYCLING BINS AS REQUIRED BY THE CITY'S SOLID WASTE DIVISION.
8. ALL MOTOR VEHICLE ACCESS AREAS SHALL BE PAVED WITH ASPHALT CONCRETE OR PORTLAND CEMENT CONCRETE PAVEMENT AND SHALL BE DESIGNED AND CONSTRUCTED TO MEET THE MINIMUM STRUCTURAL STANDARDS ESTABLISHED BY THE CITY ENGINEER.
9. ALL PARKING AREAS SHALL BE CLEARLY STRIPED AND MARKED AS SHOWN ON THE APPROVED SITE PLAN. ALL PARKING SPACES SHALL BE STRIPED WITH 4" WIDE PAINTED LINES.
10. ALL ON-SITE PAVEMENT MARKINGS, SIGNAGE, AND STRIPING SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE CITY'S STANDARDS.
11. ALL ON-SITE PAVEMENT MARKINGS, SIGNAGE, AND STRIPING SHALL BE MAINTAINED IN GOOD CONDITION AT ALL TIMES.
12. ALL ON-SITE PAVEMENT MARKINGS, SIGNAGE, AND STRIPING SHALL BE REPAINTED OR REPLACED AS NECESSARY TO MAINTAIN A CLEAR AND VISIBLE CONDITION.
13. ALL ON-SITE PAVEMENT MARKINGS, SIGNAGE, AND STRIPING SHALL BE REPAINTED OR REPLACED AS NECESSARY TO MAINTAIN A CLEAR AND VISIBLE CONDITION.
14. ALL LIGHTING SHALL COMPLY WITH THE MARICOPA ASSOCIATION OF GOVERNMENTS (MAG) STANDARD DETAILS AND SPECIFICATIONS AND THE FOLLOWING ACTIVITIES SHALL BE PROHIBITED:
15. PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY, THE TENANT SHALL OBTAIN APPROVAL OF A TRIP REDUCTION MANAGEMENT PLAN (TRIP) FROM THE CITY'S TRANSPORTATION DEPARTMENT. THE TRIP SHALL INCLUDE THE FOLLOWING:
16. PRIOR TO THE ISSUANCE OF BUILDING PERMITS, ALL ROOF MOUNTED EQUIPMENT SHALL BE SCREENED FROM PUBLIC VIEW BY AN ARCHITECTURALLY INTEGRATED SCREEN. THE SCREEN SHALL BE AS TALL AS THE TALLEST PIECE OF EQUIPMENT BEING SCREENED.
17. ALL SIGNS AND DISTRIBUTION PLAN SUBMITTALS SHALL INCLUDE A DETAILED SITE PLAN, ELEVATIONS, AND SIGN SPECIFICATIONS FOR ALL SIGNS AND IMPROVEMENTS IN CONFORMANCE WITH THE CITY'S SIGN ORDINANCE AND THE APPROVED MASTER SIGN PLAN. ALL SIGNS SHALL BE INSTALLED AT THE TIME OF THE BALANCE OF BUILDING PERMITS.
18. ALL CONSTRUCTION EQUIPMENT USED FOR CONSTRUCTION ACTIVITIES SHALL BE EQUIPPED WITH EFFECTIVE NOISE ATTENUATING DEVICES TO CONTROL AS THEY DEEMED TO REDUCE NOISE IMPACTS.
19. PRIOR TO THE ISSUANCE OF BUILDING PERMITS, ALL ROOFTOP EQUIPMENT AND ALL PROJECT WORK IS THE AREA OF THE PROPOSED ROOF SHALL COMPLY WITH THE CITY'S ADOPTED NOISE ORDINANCE AND SHALL BE SCREENED FROM PUBLIC VIEW.
20. IF ARCHAEOLOGICAL OR PALEONTOLOGICAL RESOURCES ARE DISCOVERED DURING GROUND DISTURBING ACTIVITIES, ALL WORK SHALL CEASE. ALL PROJECT WORK IS THE AREA OF THE PROPOSED ROOF SHALL COMPLY WITH THE CITY'S ADOPTED NOISE ORDINANCE AND SHALL BE SCREENED FROM PUBLIC VIEW. A QUALIFIED ARCHAEOLOGIST OR PALEONTOLOGIST SHALL BE CONTACTED TO EVALUATE THE FINDINGS AND MAKE RECOMMENDATIONS IN CONFORMANCE WITH THE CULTURAL RESOURCE MANAGEMENT PLAN.

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1 CAR WASH FLOOR PLAN
SCALE: 3/16" = 1'-0"

OCCUPANT LOAD ANALYSIS

LOAD FACTOR BASED ON USAGE PER CBC TABLE 1004.5
NUMBER OF EXITS PER CBC 1006

BUSINESS USES: ROOMS 106, 107 AND 108	
FLOOR AREA GROSS:	190 S.F.
OCCUPANT LOAD AT 150 S.F. PER OCCUPANT:	2
BREAKROOM USES: ROOMS 102	
FLOOR AREA GROSS:	133 S.F.
OCCUPANT LOAD AT 15 S.F. PER OCCUPANT:	9
ACCESSORY STORAGE AREAS,	
MECHANICAL EQUIPMENT ROOM USES: ROOMS 101, 104, AND 105	
FLOOR AREA GROSS:	2,880 S.F.
FLOOR AREA NET (EXCLUDING ROOM 101):	605 S.F.
OCCUPANT LOAD AT 300 S.F. PER OCCUPANT:	3
TOTAL OCCUPANT LOAD:	14

MINIMUM OF ONE EXIT REQUIRED FROM EACH ROOM OR SPACE.
MINIMUM EGRESS WIDTH TABLE 1005.1 0.2 X 14 = 2.8" (OK)

NOTE:
CAR WASH TUNNEL ROOM 101 IS NOT CONSIDERED TO MEET THE CBC SECTION 202 DEFINITION OF AN "OCCUPIABLE SPACE". THE FUNCTION OF THE SPACE IS TO CONVEY VEHICLES THROUGH THE CAR WASH FACILITY. WHEN FUNCTIONING THIS OPERATION IT IS NECESSARY FOR THE ROLL-UP DOORS AT EACH END TO BE IN THE OPEN POSITION.

FIRE NOTES

1. PROVIDE SIGNS ABOVE ALL EXIT DOORS READING: "THIS DOOR TO REMAIN UNLOCKED WHEN THIS SPACE IS OCCUPIED" 2019 CBC
2. PROVIDE MEANS OF EGRESS ILLUMINATION PER CBC SECTION 1008.
3. ALL PORTIONS OF THE BUILDING SHALL BE WITHIN 75 FEET OF A FIRE EXTINGUISHER. THE MINIMUM SIZE OF THE FIRE EXTINGUISHER SHALL BE 2-A 10-BC. COORDINATE LOCATION WITH LOCAL FIRE DEPARTMENT
4. INTERIOR WALL AND CEILING FINISHES SHALL COMPLY WITH CBC CHAPTER 8
5. PROVIDE A SIGN STATING "MAXIMUM OCCUPANT LOAD____" 2019 CBC SECTION 1004.3. COORDINATE WORDING AND SIGN LOCATION WITH LOCAL FIRE DEPARTMENT

GENERAL NOTES

1. DO NOT SCALE DRAWINGS
2. SEE DRAWING A201 FOR DIMENSIONS
3. SEE DRAWING A201 FOR WALL TYPES
4. SEE DRAWING A202 FOR FINISH FLOOR ELEVATIONS
5. SEE SITE PLAN FOR ACCESSIBLE PATH OF TRAVEL
6. EXIT DOORS SHALL BE OPERABLE FROM THE INSIDE WITHOUT THE WITHOUT THE USE OF A KEY OR ANY SPECIAL KNOWLEDGE.
7. GC TO COORDINATE ALL REQUIRED BLOCKING FOR WALL HUNG EQUIPMENT, SHELVES, ETC. FOR PROPER INSTALLATION HEIGHTS.
8. TACTILE EXIT SIGNS SHALL BE REQUIRED AT THE FOLLOWING LOCATIONS:
   A. WHEREVER BASIC CBC PROVISIONS REQUIRE EXIT SIGNS FROM A ROOM OR AREA TO A CORRIDOR OR HALLWAY. THE TACTILE EXIT SIGN SHALL HAVE THE WORDS, "EXIT ROUTE."
   B. EACH GRADE-LEVEL EXIT DOOR. THE TACTILE EXIT SIGN SHALL HAVE THE WORD, "EXIT."

KEYNOTES

1. CONVEYOR TRENCH. SLOPE AT ¼" PER FOOT TO DRAIN.
2. 8" CONVEYOR TRENCH DRAIN PIPE. SEE PLUMBING DRAWINGS
3. 6" CONVEYOR TRENCH OVERFLOW. SEE PLUMBING DRAWINGS
4. UTILITY TRENCH. SLOPE BOTTOM TO DRAIN
5. 4" FLOOR DRAIN FROM UTILITY TRENCH TO THE CONVEYOR TRENCH (TYPICAL 2 PLACES) – SEE PLUMBING DRAWINGS
6. 3'-4" WIDE X 2'-2" DEEP OPEN FOR ACCESS TO UTILITY TRENCH. CONTRACTOR TO PROVIDE COVER – MATCH UTILITY TRENCH
7. 4" PIPE CHASE FROM UTILITY TRENCH TO CONVEYOR TRENCH (TYPICAL 3 PLACES)
8. TRENCH DRAIN. SEE PLUMBING DRAWINGS PROVIDE 2 AT THE EXIT – EXTEND PAST WALL 1'-0" BEYOND OPENING
9. ROOF ACCESS LADDER.
10. EMPLOYEE LOCKERS. (TOTAL OF 3 – 1 ADA ACCESSIBLE) SEE DETAIL #4/A602 – CONTRACTOR SUPPLIED AND INSTALLED
11. WALL MOUNTED ENCLOSED FIRE EXTINGUISHER. – 2A-10BC (TYPICAL 2 PLACES)
12. ROOF DRAIN LEADER (TYPICAL 3 PLACES) – SEE PLUMBING PLANS
13. ELECTRICAL SERVICE SWITCHGEAR – SEE ELECTRICAL DRAWINGS
14. 3/4" RECESS IN SLAB FOR TIRE SENSOR SWITCH. (TYPICAL 2 PLACES)
15. NOT USED
16. HOSE BIB IN RECESS BOX. PROVIDE WITH LOCKABLE DOOR AT EXTERIOR LOCATIONS. SEE PLUMBING DRAWINGS (TYPICAL 4 PLACES)
17. COILING ROLL-UP DOOR. (TYPICAL 2 PLACES)
18. 4" CONCRETE FILLED PIPE BOLLARD AT ENTRANCE. (TYPICAL 2 PLACES)
19. LINE OF ROOF ABOVE
20. WALL MOUNTED CANOPY ABOVE. (TYPICAL 4 PLACES)
21. 3'-0" X 3'-0" RECLAIM CLEAN-OUT – SEE STRUCTURAL DRAWINGS
22. FAUX WINDOW – SEE EXTERIOR ELEVATIONS
23. 1/2" CONDUIT TO TIRE SWITCH TERMINATE AT END OF RECESS. CONDUIT TO GO UNDER CONVEYOR TRENCH (TYPICAL 2 PLACES)
24. WALL MOUNTED IT CABINET – SEE ELECTRICAL DRAWINGS
25. KNOX BOX – CONTRACTOR TO COORDINATE WITH LOCAL FIRE DEPARTMENT FOR TYPE, SIZE AND PREFERRED LOCATION
26. 24" WIDE X 16" HIGH AIR VENT – SEE EXTERIOR ELEVATIONS (TYP. 3 PLACES)
27. FLOOR SINK. SEE PLUMBING DRAWINGS. (TYPICAL 2 PLACES)
28. CONTRACTOR FURNISHED AND INSTALLED 20" X 54" X 84" TALL STORAGE CABINET WITH ADJUSTABLE SHELVING AND WHITE MELAMINE FINISH ON THE INSIDE AND GRAY OUTSIDE. SEE DETAIL #6/A602
29. 3" CHASE (NEXT TO CONTROL PANEL TO UTILITY TRENCH)
30. LEVEL LANDING PER CBC 11B-404.2.4 AND TABLE 11B404.2.4.1 (TYP) – 24" MIN STRIKE EDGE CLEARANCE FOR THE EXTERIOR DOOR LANDING
31. 3/4" x 1 1/2" WIDE RECESS IN SLAB FOR DRAINAGE (TYPICAL 2 PLACES)
32. CONTRACTOR SUPPLIED AND INSTALLED EYE WASH STATION – SEE PLUMBING DRAWINGS
33. 34" MAXIMUM A.F.F. COUNTER TOP. SEE DETAIL #7/A602
34. 6" SWEEPS FROM UTILITY TRENCH TO EQUIPMENT ROOM (TYPICAL 4 PLACES) VERIFY WITH OWNER FOR EXACT LOCATIONS)
35. CONTRACTOR FURNISHED AND INSTALLED 18" X 36" X 40" TALL POS CABINET SEE DETAIL #12/A602
36. 2'-0" X 5'-6" X 4" TALL CONCRETE "HOUSE CLEANING PAD" FOR MCC PANEL SEE STRUCTURAL DRAWINGS
37. 3/4" x 2 1/2" WIDE RECESS IN SLAB FOR DRAINAGE (TYPICAL 2 PLACES) EXTEND PAST EXIT OPENING 1'-0" MINIMUM
38. 1" PVC CHASE TO BUG JUICE CONTROL PANEL
39. 2 – 3" CHASE AT CENTER OF MCC PANEL "HOUSE KEEPING PAD". RUN ONE CHASE TO EQUIPMENT TRENCH AND ONE NEXT TO ACCESS OPENING
40. 3" CHASE FROM ACCESS OPENING TO FACE OF WALL

SYMBOL LEGEND

(1) DOOR TAG – SEE DOOR SCHEDULE ON A500

(X) WINDOW TAG – SEE WINDOW SCHEDULE ON A302. (TYP.) WINDOWS WITHIN 24" OF A DOOR SHALL BE TEMPERED BY CODE. CONTRACTOR TO VERIFY IF OWNER WANTS ALL TEMPERED GLASS

(TX) TACTILE EXIT SIGN PER 2019 CBC SEE DETAIL #12/A003 (TYP. 2 PLACES)

ADA SIGN NOTES

PROVIDE INTERNATIONAL SYMBOL OF ACCESSIBILITY SIGNAGE AT DOOR #3, DOOR #6 AND DOOR #7.

PROVIDE TACTILE EXIT SIGNAGE AT EACH EXIT PER DETAIL 12/A003. AT DOOR #3, DOOR #6 AND DOOR #7.

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No.	Description	Date	By
1	ISSUED FOR PLANNING	2.15.19	kpark
2	ISSUED FOR PLANNING	2.26.19	kpark
3	1ST PLANNING COMMENTS	4.24.19	kpark
4	2ND PLANNING COMMENTS	7.11.19	kpark

Revision

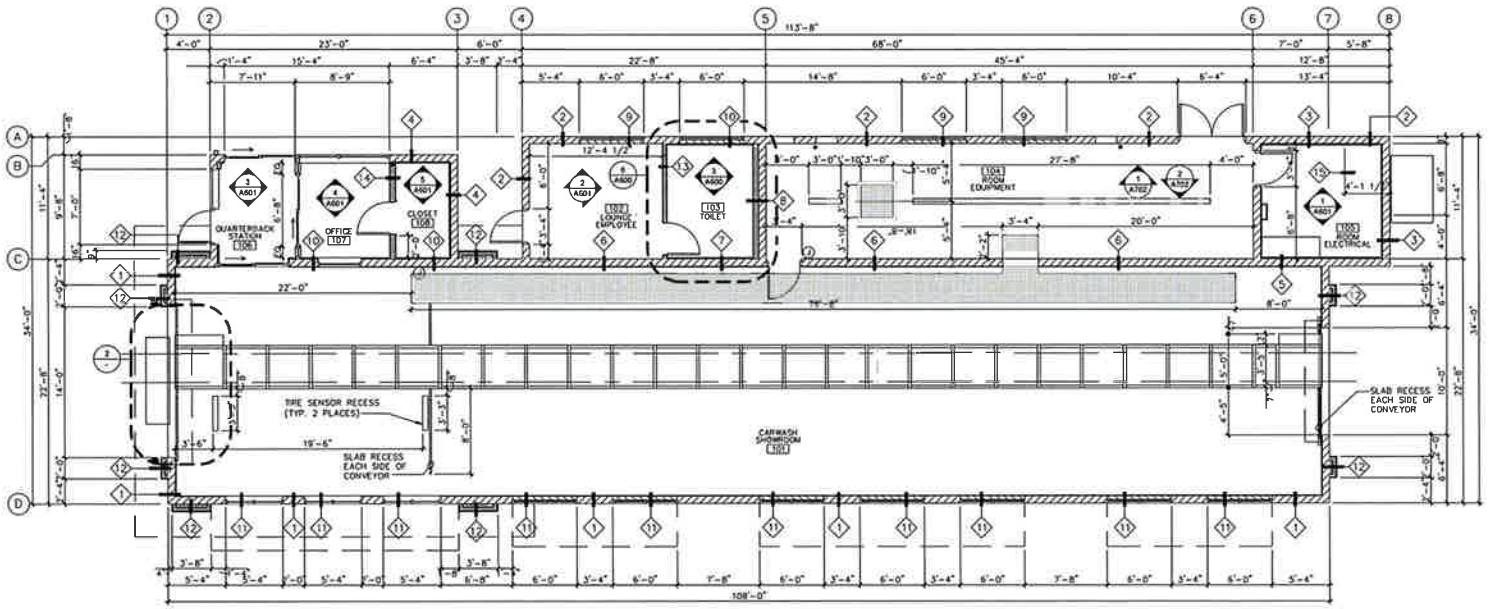
Quick Quack CAR WASH

Client/Project
QUICK QUACK CARWASH # 44-296
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RIVERSIDE, CA

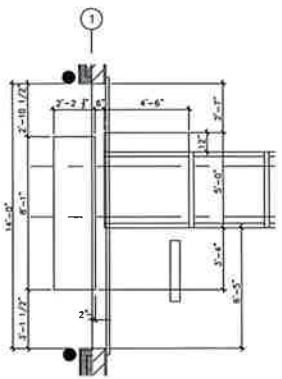
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Title
FLOOR PLANS

Project Number: 2007130188
File Name:
Dsn. Chkd. Dwn. YY.MM.DD
Drawing No.
Revision Sheet
A200 of



1 CAR WASH DIMENSION PLAN
SCALE: 3/16" = 1'-0"



2 DIMENSION AT ENTRANCE
SCALE: 3/8" = 1'-0"

DIMENSION NOTES:

1. IN NO CASE SHALL WORKING DIMENSIONS BE SCALED FROM PLANS, SECTIONS OR DETAILS ON DRAWINGS
2. ALL DIMENSIONS TO OPENINGS ARE TO FACE OF MASONRY UNLESS OTHERWISE NOTED.
3. ALL DIMENSIONS TO STUD WALL PARTITIONS ARE TO THE FACE OF FINISH UNLESS OTHERWISE NOTED.
4. GRID LINES ARE TO FACE OF MASONRY.
5. FINISH FLOOR ELEVATIONS NOTED ARE REFERENCED FROM DATUM POINT 0'-0" AT EQUIPMENT ROOM FINISH FLOOR AT DOOR THRESHOLD.
6. ALL DIMENSIONS SHALL BE VERIFIED IN THE FIELD PRIOR TO FABRICATION OF ANY INSTALLATIONS
7. DIMENSIONS ARE NOT ADJUSTABLE WITHOUT APPROVAL OF ARCHITECT IN WRITING.
8. MINIMUM AND MAXIMUM DIMENSIONS AND SLOPES AS REQUIRED FOR DISABLED ACCESS ARE TO TAKE PRECEDENCE IN ALL CASES OF CONFLICT. CODE REQUIRED MINIMUMS AND MAXIMUMS ARE TO BE EXCEEDED WHERE POSSIBLE AND WHERE NOTED NOTIFY ARCHITECT OF ANY DIMENSIONAL DISCREPANCIES PRIOR TO CONSTRUCTION.
9. DIMENSIONS AND GRAPHIC REPRESENTATIONS OCCURRING ON LARGER SCALED DRAWINGS SHALL TAKE PRECEDENCE OVER SMALLER SCALE DRAWINGS.

RATED WEST WALL NOTES:

1. WEST EXTERIOR WALL IS REQUIRED TO BE OF ONE HOUR MINIMUM CONSTRUCTION PER CBC TABLE 602. CMU WALL SHOWN MEETS REQUIREMENTS OF CBC TABLE 721.1 (2) ITEM 3-1.4. METAL STUD PARAPET WALL MEETS REQUIREMENTS OF CBC TABLE 721.1 (2) ITEM 15-1.4.
2. METAL WALL CANOPY AND ROOF OVERHANG PROJECTIONS ARE LIMITED TO 4'-0" PROJECTION PER CBC 705.2 24" + 5" PER FOOT BEYOND 3'-0" OF FIRE SEPARATION DISTANCE - AT 8'-0" F.S.D. (24 + (8X3)) = 48"
3. OPENINGS ARE LIMITED TO 10% OF WALL AREA PER CBC TABLE 705.8 (277 SQ. FT. X 10% = 27.7) NO OPENINGS PROPOSED AT THIS WALL

WALL TYPES

1. 8X8X16 HONED CONCRETE MASONRY UNIT WALL CONSTRUCTION WITH A 3'-4" HIGH SPLIT FACE 8X8X16 CONCRETE MASONRY UNIT WAINSCOT. INTEGRAL WATER REPELLANT ADMIXTURE MASONRY AND MORTAR TO MATCH. INTERIOR FINISH: 12'-0" HIGH PVC WALL PANEL SYSTEM OVER SEALED CMU - SEE ROOM FINISH SCHEDULE. SEE NOTES FOR RATED NORTH WALL
2. 8X8X16 HONED CONCRETE MASONRY UNIT WALL CONSTRUCTION WITH A 3'-4" HIGH SPLIT FACE 8X8X16 CONCRETE MASONRY UNIT WAINSCOT. INTEGRAL WATER REPELLANT ADMIXTURE MASONRY AND MORTAR TO MATCH. INTERIOR FINISH: PREP AND PAINT - SEE FINISH SCHEDULE
3. 8X8X16 HONED CONCRETE MASONRY UNIT WALL CONSTRUCTION WITH A 3'-4" HIGH SPLIT FACE 8X8X16 CONCRETE MASONRY UNIT WAINSCOT. INTEGRAL WATER REPELLANT ADMIXTURE MASONRY AND MORTAR TO MATCH. INTERIOR FINISH: 1/2" PLYWOOD OVER HORIZONTAL 7/8" GALVANIZED METAL HAT CHANNELS SPACED AT 24" o.c. - SEE FINISH SCHEDULE
4. 8X8X16 HONED CONCRETE MASONRY UNIT WALL CONSTRUCTION WITH A 3'-4" HIGH SPLIT FACE 8X8X16 CONCRETE MASONRY UNIT WAINSCOT. INTEGRAL WATER REPELLANT ADMIXTURE MASONRY AND MORTAR TO MATCH. INTERIOR FINISH: SMOOTH FIBER REINFORCED POLYESTER WALL PANELS OVER 1/2" PLYWOOD OVER HORIZONTAL 7/8" GALVANIZED METAL HAT CHANNELS SPACED AT 24" o.c. - SEE FINISH SCHEDULE
5. 8X8X16 HONED CONCRETE MASONRY UNIT WALL CONSTRUCTION WITH INTEGRAL WATER REPELLANT ADMIXTURE MASONRY AND MORTAR. MORTAR COLOR TO MATCH. INTERIOR FINISH: 12'-0" HIGH PVC WALL PANEL SYSTEM OVER SEALED CMU OR 1/2" PLYWOOD OVER HORIZONTAL 7/8" GALVANIZED METAL HAT CHANNELS SPACED AT 24" o.c. - SEE FINISH SCHEDULE
6. 8X8X16 HONED CONCRETE MASONRY UNIT WALL CONSTRUCTION WITH INTEGRAL WATER REPELLANT ADMIXTURE MASONRY AND MORTAR. MORTAR COLOR TO MATCH. INTERIOR FINISH: 12'-0" HIGH PVC WALL PANEL SYSTEM OVER SEALED CMU OR PREP AND PAINT - SEE FINISH SCHEDULE
7. 8X8X16 HONED CONCRETE MASONRY UNIT WALL CONSTRUCTION WITH INTEGRAL WATER REPELLANT ADMIXTURE MASONRY AND MORTAR. MORTAR COLOR TO MATCH. INTERIOR FINISH: 12'-0" HIGH PVC WALL PANEL SYSTEM OVER SEALED CMU OR SMOOTH FIBER REINFORCED POLYESTER WALL PANELS OVER 1/2" PLYWOOD OVER HORIZONTAL 7/8" GALVANIZED METAL HAT CHANNELS SPACED AT 24" o.c. - SEE FINISH SCHEDULE
8. 8X8X16 HONED CONCRETE MASONRY UNIT WALL CONSTRUCTION. INTEGRAL WATER REPELLANT ADMIXTURE MASONRY AND MORTAR. MORTAR COLOR TO MATCH. INTERIOR FINISH: FURRED PLUMBING WALL. 6" METAL STUD WALL FRAMING AT 16" o.c. WITH FRP WALL PANELS OVER 1/2" PLYWOOD. OR PREP FOR PAINT - SEE FINISH SCHEDULE
9. 4X8X16 CONCRETE MASONRY UNIT WALL CONSTRUCTION. INTEGRAL WATER REPELLANT ADMIXTURE MASONRY AND MORTAR. MORTAR COLOR TO MATCH AND 1/4" SPANDREL GLASS WITH CERAMIC FRIT. INTERIOR FINISH:PREP FOR PAINT. SEE FINISH SCHEDULE
10. 8X8X16 CONCRETE MASONRY UNIT WALL CONSTRUCTION WITH INTEGRAL WATER REPELLANT ADMIXTURE MASONRY AND MORTAR. MORTAR COLOR TO MATCH. INTERIOR FINISH: 12'-0" HIGH PVC WALL PANEL SYSTEM OVER SEALED CMU OR FRP WALL PANELS OVER 1/2" PLYWOOD OVER HORIZONTAL 7/8" GALVANIZED METAL HAT CHANNELS SPACED AT 24" o.c. - SEE FINISH SCHEDULE
11. 4X8X16 CONCRETE MASONRY UNIT WALL CONSTRUCTION. INTEGRAL WATER REPELLANT ADMIXTURE MASONRY AND MORTAR. MORTAR COLOR TO MATCH AND 1/4" SPANDREL GLASS WITH CERAMIC FRIT. INTERIOR FINISH: 12'-0" HIGH PVC WALL PANEL SYSTEM OVER SEALED CMU OR ACOUSTICBLOCK PANEL/LINER - SEE ROOM FINISH SCHEDULE.
12. EXTERIOR METAL STUD FURRED WALL FEATURE: THREE COAT CEMENT PLASTER WALL FINISH. SAND FINISH ACRYLIC COLOR COAT OVER BROWN COAT OVER SCRATCH COAT OVER STUCCO MESH OVER TWO LAYERS GRADE D PAPER OVER 5/8" DENS GLASS GOLD WALL SHEATHING
13. 3 5/8" METAL STUD WALL FRAMING AT 16" o.c. WITH FRP WALL PANELS OVER 1/2" PLYWOOD EACH SIDE. - AT ELECTRICAL ROOM PROVIDE PLYWOOD ONLY
14. 6" METAL STUD WALL FRAMING AT 16" o.c. WITH FRP WALL PANELS OVER 1/2" PLYWOOD
15. 3 5/8" METAL STUD WALL FRAMING AT 16" o.c. WITH 1/2" PLYWOOD EACH SIDE.

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3	ISSUED FOR PLANNING			YY.MM.DD

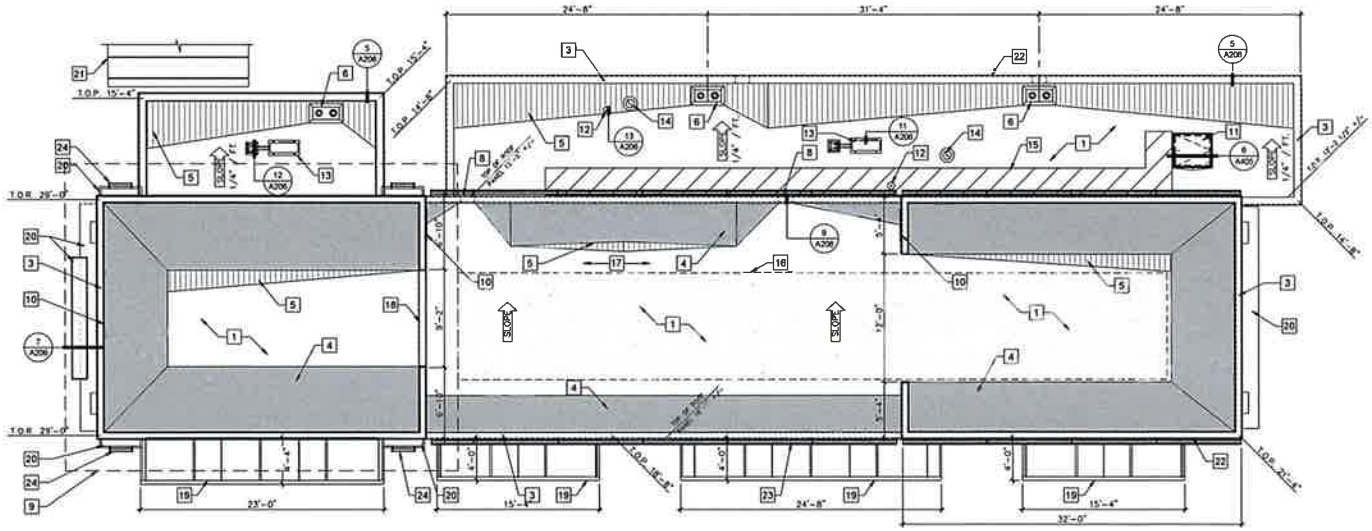
Quick Quack CAR WASH

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Title
DIMENSION PLAN

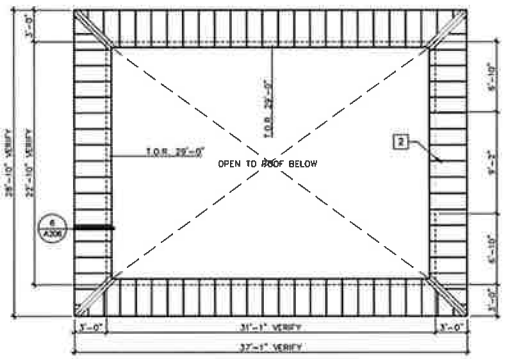
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Dsn. Chkd. Dwn. YY.MM.DD
Drawing No.
Revision Sheet
A201



1 CAR WASH ROOF PLAN
SCALE: 3/16" = 1'-0"

KEYNOTES

1. TPO MEMBRANE ROOFING. SEE DETAIL:
2. STANDING SEAM METAL ROOFING
3. PRE-FINISHED METAL COPING AT TOP OF PARAPET WALL.
4. ROOF CRICKET. ½" ROOF SHEATHING OVER METAL STUD DIAGONAL BRACING SLOPE AT ONE TO ONE.
5. TAPERED RIGID INSULATION CRICKET WITH ½" ISOLATION BOARD (TYP.).
6. ROOF DRAIN AND OVERFLOW IN RECESS. SEE PLUMBING DRAWINGS (TYPICAL 3 PLACES)
7. NOT USED
8. THROUGH WALL SCUPPER. SPILL TO ROOF BELOW.
9. OUTLINE OF UPPER ROOF AT ENTRY TOWER. SEE UPPER ROOF PLAN
10. 3'-0" SQUARE ACCESS PANEL (TYPICAL 2 PLACES) SEE DETAIL #10/A206
11. ROOF ACCESS LADDER HATCH.
12. EXHAUST FAN UNIT. (TYPICAL 2 PLACES)
13. MECHANICAL UNIT TO BE CONCEALED FROM VIEW BY PARAPET.
14. PLUMBING VENT (TYPICAL 2 PLACES)
15. ROOF WALK PATH OVERLAY.
16. ROOF AREA DEDICATED TO POSSIBLE FUTURE SOLAR PANEL INSTALLATION.
17. ROOF AREA DEDICATED TO MAINTENANCE ACCESS TO POSSIBLE FUTURE SOLAR INSTALLATION.
18. OPENING IN WALL BETWEEN CRICKETS
19. WALL MOUNTED METAL CANOPY BELOW (TYP.)
20. CEMENT PLASTER FINISH AT TOP OF FURRED WALL FEATURE (TYP.)
21. FREE STANDING METAL PAY STATION CANOPY BELOW
22. WALL BELOW SHOWN DASHED.
23. LINEAR DOWN LIGHTING – SEE ELECTRICAL PLANS
24. PILASTER DOWN LIGHTING – SEE ELECTRICAL PLANS



2 UPPER ROOF AT ENTRY TOWER
SCALE: 3/16" = 1'-0"

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Revision	Issued	By	Appd.	YY.MM.DD
MAIN PLANNING COMMENTS	ISSUED FOR PLANNING			22.11.30
MAIN PLANNING COMMENTS				23.08.09
				23.09.11

Quick Quack CAR WASH

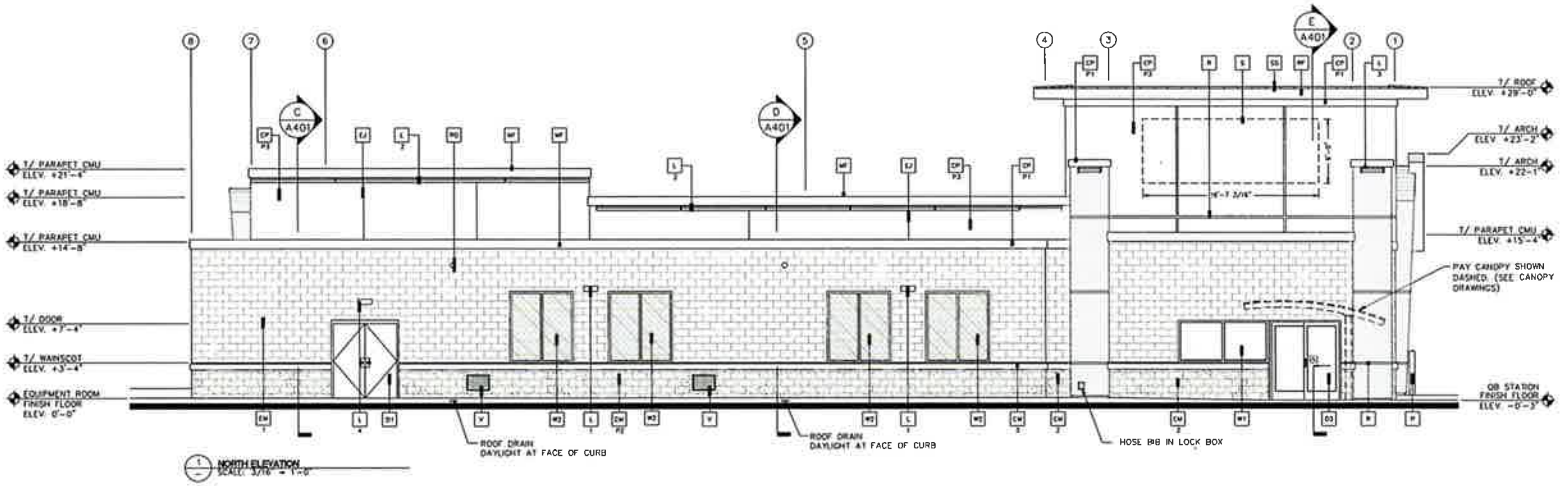
Client/Project
QUICK QUACK CARWASH # 44-296
OPPORTUNITY WAY + VAN BUREN BLVD.
RIVERSIDE, CA

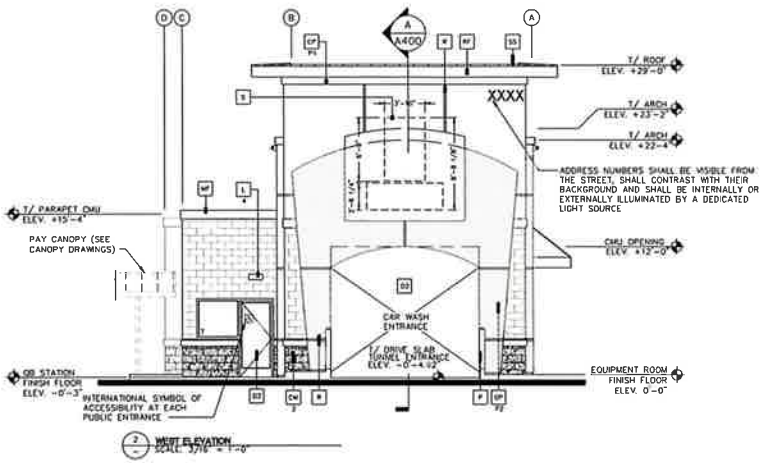
Permit-Seal

Title
ROOF PLAN

Project Number: 200713018
File Name:
Dsn. Chkd. Dwn.
Drawing No.
Revision Sheet
A204

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2023/08/09 3:19:46 PM by Hudgens, Ashley





KEY NOTES:

- CW-1 BASALITE SMOOTH HONED FACE CONCRETE MASONRY UNITS – INTEGRAL COLOR STANDARD #225 LIGHT GRAY WITH INTEGRAL FACTORY "RAINBLOC" WATER REPELLENT ADMIXTURE. MORTAR TO HAVE "RAINBLOC" FOR MORTAR ADMIXTURE. MORTAR COLOR TO MATCH.
- CW-2 BASALITE SPLIT FACE CONCRETE MASONRY UNITS INTEGRAL COLOR STANDARD #730 DARK GRAY WITH INTEGRAL FACTORY "RAINBLOC" WATER REPELLENT ADMIXTURE. MORTAR TO HAVE "RAINBLOC" FOR MORTAR ADMIXTURE. MORTAR COLOR TO MATCH.
- CW-3 PRECISION FACE CONCRETE MASONRY UNIT SILL INTEGRAL COLOR TO MATCH DARK GRAY WAINSCOT WITH INTEGRAL FACTORY "RAINBLOC" WATER REPELLENT ADMIXTURE. MORTAR TO HAVE "RAINBLOC" FOR MORTAR ADMIXTURE. MORTAR COLOR TO MATCH.

CP ACRYLIC PLASTER COLOR COAT

COLOR DESIGNATION:

P1 = MATCH SHERWIN WILLIAMS "QUICK QUACK GREEN"
P2 = MATCH SHERWIN WILLIAMS #6902 "DECISIVE YELLOW"
P3 = MATCH SHERWIN WILLIAMS #7004 "SNOWBOUND"

PLASTER COLOR COAT TO BE SAND FINISH

- D1 HOLLOW METAL DOOR – PAINT TO TO MATCH SHERWIN WILLIAMS #7025 "BACKDROP"
- D2 OVERHEAD METAL DOOR – PAINT TO TO MATCH SHERWIN WILLIAMS #7025 "BACKDROP"
- D3 CLEAR ANODIZED ALUMINUM COMMERCIAL GRADE STOREFRONT GLASS DOOR
- DS 8" X 16" THROUGH WALL SCUPPER, COLLECTOR AND DOWNSPOUT PAINT TO MATCH ADJACENT SURFACE
- EJ 1/4" DEEP REVEAL EXPANSION JOINT
- L LIGHT FIXTURE

TYPE:

L1 = LED RADIAL WALL SCONCE (DOWN ONLY)
L2 = LINEAR FACADE WALL LIGHT (DOWN ONLY)
L3 = 2 FOOT LED PILASTER LIGHT (DOWN ONLY)
L4 = WALL PACK (DOWN ONLY)

CONTACT STEVE FRIEDMAN 1.847.830.1444 WITH HERMITAGE LIGHTING FOR ORDERING LIGHTING. (NO EXCEPTIONS)

- MF METAL FASCIA – PAINT TO MATCH SHERWIN WILLIAMS "QUICK QUACK GREEN" (GREEN)
- P 4" PIPE BOLLARD FILLED WITH CONCRETE – SEE DETAIL #8/A104
- R 2" WIDE X 1/4" DEEP CLEAR ANODIZED ALUMINUM PLASTER REVEAL
- RF METAL ROOF FASCIA – MATCH SHERWIN WILLIAMS "QUICK QUACK GREEN" (GREEN)
- RD 3" DIA PVC ROOF OVERFLOW SCUPPER – PAINT TO MATCH ADJACENT FINISH
- S SIGNAGE BY OTHERS SHOWN DASHED– FOR REFERENCE ONLY UNDER SEPARATE PERMIT. GENERAL CONTRACTOR TO COORDINATE WITH SIGN COMPANY.
- SS STANDING SEAM METAL ROOF FIRESTONE UC3 – "DARK IVY"
- T1 METAL WALL CANOPY SYSTEM – COLOR TO MATCH SHERWIN WILLIAMS "QUICK QUACK GREEN"
- T2 WALL CANOPY TIE-BACK SYSTEM – COLOR TO MATCH SHERWIN WILLIAMS "QUICK QUACK GREEN"
- V 24" WIDE X 16" HIGH VENT – PAINT TO MATCH ADJACENT FINISH
- W1 EXTERIOR WINDOW ASSEMBLY – TEMPERED GLASS CLEAR ANODIZED ALUMINUM STOREFRONT
- W2 EXTERIOR FAUX WINDOW ASSEMBLY – WITH BLACK CERAMIC FRIT TEMPERED SPANDREL GLASS CLEAR ANODIZED ALUMINUM STOREFRONT

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Revision	By	Appd	YY.MM.DD
ISSUED FOR PLANNING			22.11.30
50% PLANNING COMMENTS			23.04.17
50% PLANNING COMMENTS			23.06.05

Quick Quack CAR WASH

Client/Project
QUICK QUACK CARWASH # 44-296
OPPORTUNITY WAY + VAN BUREN BLVD.
RIVERSIDE, CA

Permit-Seal

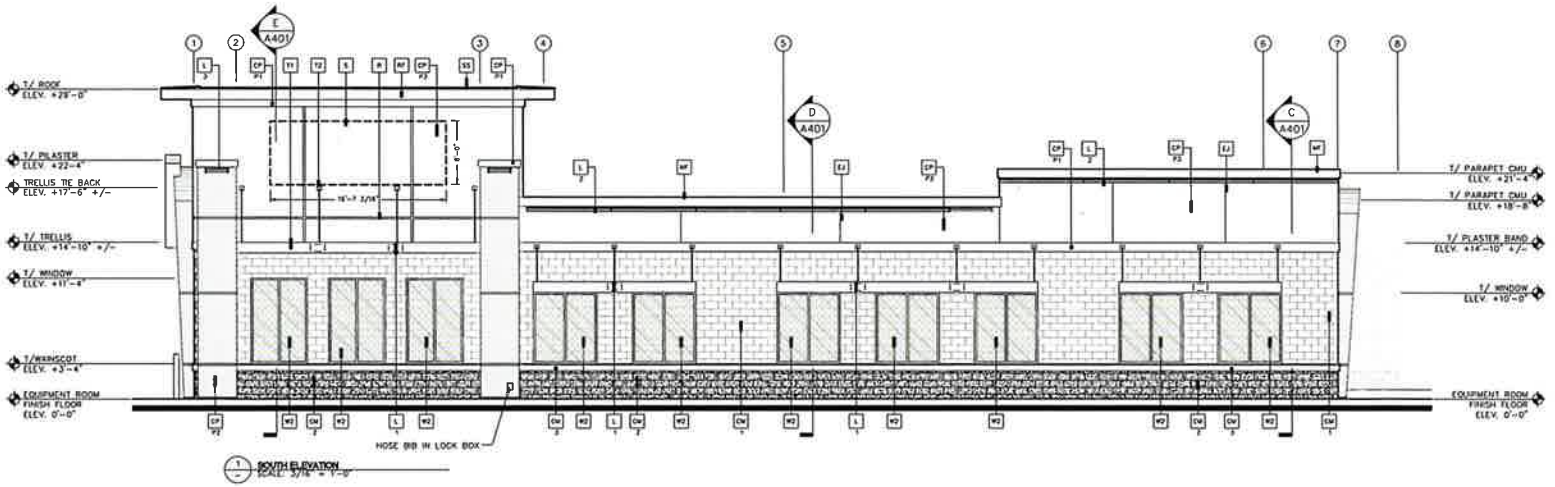
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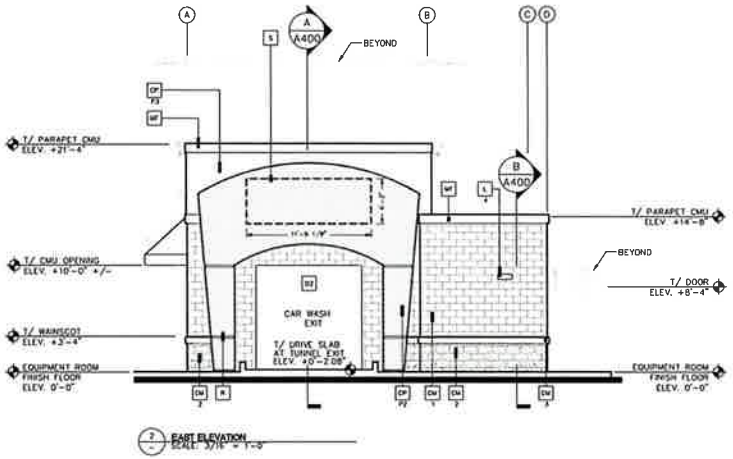
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File Name:

Drawn	Checked	Dept	YY.MM.DD

Drawing No.
Revision
Sheet
A300 of

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2023/06/05 2:28 PM by Benjamin Ashley
ORIGINAL SHEET - ANSI B





KEY NOTES:

- CM 1 — BASALITE SMOOTH HONED FACE CONCRETE MASONRY UNITS – INTEGRAL COLOR STANDARD #225 LIGHT GRAY WITH INTEGRAL FACTORY "RAINBLOC" WATER REPELLENT ADMIXTURE. MORTAR TO HAVE "RAINBLOC" FOR MORTAR ADMIXTURE. MORTAR COLOR TO MATCH.
- CM 2 — BASALITE SPLIT FACE CONCRETE MASONRY UNITS INTEGRAL COLOR STANDARD #790 DARK GRAY WITH INTEGRAL FACTORY "RAINBLOC" WATER REPELLENT ADMIXTURE. MORTAR TO HAVE "RAINBLOC" FOR MORTAR ADMIXTURE. MORTAR COLOR TO MATCH.
- CM 3 — PRECISION FACE CONCRETE MASONRY UNIT SILL INTEGRAL COLOR TO MATCH DARK GRAY WAINSCOT WITH INTEGRAL FACTORY "RAINBLOC" WATER REPELLENT ADMIXTURE. MORTAR TO HAVE "RAINBLOC" FOR MORTAR ADMIXTURE. MORTAR COLOR TO MATCH.
- CP — ACRYLIC PLASTER COLOR COAT
  - COLOR DESIGNATION:
    - P1 = MATCH SHERWIN WILLIAMS "QUICK QUACK GREEN"
    - P2 = MATCH SHERWIN WILLIAMS #6902 "DECISIVE YELLOW"
    - P3 = MATCH SHERWIN WILLIAMS #7004 "SNOWBOUND"
  - PLASTER COLOR COAT TO BE SAND FINISH
- D1 — HOLLOW METAL DOOR – PAINT TO TO MATCH SHERWIN WILLIAMS #7025 "BACKDROP"
- D2 — OVERHEAD METAL DOOR – PAINT TO TO MATCH SHERWIN WILLIAMS #7025 "BACKDROP"
- D3 — CLEAR ANODIZED ALUMINUM COMMERCIAL GRADE STOREFRONT GLASS DOOR
- DS — 8" X 16" THROUGH WALL SCUPPER, COLLECTOR AND DOWNSPOUT. PAINT TO MATCH ADJACENT SURFACE
- EJ — 1/4" DEEP REVEAL EXPANSION JOINT
- L — LIGHT FIXTURE
  - TYPE:
    - L1 = LED RADIAL WALL SCONCE (DOWN ONLY)
    - L2 = LINEAR FACADE WALL LIGHT (DOWN ONLY)
    - L3 = 2 FOOT LED PILASTER LIGHT (DOWN ONLY)
    - L4 = WALL PACK (DOWN ONLY)
  - CONTACT STEVE FRIEDMAN 1 847 830 1444 WITH HERMITAGE LIGHTING FOR ORDERING LIGHTING. (NO EXCEPTIONS)
- MF — METAL FASCIA – PAINT TO MATCH SHERWIN WILLIAMS "QUICK QUACK GREEN" (GREEN)
- P — 4" PIPE BOLLARD FILLED WITH CONCRETE – SEE DETAIL #B/A104
- R — 2" WIDE X 1/4" DEEP CLEAR ANODIZED ALUMINUM PLASTER REVEAL
- RF — METAL ROOF FASCIA – MATCH SHERWIN WILLIAMS "QUICK QUACK GREEN" (GREEN)
- RD — 3" DIA PVC ROOF OVERFLOW SCUPPER – PAINT TO MATCH ADJACENT FINISH
- S — SIGNAGE BY OTHERS SHOWN DASHED– FOR REFERENCE ONLY UNDER SEPARATE PERMIT. GENERAL CONTRACTOR TO COORDINATE WITH SIGN COMPANY.
- SS — STANDING SEAM METAL ROOF FIRESTONE UC3 – "DARK IVY".
- T1 — METAL WALL CANOPY SYSTEM – COLOR TO MATCH SHERWIN WILLIAMS "QUICK QUACK GREEN"
- T2 — WALL CANOPY TIE-BACK SYSTEM – COLOR TO MATCH SHERWIN WILLIAMS "QUICK QUACK GREEN"
- V — 24" WIDE X 16" HIGH VENT – PAINT TO MATCH ADJACENT FINISH
- W1 — EXTERIOR WINDOW ASSEMBLY – TEMPERED GLASS CLEAR ANODIZED ALUMINUM STOREFRONT
- W2 — EXTERIOR FAUX WINDOW ASSEMBLY – WITH BLACK CERAMIC FRIT TEMPERED SPANDREL GLASS CLEAR ANODIZED ALUMINUM STOREFRONT

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No.	Revision	By	Appd.	YY.MM.DD
1	MDP/LP PLANNING COMMENTS			23.05.03
2	MDP/LP PLANNING COMMENTS			23.06.15
	Issued			23.11.30

ISSUED FOR PLANNING

Client/Project
QUICK QUACK CARWASH # 44-286
OPPORTUNITY WAY + VAN BUREN BLVD.
RIVERSIDE, CA

Permit-Seal

Title
BUILDING ELEVATIONS

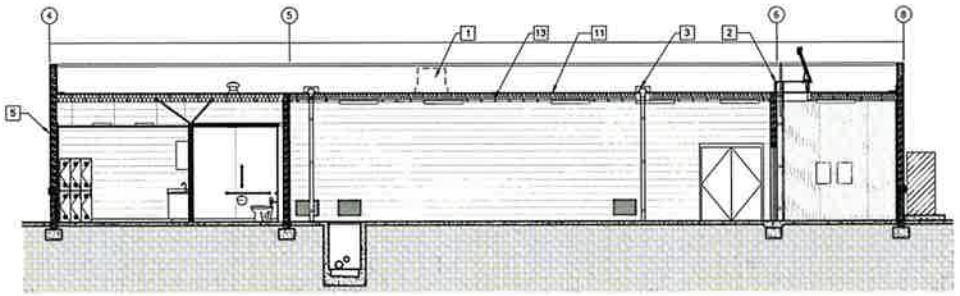
Project Number: 2007130186

Dsn.	Chkd.	Dwn.	YY.MM.DD

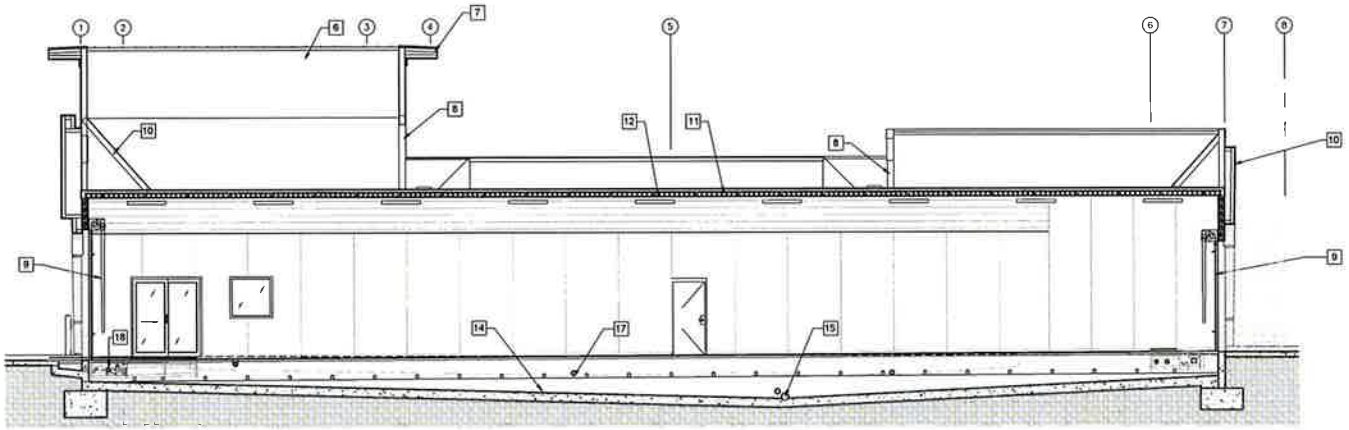
Drawing No.
Revision
Sheet
A301

KEYNOTES

1. ROOF TOP MECHANICAL UNIT IN FOREGROUND SHOWN DASHED, CONCEALED FROM VIEW BEHIND PARAPET WALL.
2. ROOF ACCESS HATCH.
3. ROOF DRAIN AND OVERFLOW SCUPPER.
4. ELECTRICAL SERVICE SWITCHGEAR ON HOUSEKEEPING PAD.
5. CONCRETE MASONRY UNIT WALL CONSTRUCTION.
6. OPEN TO ROOF BELOW.
7. SPANISH TILE ROOFING AT PERIMETER OVERHANG.
8. OPENING IN WALL.
9. COILING ROLL-UP DOOR.
10. METAL STUD FRAMED WALL FEATURE WITH CEMENT PLASTER WALL FINISH.
11. TPO MEMBRANE ROOFING.
12. HOLLOW CORE PRE-CAST PLANK ROOF STRUCTURE.
13. METAL STUD ROOF FRAMING.
14. CONVEYOR TRENCH, SLOPE TO DRAIN.
15. CONVEYOR TRENCH DRAIN AND OVERFLOW.
16. NOT USED.
17. UTILITY TRENCH DRAIN OUTLET.
18. PIPE CHASE FROM UTILITY TRENCH (TYP.)



B BUILDING SECTION
SCALE: 3/16" = 1'-0"



A BUILDING SECTION
SCALE: 3/16" = 1'-0"

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No.	Revision	By	Appd.	YY.MM.DD
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2	MUNI PLANNING COMMENTS			22.04.11
3	ISSUED FOR PLANNING			23.05.05

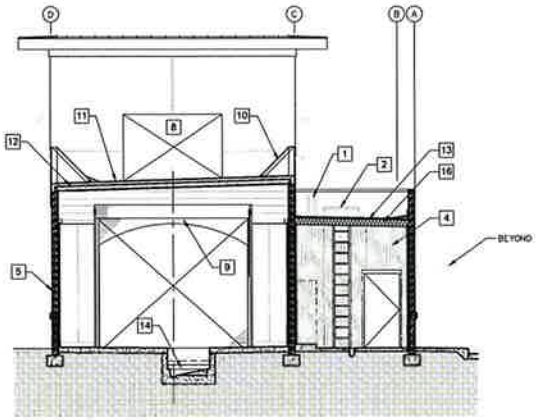
Quick Quack CAR WASH

Client/Project
QUICK QUACK CARWASH # 44-296
OPPORTUNITY WAY + VAN BUREN BLVD.
RIVERSIDE, CA

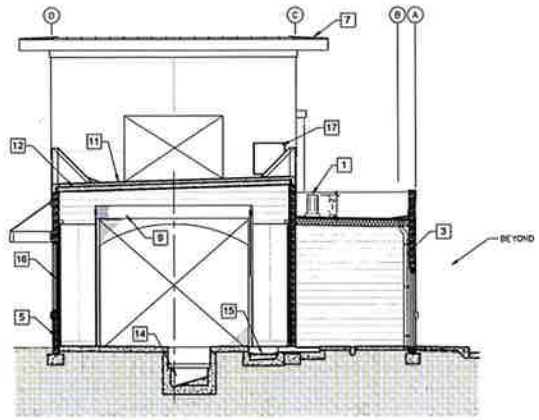
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Title
BUILDING SECTIONS

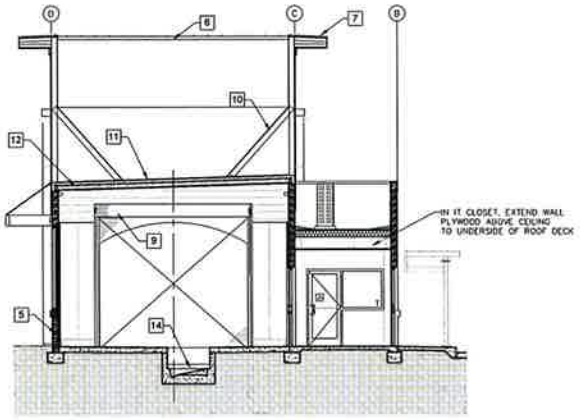
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File Name:
Dsn. Chkd. Dwn. YY.MM.DD
Drawing No.
Revision Sheet
A400 of



C BUILDING SECTION
SCALE: 3/16" = 1'-0"



D BUILDING SECTION
SCALE: 3/16" = 1'-0"



E BUILDING SECTION
SCALE: 3/16" = 1'-0"

KEYNOTES

1. ROOF TOP MECHANICAL UNIT IN FOREGROUND SHOWN DASHED. CONCEALED FROM VIEW BEHIND PARAPET WALL.
2. ROOF ACCESS HATCH.
3. ROOF DRAIN AND OVERFLOW SCUPPER.
4. ELECTRICAL SERVICE SWITCHGEAR ON HOUSEKEEPING PAD.
5. CONCRETE MASONRY UNIT WALL CONSTRUCTION. R-1 VALUE WITH A U-FACTOR OF 0.366
6. OPEN TO ROOF BELOW.
7. STANDING SEAM METAL ROOFING AT PERIMETER OVERHANG.
8. OPENING IN WALL.
9. COILING ROLL-UP DOOR
10. METAL STUD FRAMED WALL FEATURE WITH CEMENT PLASTER WALL FINISH.
11. TPO MEMBRANE ROOFING.
12. HOLLOW CORE PRE-CAST PLANK ROOF STRUCTURE.
13. METAL STUD ROOF FRAMING.
14. CONVEYOR TRENCH. SLOPE TO DRAIN
15. CONVEYOR TRENCH DRAIN AND OVERFLOW.
16. R-30 ROOF INSULATION WITH A U-FACTOR OF 0.038
17. 4" UTILITY TRENCH DRAIN OUTLET (TYPICAL 2 PLACES)
18. PIPE CHASE FROM UTILITY TRENCH (TYP).

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No.	Revision	By	Appd.	YY.MM.DD
1	ISSUED FOR PLANNING			23.05.05
2	MPA PLANNING COMMENTS			23.06.21
3	MPA PLANNING COMMENTS			23.11.30

Quick Quack CAR WASH

Client/Project
QUICK QUACK CARWASH # 44-298
OPPORTUNITY WAY + VAN BUREN BLVD.
RIVERSIDE, CA

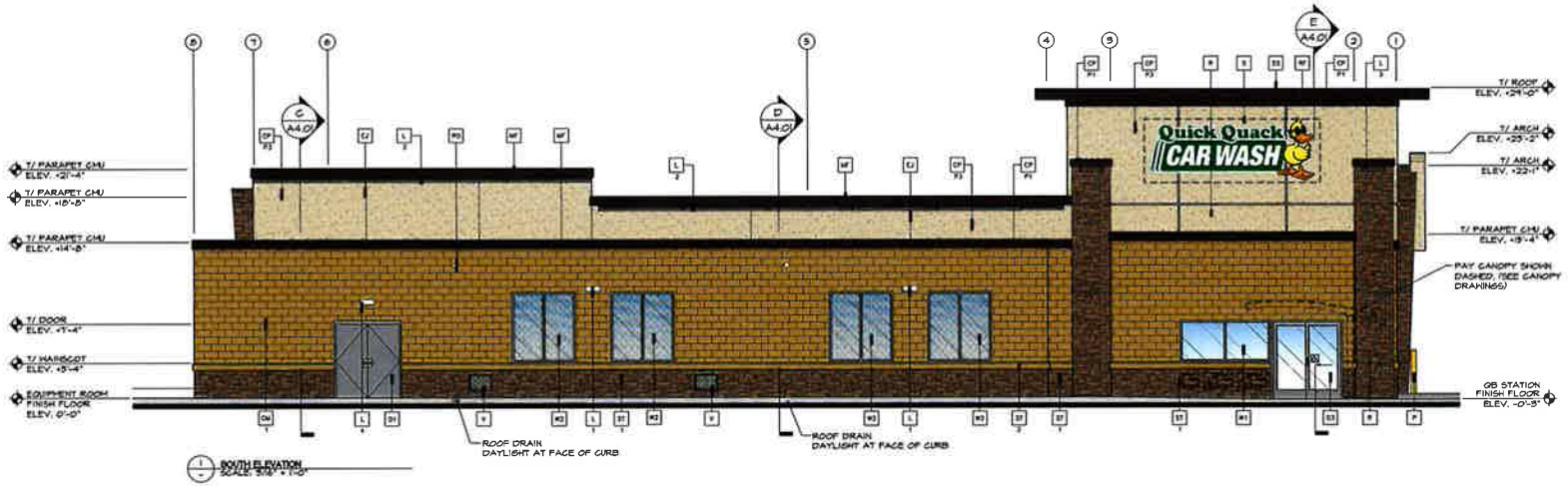
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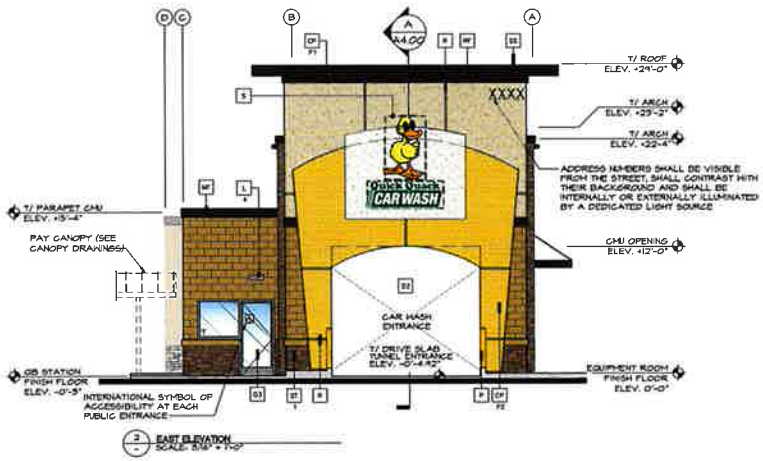
Title
BUILDING SECTIONS

Project Number: 2007130188
File Name:
Dsn. Chkd. Dwgn. YY.MM.DD

Drawing No.
Revision Sheet
A401

ORIGINAL SHEET - ARCH D





COLOR LEGEND

P1	DARK AUBURN SW 6034	CM1	ANGELUS BLOCK "PLACER CREEK BURNISHED" (SO. CAL.)
P2	TORCHLIGHT SW 6374	ST1	CORONADO STONE "QUICK STACK CARMEL MOUNTAIN"
P3	SNOWBOUND SW 7004	ST2	CORONADO STONE CHISELED STONE SILL "BUFF"
P4	BELIEVABLE BUFF SW 6120	P6	FIRESTONE METALS "BRANDYWINE"
P5	SAFETY YELLOW SW 6084	W1 & W2	CLEAR ANODIZED ALUMINUM

KEY NOTES

ST 1 STONE VENEER CORONADO STONE PRODUCTS – "QUICK STACK CARMEL MOUNTAIN" – PROVIDE ANTI GRAFFITI SEALER.

ST 2 STONE VENEER CORONADO STONE PRODUCTS – CHISELED STONE SILL – "BUFF" – PROVIDE ANTI GRAFFITI SEALER.

CM BASALITE SMOOTH, HONED FACE CONCRETE MASONRY UNITS – INTEGRAL COLOR STANDARD #335 PRECISION OR EQUIVALENT, WITH INTEGRAL FACTORY "RAINBLOC" WATER REPELLENT ADMIXTURE. MORTAR TO HAVE "RAINBLOC" FOR MORTAR ADMIXTURE. MORTAR COLOR TO MATCH.

CP P ACRYLIC PLASTER COLOR COAT.

COLOR DESIGNATION:

P1 = MATCH SHERWIN WILLIAMS #6034 "DARK AUBURN"
P2 = MATCH SHERWIN WILLIAMS #6374 "TORCHLIGHT"
P3 = MATCH SHERWIN WILLIAMS #7004 "SNOWBOUND"
P4 = MATCH SHERWIN WILLIAMS #6120 "BELIEVABLE BUFF"
P5 = MATCH SHERWIN WILLIAMS #6084 "SAFETY YELLOW"

PLASTER COLOR COAT TO BE SAND FINISH.

D1 HOLLOW METAL DOOR – PAINT TO MATCH SHERWIN WILLIAMS #6122 "CAMELBACK".

D2 OVERHEAD METAL DOOR – PAINT TO MATCH SHERWIN WILLIAMS #6122 "CAMELBACK".

D3 CLEAR ANODIZED ALUMINUM COMMERCIAL GRADE STOREFRONT GLASS DOOR.

DS 8" X 16" THROUGH WALL SCUPPER, COLLECTOR AND DOWNSPOUT. PAINT TO MATCH ADJACENT SURFACE.

EJ 1/4" DEEP REVEAL EXPANSION JOINT.

F METAL FASCIA – PAINT TO MATCH SHERWIN WILLIAMS #6034 "DARK AUBURN".

P 4" PIPE BOLLARD FILLED WITH CONCRETE. SEE DETAIL #8/A1.05.

R 2" WIDE X 1/4" DEEP CLEAR ANODIZED ALUMINUM PLASTER REVEAL

L LIGHT FIXTURE

TYPE:

L1 = LED RADIAL WALL SCONCE (DOWN ONLY)
L2 = LINEAR FACADE WALL LIGHT (DOWN ONLY)
L3 = 2 FOOT LED PILASTER LIGHT (DOWN ONLY)
L4 = WALL PACK (DOWN ONLY)

CONTACT STEVE FRIEDMAN 1.847.830.1444 WITH HERMITAGE LIGHTING FOR ORDERING LIGHTING. (NO EXCEPTIONS)

RF METAL ROOF FASCIA – MATCH SHERWIN WILLIAMS #6034 "DARK AUBURN".

RD ROOF DRAIN THROUGH WALL AND OVERFLOW SCUPPER – PAINT TO MATCH ADJACENT.

S SIGNAGE BY OTHERS SHOWN DASHED – FOR REFERENCE ONLY UNDER SEPARATE PERMIT. GENERAL CONTRACTOR TO COORDINATE WITH SIGN COMPANY.

SS STANDING SEAM METAL ROOF FIRESTONE UC3 – "BRANDY WINE".

T1 METAL WALL CANOPY SYSTEM – COLOR TO MATCH SHERWIN WILLIAMS #6034 "DARK AUBURN".

T2 WALL CANOPY TIE-BACK SYSTEM – COLOR TO MATCH SHERWIN WILLIAMS #6034 "DARK AUBURN".

V .32" WIDE X 16" HIGH VENT – PAINT TO MATCH ADJACENT FINISH. LOUVERS NOT REQUIRED WHEN EQUIPMENT RM. IS AIR CONDITIONED.

W1 EXTERIOR WINDOW ASSEMBLY – TEMPERED GLASS CLEAR ANODIZED ALUMINUM STOREFRONT.

W2 EXTERIOR FAUX WINDOW ASSEMBLY – WITH BLACK CERAMIC FRIT TEMPERED SPANDREL GLASS CLEAR ANODIZED ALUMINUM STOREFRONT.

No. | Date | By | Chkd | Appr. | Revision

Title: BUILDING ELEVATIONS
QUICK QUACK CAR WASH NO. 44-296
22404 VAN BUREN BLVD.
RIVERSIDE, CA 92518

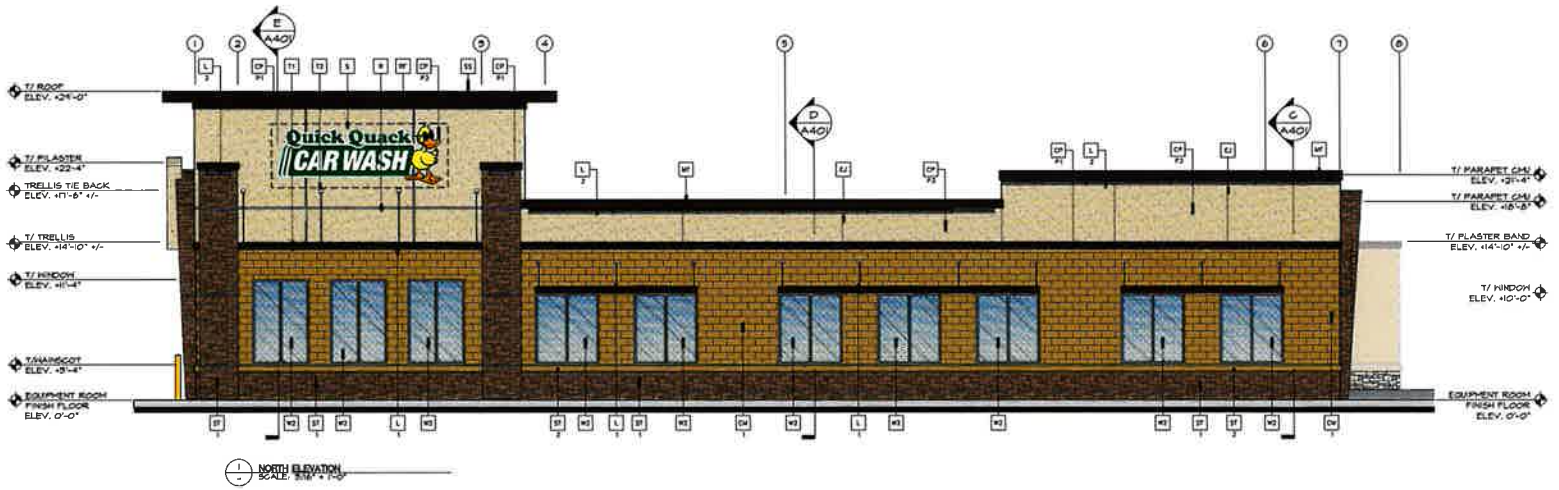
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6020 WEST OAKS BLVD SUITE 300
ROCKLIN, CA 95765

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Checked MJL | Vertical
Approved GC | Date —

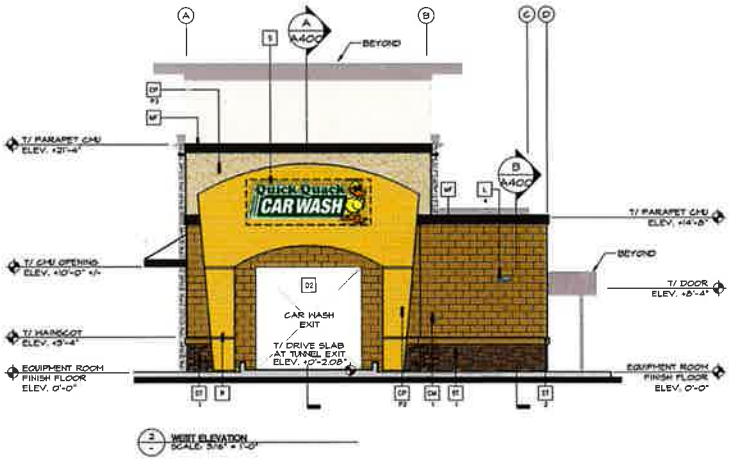
Barghausen Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222 barghausen.com

Job Number 23453
Sheet A3.00

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1 NORTH ELEVATION
SCALE: 3/16" = 1'-0"



2 WEST ELEVATION
SCALE: 3/16" = 1'-0"

COLOR LEGEND

P1	DARK AUBURN SW 6034		CM1	ANGELUS BLOCK "PLACER CREEK BURNISHED" (SO. CAL.)	
P2	TORCHLIGHT SW 6374		ST1	CORONADO STONE "QUICK STACK CARMEL MOUNTAIN"	
P3	SNOWBOUND SW 7004		ST2	CORONADO STONE CHISELED STONE SILL "BUFF"	
P4	BELIEVABLE BUFF SW 6120		P6	FIRESTONE METALS "BRANDYWINE"	
P5	SAFETY YELLOW SW 4084		W1 & W2	CLEAR ANODIZED ALUMINUM	

KEY NOTES:

ST 1 — STONE VENEER CORONADO STONE PRODUCTS – "QUICK STACK CARMEL MOUNTAIN" – PROVIDE ANTI GRAFFITI SEALER.

ST 2 — STONE VENEER CORONADO STONE PRODUCTS – CHISELED STONE SILL – "BUFF" – PROVIDE ANTI GRAFFITI SEALER

CM 1 — BASALITE SMOOTH HONED FACE CONCRETE MASONRY UNITS – INTEGRAL COLOR STANDARD #335 PRECISION OR EQUIVALENT, WITH INTEGRAL FACTORY "RAINBLOC" WATER REPELLENT ADMIXTURE. MORTAR TO HAVE "RAINBLOC" FOR MORTAR ADMIXTURE. MORTAR COLOR TO MATCH.

CP P — ACRYLIC PLASTER COLOR COAT.

COLOR DESIGNATION:

P1 = MATCH SHERWIN WILLIAMS #6034 "DARK AUBURN"
P2 = MATCH SHERWIN WILLIAMS #6374 "TORCHLIGHT"
P3 = MATCH SHERWIN WILLIAMS #7004 "SNOWBOUND"
P4 = MATCH SHERWIN WILLIAMS #6120 "BELIEVABLE BUFF"
P5 = MATCH SHERWIN WILLIAMS #4084 "SAFETY YELLOW"

PLASTER COLOR COAT TO BE SAND FINISH.

D1 — HOLLOW METAL DOOR – PAINT TO MATCH SHERWIN WILLIAMS #6122 "CAMELBACK".

D2 — OVERHEAD METAL DOOR – PAINT TO MATCH SHERWIN WILLIAMS #6122 "CAMELBACK".

D3 — CLEAR ANODIZED ALUMINUM COMMERCIAL GRADE STOREFRONT GLASS DOOR.

DS — 8" X 16" THROUGH WALL SCUPPER, COLLECTOR AND DOWNSPOUT. PAINT TO MATCH ADJACENT SURFACE.

EJ — 1/4" DEEP REVEAL EXPANSION JOINT.

MF — METAL FASCIA – PAINT TO MATCH SHERWIN WILLIAMS #6034 "DARK AUBURN"

P — 4" PIPE BOLLARD FILLED WITH CONCRETE. SEE DETAIL #8/A1.05.

R — 2" WIDE X 1/4" DEEP CLEAR ANODIZED ALUMINUM PLASTER REVEAL

L — LIGHT FIXTURE

TYPE:

L1 = LED RADIAL WALL SCONCE (DOWN ONLY)
L2 = LINEAR FACADE WALL LIGHT (DOWN ONLY)
L3 = 2 FOOT LED PILASTER LIGHT (DOWN ONLY)
L4 = WALL PACK (DOWN ONLY)

CONTACT STEVE FRIEDMAN 1.847.830.1444 WITH HERMITAGE LIGHTING FOR ORDERING LIGHTING. (NO EXCEPTIONS)

RF — METAL ROOF FASCIA – MATCH SHERWIN WILLIAMS #6034 "DARK AUBURN".

RO — ROOF DRAIN THROUGH WALL AND OVERFLOW SCUPPER – PAINT TO MATCH ADJACENT.

S — SIGNAGE BY OTHERS SHOWN DASHED – FOR REFERENCE ONLY UNDER SEPARATE PERMIT. GENERAL CONTRACTOR TO COORDINATE WITH SIGN COMPANY.

SS — STANDING SEAM METAL ROOF FIRESTONE UC3 – "BRANDY WINE".

T1 — METAL WALL CANOPY SYSTEM – COLOR TO MATCH SHERWIN WILLIAMS #6034 "DARK AUBURN".

T2 — WALL CANOPY TIE-BACK SYSTEM – COLOR TO MATCH SHERWIN WILLIAMS #6034 "DARK AUBURN".

V — 32" WIDE X 16" HIGH VENT – PAINT TO MATCH ADJACENT FINISH; LOUVERS NOT REQUIRED WHEN EQUIPMENT RM. IS AIR CONDITIONED.

W1 — EXTERIOR WINDOW ASSEMBLY – TEMPERED GLASS CLEAR ANODIZED ALUMINUM STOREFRONT.

W2 — EXTERIOR FAUX WINDOW ASSEMBLY – WITH BLACK CERAMIC FRIT TEMPERED SPANDREL GLASS CLEAR ANODIZED ALUMINUM STOREFRONT.

No.	Date	By	Chkd	Appr.	Revision

Title:
BUILDING ELEVATIONS
QUICK QUACK CAR WASH NO. 44-296
22404 VAN BUREN BLVD.
RIVERSIDE, CA 92518

For:
QUICK QUACK CAR WASH
6020 WEST OAKS BLVD SUITE 300
ROCKLIN, CA 95765

Designed RC | Scale: Horizontal: As Noted
Drawn RC | Vertical:
Checked MH
Approved DC | Date: —

Barghausen Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com

Job Number 23453
Sheet A3.01

I:\23000s\23453\permit\arch\23453 ARCH elevations.dwg 5/17/2024 9:12 AM MEGHAN


SW6034 DARK AUBURN
SW6374 TORCHLIGHT
SW6141 SOFTER TAN
SW7004 SNOWBOUND
ANGELUS BLOCK CMU
PLACER CREEK BURNISHED
CORONADO STONE
QUICK STACK
CARMEL MOUNTAIN
CAR WASH
STOP


1380
Quick Quack
CAR WASH
Quick Quack
CAR WASH
SW6034 DARK AUBURN
SW6374 TORCHLIGHT
SW6141 SOFTER TAN
SW7004 SNOWBOUND
ANGELUS BLOCK CMU
PLACER CREEK BURNISHED
CORONADO STONE
QUICK STACK
CARMEL MOUNTAIN

PLANT SCHEDULE

TREES	QTY	BOTANICAL / COMMON NAME	CONT	WUCOLS
	9	Cercis canadensis 'Hearts of Gold' / Hearts of Gold Eastern Redbud	24" box	Low
	2	Lagerstroemia indica x fauriei 'Muskogee' / Muskogee Crape Myrtle	24" box	Moderate
	6	Phoenix dactylifera / Date Palm	12' BT	Low

SHRUBS	QTY	BOTANICAL / COMMON NAME	CONT	WUCOLS
	24	Agave americana / Century Plant	15 gal.	Low
	161	Callistemon viminalis 'Little John' / Little John Weeping Bottlebrush	5 gal.	Low
	28	Cistus x Sunset / Rockrose	5 gal.	Low
	63	Hesperaloe parviflora 'Perpa' / Brakelights® Red Yucca	5 gal.	Low
	63	Lantana montevidensis / Purple Trailing Lantana	5 gal.	Low
	10	Leucophyllum frutescens 'Compacta' / Compact Texas Sage	5 gal.	Low
	106	Muhlenbergia capillaris / Pink Muhly Grass	1 gal.	Low
	15	Yucca recurvifolia 'Wallaton' / Bright Star Soft Leaf Yucca	5 Gal.	Low

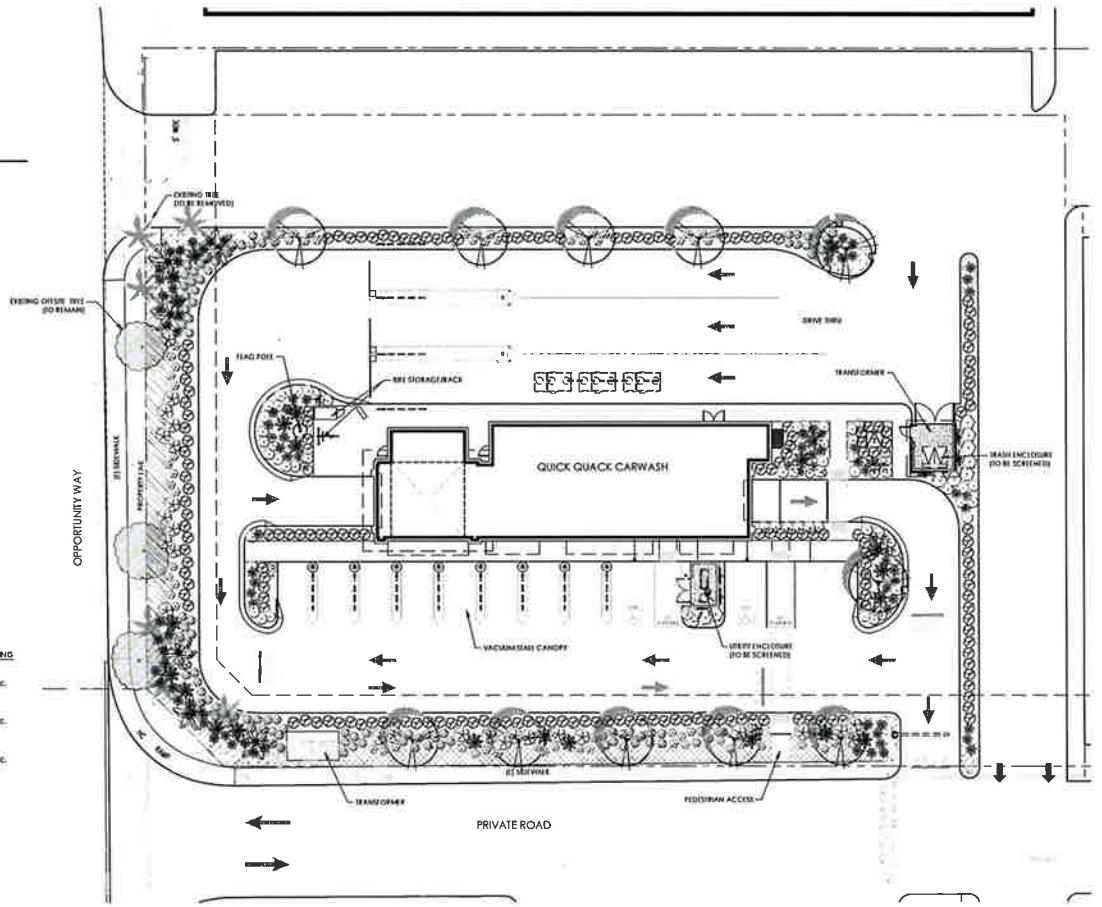
VINES/ESPALIERS	QTY	BOTANICAL / COMMON NAME	CONT	WUCOLS
	6	Magnolia grandiflora 'Little Gem' / Espalier Little Gem Dwarf Southern Magnolia	5 gal.	Moderate

GROUND COVERS	QTY	BOTANICAL / COMMON NAME	CONT	WUCOLS	SPACING
	84	Lantana x 'New Gold' / New Gold Lantana	1 gal.	Low	36" o.c.
	14	Myoporum parvifolium 'Putah Creek' / Putah Creek Trailing Myoporum	1 gal.	Low	72" o.c.
	62	Rosmarinus officinalis 'Irene' / Irene Trailing Rosemary	1 gal.	Low	42" o.c.

EXISTING TREE LEGEND

EXISTING TREE

EXISTING TREE TO BE REMOVED



GENERAL NOTES

1. All landscape planting areas shall receive a minimum 3" layer of non-combustible organic wood chip mulch top dressing.
2. All new trees located within 5' of pavement or permanent structure shall have a root barrier.
3. All new plant material shall be irrigated with drip irrigation and a smart controller. Landscape Plans will comply with County of Riverside Water Conservation Standards.
4. Existing trees and shrubs to remain shall be protected and preserved in place.
5. Landscape Maintenance shall be the responsibility of the property owner.

Water Efficient Landscape Worksheet

HYDROZONE/PLANTING DESCRIPTION	PLANT FACTOR (PF)	IRRIG. METHOD	IRRIG. EFFICIENCY (IE)	ETAF (PF/IE)	LANDSCAPE AREA (Sq. Ft.)	ETAF x AREA	ESTIMATED TOTAL WATER USE (ETWU)
REGULAR LANDSCAPE AREA							
LOW WATER USE (SHRUBS)	.3	DRIP	.81	.37	8,359	3,093	108,156 GAL.
MODERATE WATER USE (TREES/VINES)	.5	BUBBLERS	.81	.62	170	74	2,588 GAL.
				TOTALS	(A) 8,479	(B) 3,167	
						ETWU Total	110,744GAL.

Maximum Applied Water Allowance (MAWA), MAWA= (Eto) (Conversion factor) ((ETAF)(Landscape Area)) + ((1-ETAF) x SLA)
(56.4) (.62) (.45 x 8,479) + (1- .45) X 0) =133,422 GALLONS

Estimated Total Water use (ETWU), ETWU= (Eto)) (Conversion factor) ((ETAF) (Area))
(56.4) (.62) (3,167) = 110,744 GALLONS

ETAF Calculations

Regular Landscape Areas

Total ETAF x Area	(B) 3,167
Total Area	(A) 8,359
Average ETAF	(B / A) .38

Note:
1. Average ETAF for Regular Landscape Areas must be below .55 for residential areas and .45 for non-residential areas.

COMPLIANCE STATEMENT

I agree to comply with the requirements of the water efficient landscape ordinance and submit a complete Landscape Documentation Package

1-16-23

Rodney Deccalon

Stantec

Architecture Inc.
3535 Harbor Blvd. Suite 320
Orange, CA 92626-1510
TEL 657.957.1010

Revision	By	Appd.	YY.MM.DD
PLANNING SUBMITTAL	By	Appd.	23.1.23
Issued			YY.MM.DD

Quick Quack CAR WASH

Client/Project
QUICK QUACK CARWASH # 44-296
OPPORTUNITY WAY + VAN BUREN BLVD.
RIVERSIDE, CA

Permit-Seal
OLIVE STREET LANDSCAPE ARCHITECTURE

Title
LANDSCAPE PLAN

Project Number 2007130188
File Name

Des.	Chkd.	Dept.	YY.MM.DD

Drawing No
Revision Sheet
L1 of

PLANT SCHEDULE

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	93	Yucca recurvifolia 'Wallerstine' / Bright Star Soft Leaf Yucca	5 Gal.	Low

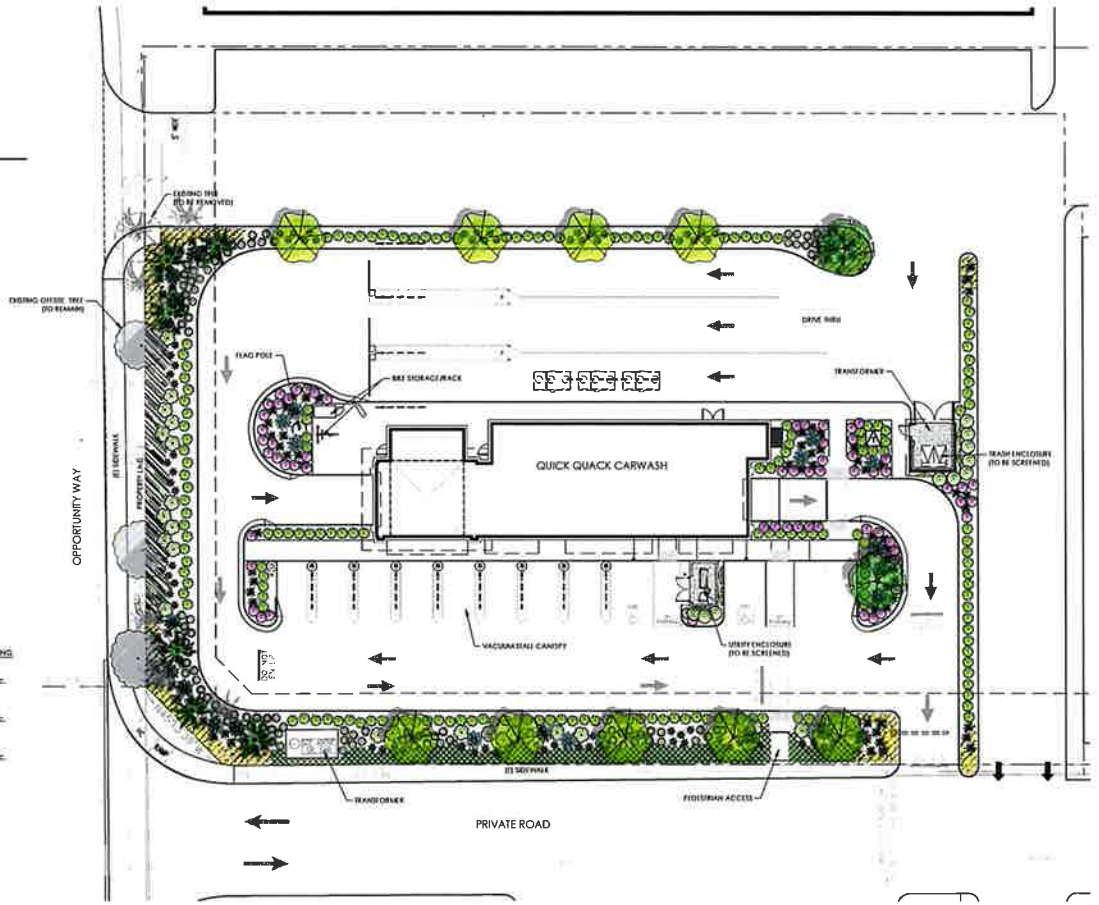
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1-16-23

Rodney Deocampo

Stantec
Architecture Inc.
3161 Michelson Drive, Suite 300
Irvine, CA 92612-8910
TEL: 949.261.1010

The Contractor shall verify and be responsible for all dimensions. DO NOT scale the drawing. Any errors or omissions shall be reported to Stantec Architecture Inc. prior to commencement of work. The Copyrights to all designs and drawings are the property of Stantec Architecture Inc. Reproduction of any part of any drawing without our written permission is prohibited and any infringement will be subject to legal prosecution.

No.	By	Appd.	YY.MM.DD	Revision / Issuance
1			23.1.25	PLANNING SUBMITTAL

Quick Quack CAR WASH

Client/Project
QUICK QUACK CARWASH # 44-296
OPPORTUNITY WAY + VAN BUREN BLVD.
RIVERSIDE, CA

Title
LANDSCAPE PLAN

Permit-Seal

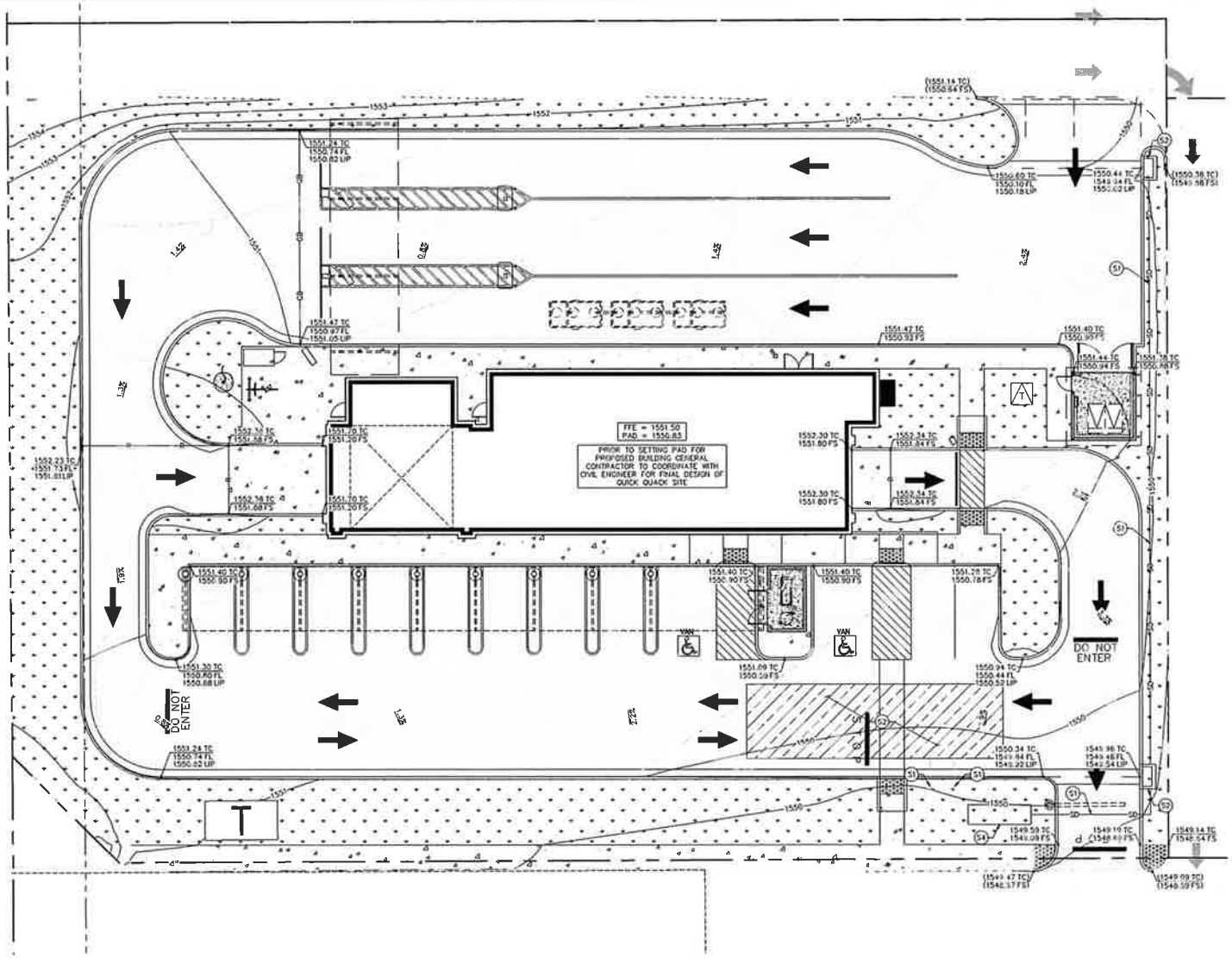
OLIVE STREET
LANDSCAPE ARCHITECTURE
P.O. Box 2902
Rancho Santa Fe, CA 92067
PH: (858) 759-3740
Olivestreet@sbcglobal.net

Project Number: 2097130188
File Name:

Des.	Chkd.	Date:	YY.MM.DD

Drawing No.
Revision Sheet
L2 of

OPPORTUNITY WAY



LEGEND

- PROPERTY LINE
- ASPHALT PAVING
- CONCRETE SIDEWALK
- LANDSCAPING
- UNDERGROUND WATER STORAGE TANK
- (1550.50 TC) (1550.00 FS) — EXISTING GRADE
- 1550.50 TC 1550.00 FS — PROPOSED GRADE
- GB — GRADE BREAK LINE
- R — RIDGE LINE
- 1550 — PROPOSED CONTOUR
- EXISTING CONTOUR
- SD — PROPOSED STORM DRAIN LINE
- X.X% — PROPOSED SLOPE
- FFE — FINISH FLOOR ELEVATION
- TC — TOP OF CURB
- FS — FINISHED SURFACE

STORM DRAIN NOTES:

(S1) PROPOSED STORM DRAIN PIPE.
(S2) PROPOSED CURB INLET.
(S3) PROPOSED UNDERGROUND STORMWATER STORAGE TANK.
(S4) PROPOSED MODULAR WETLAND SYSTEM.

Don't Dig Until You Call U.S.A. Toll Free 1-800-227-2600 for the location of buried utility lines. Don't disrupt vital services.

BENCH MARK:
NATIONAL GEODETIC SURVEY POINT "Z 1143" LOCATED ALONG THE RAILROAD TRACKS, WEST OF I-215, APPROXIMATELY 1700 FEET SOUTH OF VAN BUREN BOULEVARD, EAST OF THE VETERANS CEMETERY, AND EAST OF THE RAILROAD TRACKS. BEING A 3-1/4" BRASS DISK STAMPED "Z1143 1961" SET FLUSH ON TOP OF A CONCRETE MONUMENT, 15 FEET SOUTH EAST OF MILEPOST 11, 183 FEET SOUTHEAST OF A SWITCH STAND, 25 FEET EAST OF TRACKS, 5.4 FEET WEST OF 215 FWY RIGHT OF WAY FENCE AND 5 INCHES ABOVE GROUND.
ELEVATION: 1532.70 FEET DATUM: NVGD 29

MARK	BY	DATE	REVISIONS	APPR	DATE
				MJPA	

ENGINEER

Kimley»Horn
1100 TOWN AND COUNTRY RD SUITE 700 ORANGE, CA 92868
Tel (714) 939-1030
PREPARED BY:
JACOB GLAZE R.C.E. 87934 12/5/22 DATE

March Joint Powers Authority
QUICK QUACK CAR WASH
PRELIMINARY GRADING PLAN

SHEET NO. 1 OF 1 SHTS

FOR | W.O. | MJPA FILE NO.:

EXHIBIT B

Veterans Plaza Car Wash Project
Conditional Use Permit (CUP 22-03)

Conditions of Approval

EXHIBIT B

Veterans Plaza Car Wash Project
Conditional Use Permit (CUP 22-03)

Conditions of Approval

MARCH JOINT POWERS AUTHORITY PLANNING DEPARTMENT
General Planning Conditions:

1. The site shall be developed in accordance with the approved Conditional Use Permit 22-03 (CUP 22-03), 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 CUP 22-03. (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. Conditional Use Permit 22-03 approval shall expire three years after the date of approval unless substantial construction contemplated by this approval for at least one approved building 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 the Commercial zoning district of the Meridian Specific Plan (SP-5). The provisions of the Meridian Specific Plan, including the permitted uses, development standards, parking, setbacks, other development provisions, and the Conditions of Approval shall govern the property, unless modified herein. (MJPA 9.13)

5. 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.

6. 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.

7. Development shall abide by the building standards, intensity provisions, restrictions on use, population densities, and project noise attenuation requirements of the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (RCALUP).

8. 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.

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 JPA Development Code. (MJPA 9.12.020)

10. All new and existing utilities located on the site shall be placed underground. (MJPA 9.13.130)

11. The development shall comply with the noise emission criteria identified in the March JPA Development Code. (MJPA 9.10.140)

12. The development shall comply with all mitigation measures as outlined in the Meridian Subsequent Final EIR and Mitigation Monitoring and Reporting Program (SCH#2009071069). (MMRP)

13. Prior to the submittal of any plans/permits for plan check review, the Applicant/Developer shall meet with March JPA staff at a Pre Plan Submittal/Construction Meeting to be determined.

14. Prior to the issuance of any Permit, the Developer shall designate one point of contact for all plan/permitting submittals, from grading to the final tenant improvements, to act as the liaison between the March JPA and the various subcontractors. Individual subcontractors shall not be allowed to submit plans/permit submittals for the project separately, but shall use the single-point-of-contact to handle all plan/permit submittals

15. The Applicant/Developer shall also comply with March JPA Building and Engineering Departments and outside Agency conditions to be performed prior to issuance of Grading and Building Permits and Certificate of Occupancy

Planning Conditions to be Performed Prior to Issuance of Grading Permits:

16. Prior to issuance of grading permits, the Project applicant shall prepare a traffic control plan that specifically addresses construction traffic and possible lane closures within the public rights-of-way. The traffic control plan shall be reviewed and approved by March Joint Powers Authority (JPA) prior to Project construction.

17. 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.

18. Prior to grading permit issuance, an FAA Form 7460-2 would be required for any temporary construction equipment used during construction activities exceeding 38 feet in height.

Planning Conditions to be Performed Prior to Issuance of Building Permits:

19. 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)

20. Prior to issuance of building permits, the developer or developer's successor-in-interest shall pay the applicable March JPA Development Impact Fee (DIF). These fees shall include, but are not limited, to the Criminal Justice Public Facilities, Fire Protection and Parks Development impact fees.

21. Prior to issuance of building permits, the developer shall provide to the Planning Department 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.

22. Individual lot developers shall contribute on a fair share basis toward the cumulative off-site impacts identified in Specific Plan Chapter IIV. (MMRP)

23. 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)

24. 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 or LED below 2,700 Kelvin only), location, and height. The lighting shall not exceed a 750-watt maximum and shall not be mounted more than 25' above finished grade. 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)

25. 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 will identify and estimate the materials to be recycled during construction activities and will 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

26. 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.

27. 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)

Planning Conditions to be Performed Prior to Issuance of Certificate of Occupancy:

28. 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)

29. 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.

30. Prior to Certificate of Occupancy, the developer shall demonstrate that all South Coast Air Quality Management District permits have been obtained (MEIR).

31. 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)

32. 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).

Planning Department Landscape Provisions (Timing Varies):

33. All landscape located adjacent to parking areas shall be protected by a raised 6" curb. (MJPA Design Guidelines)

34. 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 #09-05).

35. 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).

36. All irrigation and plant material damaged by construction or operational activities shall be replaced with like sized material within three (3) business days.

37. At no time shall any contractor store or place equipment, signs, temporary utilities or any other items within the public right-of-way or landscape areas.

38. Prior to certificate of occupancy, the Applicant/Developer shall demonstrate the proposed Project complies with all provisions within the March Joint Powers Authority Ordinance No. #16-03 (Water Efficient Landscape Ordinance) including but not limited to:

    (a) Irrigation systems shall be designed, maintained, and managed to meet or exceed an average irrigation efficiency of 0.5.

    (b) 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.

    (c) 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.

39. Landscaping shall conform to the standards and requirements of the March JPA. (MJPA 9.13.010)

40. If any existing landscape (including existing or new plantings, hardscape, landscape features, etc.) is damaged or removed during demolition or construction, it shall be repaired and/or replaced in kind and equivalent size per the approved plans within 30 days of completion of construction by the tenant, unless prior agreement is obtained with the District. (MJPA Design Guidelines, 9.2.1)

41. Trees, shrubs, ground cover and mulch missing in the existing LLMD on Meridian Parkway and Determination Drive must be replaced with matching plant genus and species. Replace trees must be 24" box or larger. (MJPA Design Guidelines, 6.3.1)

42. Projects necessitating the removal of existing trees (in the LLMD) with four-inch or greater trunk diameters (calipers), shall be replaced at a three to one ratio, with minimum twenty-four (24) inch box size trees of the same species, or a minimum thirty-six (36) inch box for a one to one replacement, where approved. (MJPA 9.17.030)

43. Each lot developer is to remove the temporary plastic border separating on site landscape from the LLMD area and install a 6" X 6" concrete mow curb.

44. On-site trees must be 100% 24" box size as a minimum size. Trees should be selected with root growth habits that will not cause damage to sidewalks, curbs, and other similarly paved surfaces or such tree species should be sited away from such paved areas.

45. Tree species must be grown in the Inland Empire.

46. The selection of parking lot trees should emphasize the provision of summer shading of pavement and vehicles. Within a maximum of ten (10) years, parking lot trees shall shade a minimum of fifty (50) percent of parking space pavement during the summer months, between 1:00 and 4:00 in the afternoon. A maximum of fifty (50) percent of the parking lot trees may be deciduous unless otherwise approved by the Planning Director. (MJPA 9.17.030)

47. The selection of parking lot trees shall avoid trees with excessive litter, sap or fruit that could damage vehicles. (MJPA 9.17)

48. Prior to site grading, the grading contractor shall contact the March JPA Landscape and Lighting Maintenance District (LLMD) Manager at (951) 656-7000 and the MJPA Landscape Inspector, Jonathan Jones at (951)-675-1639 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 and the Inspector.

49. All LLMD pressure main line and laterals crossing beneath paved areas shall be encased in schedule 80 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.

50. 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.

51. 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.

52. All LLMD landscape and irrigation improvements and on-site landscape and irrigation must be maintained for 90 days and warrantied for 12 months from the date of final construction inspection.

NPDES Provisions (Timing Varies):

53. The development shall be subject to all provisions of March Joint Powers Authority General Plan Land Use Policy 8.4, 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

54. The applicant shall submit a Final WQMP including plans and details providing the elevations, slopes, and other details for the proposed structural BMPs including the required Low Impact Development best management practices, roof drains to vegetation and trash enclosure. The project proponent should request a Final WQMP Pre-submittal letter before beginning this process. The MJPA Engineering Department shall review and approve the final WQMP text, plans and details.

Clean Air Provisions (Timing Varies):

55. The operator shall cooperate with March JPA in the pursuit of Carl Moyer clean air grants. Grants shall be used to pursue clean air technology inclusive of clean burning engines, alternate fuel vehicles, diesel particulate traps, alternate fuel refrigeration units, and electrification of dock ramp positions.

56. The Project shall provide a parking lot design that includes clearly marked pedestrian pathways between truck parking and loading areas and building entrances.

57. Project shall include permanent TMA membership per the Specific Plan Amendment. (MMRP)

58. 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)

59. Project shall install Energy Star labeled roof materials. (MMRP)

60. The Developer is encouraged to use materials which are resource efficient, recycled, with long life cycles and manufactured in an environmentally friendly way. (MMRP)

61. The Developer shall comply with the 2022 CAL Green Standards for Electrical Vehicle (EV) Infrastructure and consider installing either EV Capable, EV Ready or EV Installed infrastructure for on-site parking spaces. Prior to Building Final/Certificate of Occupancy, the Developer shall provide certification that the appropriate infrastructure has been installed and operational.

62. 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)

63. All construction activities shall be limited to between 7:00 am and 8:00 pm, as feasible. (MEIR)

MJPA ARCHEOLOGY/PALEONTOLOGY:

64. 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.

65. 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:

(e) 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.

(f) 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 #66.

(g) 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."

66. 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.

67. 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.

MJPA BUILDING AND SAFETY:

Regarding the Veterans Plaza Car Wash Project, please contact March JPA Building and Safety at 951-656-7000 for direction on how to submit your building application as well as how to submit plans for electronic plan review. Please visit www.marchjpa.com to download the appropriate form(s) for building permit application. Please provide the following sets of plans and documents:

Building and Safety electronic submittals required at first plan review.

(1) Architectural Plans
(1) Structural Plans
(1) Structural Calculations
(1) Plot/Site Plans
(1) Electrical Plans
(1) Electrical Load Calculations
(1) Plumbing Plans/Isometrics, Water, Sewer and Gas
(1) Mechanical Plans
(1) Roof Truss Plans
(1) Title 24 Energy Calculations
(1) Green Building Code Compliance Plans
(1) Precise Grading Plans

Building & Safety General Information

68. All structures shall be designed in accordance with the 2022 California Building Code, 2022 California Mechanical Code, 2022 California Plumbing Code, 2022 California Electrical Code, and the California Green Buildings Standards adopted by the State of California.

69. 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.

70. Building & Safety inspection requests can be made twenty-four (24) hours in advance for the next day inspection.

71. All construction sites must be protected by a security fence and screening. The fencing and screening shall be maintained at all times to protect pedestrians.

72. 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 requirements.

73. 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.

74. Installation of construction trailers must be located on private property. No trailers can be located in the public right of way.

75. Site development and grading shall be designed to provide disabled 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.

76. March JPA 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.

77. 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.

78. 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.

79. Building & Safety, (Willdan Engineering) will inspect all structural 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 and wiring in the common areas for light standards as well as disabled accessibility requirements from the public right of way to the building and the disabled parking stalls. Signage will be inspected by Building & Safety as well as trash enclosures and other ornamental structures on the site.

80. Engineering will review rough and precise grading plans on site as well as all improvements in the public right of way. Engineering will inspect on site utilities starting 5 foot outside of the building as well as all the curb, gutter and sidewalk construction.

81. Storm Water Retention, (CG Resource Management) will inspect the NPDES and storm water requirements on and off site.

82. Western Municipal Water District inspects all water service installations on site and off site as well as any sewer connections to grease interceptors on site

Building & Safety Conditions

83. Prior to the issuance of a building permit, the applicant shall pay all Development Improvement Fee's; this 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.

84. 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.

85. 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.

86. 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 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.

87. Prior to issuance of building permits, provide Building & Safety with a will serve letter from Western Municipal Water District.

88. All construction projects shall comply with the National Pollutant Discharge Elimination Systems (NPDES).

89. Special inspectors and structural observation inspectors that are required by the building code 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 required to provide a hard copy of the reports in the construction office daily for the inspectors' use. The special inspectors shall make all necessary and required inspections before March JPA inspectors provide periodic inspections.

90. 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.

MARCH JPA ENGINEERING - WILLDAN ENGINEERING

With respect to the Conditions of Approval for the above-referenced project, the March Joint Powers Authority (March JPA) requires the applicant to provide the necessary improvements and/or dedications in accordance with the March JPA requirements and standards, as shown on the site plan. It is understood that the site plan accurately reflects all existing rights-of-way, traveled ways, and drainage patterns, and any omissions may necessitate resubmission for further consideration.

General Conditions:

91. Final conditions of approval, including any additional requirements, will be addressed and may be imposed during the plan check process, subject to the review of final grading and civil plans by the March JPA Engineer.

MARCH JPA RESOURCE ENGINEERING - CGRME

The referenced project submitted as Greens Inv. 11, LLC, CUP 22-03, Veterans Plaza Car Wash Project,

92. The Car Wash Project is located within the Phase 2 Area of the Veterans Plaza Commercial Center and is subject to the Phase 2 Master Water Quality Master Plan (WQMP). As such, the Applicant will be required to submit an Addendum to the Master WQMP, which shall substantially conform the Phase 2 Master WQMP. The Addendum WQMP shall include plans, elevations, slopes, and any other details necessary to implement the required BMPs for compliance with the 2012 Riverside Co WQMP Guidance Document.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

On June 13, 2024, the Riverside County Airport Land Use Commission (ALUC) found the March Joint Powers Authority Case No. CUP 22-03 (Conditional Use Permit), a proposal to construct a 3,596 square foot drive-thru Car Wash Building on 1.08 acres, located northerly of Van Buren Boulevard, and easterly of Opportunity Way **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions:

93. Any new outdoor lighting that is 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.

94. The following uses/activities are not included in the proposed project and shall be prohibited at this site:

(a) Any use or activity 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 a DoD or 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 or activity 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, wastewater management facilities, artificial marshes, 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, hotels/motels, places of assembly (including, but not limited to places of worship and theaters), buildings with more than 2 aboveground habitable floors, hazardous materials and critical community infrastructure facilities.

(f) Highly noise-sensitive outdoor non-residential uses. Examples of noise-sensitive outdoor nonresidential uses that are prohibited include, but are not limited to, major spectator-oriented sports stadiums, amphitheaters, concert halls, and drive-in theaters.

(g) Other hazards to flight.

95. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority or its successor in interested or provide evidence that such easement has previously conveyed. The Airport Authority may waive this requirement in the event that the Authority determines that pre-existing avigation easements dedicated to the United States of America are sufficient to address its needs. Contact the March Joint Powers Authority at (951) 656-7000 for additional information.

96. Any other proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the stormwater basins 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 so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the stormwater basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

Landscaping in the stormwater basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at 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.

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.



97. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

98. 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.

99. The project has been evaluated as a 3,596 square foot Car Wash Building. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.

100. 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.

101. The attached, "Notice of Airport Vicinity", below shall be given to all prospective purchasers and occupants of the property.

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)

102. The Federal Aviation Administration has conducted aeronautical studies of the proposed project (Aeronautical Study Nos. 2023-AWP-12865-OE and 2023-AWP-12866-OE) and has determined that neither marking nor lighting of the structure(s) 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 M and shall be maintained in accordance therewith for the life of the project.

103. The proposed structures shall not exceed a height of 29 feet above ground level and a maximum elevation at top point of 1581 feet above mean sea level.

104. 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. The specific coordinates, frequencies, and power shall not be amended without further review by the Federal Aviation Administration.

105. Temporary construction equipment used during actual construction of the structure(s) shall not exceed 29 feet in height and a maximum elevation of 1581 feet above mean sea level, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

106. Within five (5) days after construction of the structure 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 structure.

107. Any questions pertaining to the project, please contact Paul Rull, ALUC Director, at (951) 955-6893.

RIVERSIDE COUNTY FIRE DEPARTMENT

Riverside County Fire Department Office of the Fire Marshal has reviewed the submitted plans and documents for the above referenced project and they are approved with the following conditions of approval. These conditions are preliminary and further review will be conducted upon receipt of additional entitlement and/or construction submittals. Additional requirements may be required based upon the adopted codes at the time of submittal:

108. Prior to Permit Issuance - Fire Protection Water Supplies/Fire Flow:
Minimum fire flow for the construction of all buildings and project is required per CFC Appendix B. Will Serve Letters from the responsible water purveyor with capabilities of water in the public street along the property line is required prior to a map recordation or Prior to building permit issuance for new construction, the applicant shall provide documentation to show there exists a water system capable of delivering the required fire flow. Specific design features may increase or decrease the required fire flow.

109. Prior to Permit Issuance - Fire Protection Water Supplies/Hydrants:
The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with CFC Appendix C and NFPA 24. Fire hydrants shall be located no more than 400 feet from all portions of the exterior of the building along an approved route on a fire apparatus access road, unless otherwise approved by the fire department. In areas where new water mains are extended along streets and hydrants are not needed for protection of structures, standard fire hydrants shall be provided at spacing not to exceed 1,000 feet along streets for transportation hazards. Fire hydrants shall be at least 40 feet from the building it is serving. A fire hydrant shall be located within 20 to 100 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 4" x 2 ½" x 2 ½" (super hydrant). Reference CFC as amended and NFPA 24.).

110. Prior to Permit Issuance – Fire Department Access:
Fire Department emergency vehicle apparatus access road locations and design shall be in accordance with the California Fire Code and Riverside County Fire Department Standards. Plans must be submitted to the Fire Marshal office for review and approval prior to building permit issuance.

111. Prior to Permit - Fire Department Plan Review:
Submittal of construction plans to the Fire Department will be required. This will require a separate permit application submitted directly to the Fire Department. This shall include a full site plan including all fire apparatus access roads. Final fire and life safety conditions will be addressed when the Fire Department reviews these plans. These conditions will be based on California Fire Code, California Building Code (CBC), and related codes/standards adopted at the time of construction plan submittal.

RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

In a letter dated June 27, 2024, the Riverside County Flood Control and Water Conservation District provided the following for CUP 22-03, APN 294-070-044:

112. An encroachment permit shall be obtained for any construction related activities occurring within District right of way or facilities, namely, Perris Valley Master Drainage Plan B-1 South Channel Basin. If a proposed storm drain connection exceeds the hydraulic performance of the existing drainage facilities, mitigation will be required. For further information, contact the District's Encroachment Permit Section at 951.955.1266.

113. The development of this site will generate an increase in peak flow rates and could adversely impact the downstream property owners. Mitigation will be required to offset such impacts. Mitigation may not be required if the proposed storm drain outlet ties into a storm drain system conveying flows to the Perris Valley Master Drainage Plan B-1 South Channel Basin.

General Information:

114. This project may require a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board. Clearance for grading, recordation, or other final approval should not be given until the City has determined that the project has been granted a permit or is shown to be exempt.

115. If this project involves a Federal Emergency Management Agency (FEMA) mapped floodplain, the City should require the applicant to provide all studies, calculations, plans, and other information required to meet FEMA requirements, and should further require the applicant obtain a Conditional Letter of Map Revision (CLOMR) prior to grading, recordation, or other final approval of the project and a Letter of Map Revision (LOMR) prior to occupancy.

116. The project proponent shall bear the responsibility for complying with all applicable mitigation measures defined in the California Environmental Quality Act (CEQA) document (i.e., Negative Declaration, Mitigated Negative Declaration, Environmental Impact Report) and/or Mitigation Monitoring and Reporting Program, if a CEQA document was prepared for the project. The project proponent shall also bear the responsibility for complying with all other federal, state, and local environmental rules and regulations that may apply.

117. If a natural watercourse or mapped floodplain is impacted by this project, the City should require the applicant to obtain a Section 1602 Agreement from the California Department of Fish and Wildlife and a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers, or written correspondence from these agencies indicating the project is exempt from these requirements. A Clean Water Act Section 401 Water Quality Certification may be required from the local California Regional Water Quality Control Board prior to

issuance of the Corps 404 permit.

UNITED STATES POSTAL SERVICE

118. 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.

WESTERN MUNICIPAL WATER DISTRICT

Below are Western Municipal Water District's (Western) Conditions of Approval for the above referenced project as follows:

119. Compliance with water efficient landscape requirements per the March Joint Powers Authority Ordinance.

120. 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.

121. Proposed facilities for water, sewer, recycled water service as well as onsite irrigation facilities must be designed by a Registered Civil Engineer (engineer) and reviewed and approved by Western Water. Deposit for Plan Check must be received prior to plan submittal and Deposit for Inspection must be received prior to approval of the plans.

122. Western Water, 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.

123. The property is located within the 1837 Pressure Zone. Currently, Western Water has an existing 12-inch water pipeline located on-site for service connection to the proposed project. The available Fire Flow must be determined by a flow test or fire flow modeling.

124. Coordinate with fire protection agency of jurisdiction to determine required fire flow for the proposed project and advise Western of the fire flow requirements. Submit request to Western Water for fire flow modeling to determine if existing water systems capacity is. available to provide the required fire flow. Depending on the results of the fire flow modeling additional conditions of approval such as upsizing of existing pipes, extension of pipes, installation of parallel piping or installation of pumps, at the developer's cost, may be required.

125. Western Water has an existing 8-inch recycled water pipeline in Opportunity Way for service connection to the proposed project.

126. Western Water has an existing 8-inch sewer pipeline on-site for service connection to the proposed project.

127. Developer to submit a 24" x 36" preliminary onsite and/or offsite plan of water, sewer and/or recycled water plan layout to Western Water before formal submittal of Water, Sewer and/or Recycled Improvement Plans.

128. 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.

129. 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.

130. Water, Sewer and/or Recycled Water Improvement Plans shall be designed per Western's Standard Specifications. Please review Western Water's Developer Handbook for submittal formats and requirements online at: http://www.wmwd.com/162/Developer-Handbook

131. Water, Sewer, and Recycled Water Commercial Plans for connections only shall be designed per Western Water's Standards and Specifications. Please review Western Water's Commercial Plan Check Package for submittal formats and requirements online at: http://www.wmwd.com/DocumentCenter/Home/View/237

132. Developer to submit grading plans for Western Water's review and approval before grading permit is issued.

133. 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 Water.

134. 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.

135. 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

Water'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).

136. 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 Water at the time of construction.

137. Contact Western Water's Development Services Department at (951) 571-7100 for further information.

ATTACHMENT A

Standard March JPA Operation Mitigation Measures

To be placed on the cover sheet of all grading and building 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 manufacturer's 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 48 hours. The site shall be maintained in a graffiti-free state at all times.

ATTACHMENT B

GREENS INV 11, LLC
ACCEPTANCE OF CONDITIONS OF APPROVAL
FOR THE
VETERANS PLAZA CAR WASH PROJECT
CONDITIONAL USE PERMIT 22-03

The March Joint Powers Commission considered and **APPROVED** the Veterans Plaza Car Wash Project, with **Conditions of Approval**, on _____.

Greens Inv 11, LLC, acknowledges and accepts the Conditions of Approvals for the Veterans Plaza Car Wash Project, as approved by the March Joint Powers Commission. Upon signature and return of this Acceptance to the March Joint Powers Authority, Greens Inv 11, LLC, will be allowed/authorized to submit construction plans for the Veterans Plaza Commercial Center Car Wash Project.

GREENS INV 11, LLC

_____ _____

Owner/Applicant Signature **Date**

_____ _____

Owner/Applicant Printed Name **Owner/Applicant Title/Position**

ATTACHMENT 2

Veterans Plaza Car Wash Project
Conditional Use Permit 22-03

NOTICE OF DETERMINATION

MARCH JOINT POWERS AUTHORITY

14205 Meridian Parkway, Suite 140 | Riverside, CA | 92518

(951) 656-7000 | FAX (951) 653-5558 | WEBSITE: www.marchjpa.com | E-MAIL: info@marchjpa.com

NOTICE OF DETERMINATION

TO:	☐ Clerk of the Board of Supervisors or ☒ **County Clerk** County of: Riverside Address: 2724 Gateway Drive Riverside, CA 92507	**FROM:**	**Public Agency/Lead Agency:** March Joint Powers Authority Address: 14205 Meridian Parkway, Suite 140 Riverside, CA 92518 Contact: Jeffrey M. Smith, AICP Phone: (951) 656-7000

TO:	☒ Office of Planning and Research P. O. Box 3044 Sacramento, CA 95812-3044	Lead Agency (if different from above) Address:
	☒ 1400 Tenth Street (overnight or hand delivery) Sacramento, CA 95814	Contact: 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 Car Wash Project: Conditional Use Permit 22-03 (PP 22-03)	
Project Applicant: 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 1.08-acre vacant/parcel Project site is located at the southeast intersection of Sysco Way and Opportunity Way, north of Van Buren Boulevard, in unincorporated Riverside County, California, within the land use jurisdiction of the March Joint Powers Authority. See attached map.	
General Project Location (City and/or County): County of Riverside	
Project Description: The proposed Project consists of the following: Conditional Use Permit (CUP 22-03): The proposed Conditional Use Permit would allow for the development of a 3,596 square foot, automated drive-through car wash facility on a 1.08-acre vacant parcel. The primary entrance to the car wash facility is oriented off of the Sysco Way/Opportunity Drive-drive aisle, leading into three stacking lanes, which will accommodate up to 16 cars. The car wash facility will also include a covered vacuum/detailing area, with parking stalls which will accommodate up to 8 cars, 2 onsite parking stalls, 2 ADA parking stalls, along with 6 bicycle parking spaces, one trash enclosure, landscaping, and associated paving. The building is single-story with varying building heights and a tower feature, with a maximum height is 29 feet. The project has been designed in accordance with the Meridian North Specific Plan (SP-5, A5) Development Standards.	

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 INV 11, LLC

This is to advise that the (☒ **Lead Agency** or ☐ Responsible Agency) has approved the above described project on **September 11, 2024** 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 beyond those previously analyzed.**
2.	☒	**An Environmental Impact Report, and subsequent CEQA Addendum, were previously prepared and certified/adopted for this project pursuant to the provisions of CEQA and reflects the independent judgment of the Lead Agency (SCH# 2009071069).**
	☐	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.
	☒	**A CEQA Addendum was prepared, which considered this proposed project pursuant to the provisions of CEQA and reflects the independent judgement of the Lead Agency.**
3.	☒	**Mitigation measures from the applicable Certified Subsequent EIR were made a condition of the approval of the project but were adopted when the Subsequent EIR was certified.**
	☐	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 new 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 but were made when the Subsequent EIR was certified.**
6.	☒	**Findings were made pursuant to the provisions of CEQA that no further environmental analysis was required pursuant to Public Resources Code section 21166 and State CEQA Guidelines section 15162.**
	☐	Findings were NOT made pursuant to the provisions of CEQA.
	Custodian: March Joint Powers Authority	**Location:** 14205 Meridian Parkway, Suite 140 Riverside, CA 92518

Date: September 11, 2024	**Signature:** _____
Date Received for Filing: _____	**Title:** Principal Planner

Authority cited: Sections 21083, Public Recourse Code.
Reference Section 21000-21174, Public Resources Code.



Veterans Plaza Commercial Center Car Wash Project Location:

The approximately 1.08-acre, vacant Project site is located at the southeast intersection of Sysco Way and Opportunity Way, north of Van Buren Boulevard, in unincorporated Riverside County, California, within the land use jurisdiction of the March Joint Powers Authority.

ATTACHMENT 3

Veterans Plaza Car Wash Project
Conditional Use Permit 22-03

PLANNING DIRECTOR'S
JULY 17, 2024
DETERMINATION OF SUBSTANTIAL CONFORMANCE

July 17, 2023

Adam Corral
Vice President, Development
Greens Development
8815 Research Drive
Irvine, CA. 92618

RE: SUBSTANTIAL CONFORMANCE DETERMINATION FOR A CAR WASH USE WITHIN THE COMMERCIAL ZONING DISTRICT IN THE MERIDIAN SPECIFIC PLAN (SP-5, A5) AREA.

File No.: Substantial Conformance 23-01
Project Name: Veterans Plaza Commercial Center Project
Address: 22400 Van Buren Boulevard, Riverside, CA 92518

Dear Applicant:

On April 12, 2017, the March Joint Powers Authority Commission considered and adopted the following:

- 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), with Conditions of Approval

On November 29, 2018, September 4, 2019. February 3, 2021 and July 14, 2022, the March Joint Powers Authority Planning Director reviewed and approved Determination of Substantial Conformances for Plot Plan 16-02. The Substantial Conformances mentioned above addressed minor modifications to the approved Plot Plan and Conditional Use Permit, including:

- Reorientation of the project site,
- Minor change in Project phasing,
- Reduction in total building square footages and building locations,
- Elimination of one driveway entry along Opportunity Way,
- Minor modifications to the approved building elevations,
- Additional fuel pumps (2) for the Gas Station, and
- Site Circulation, Queuing, and Additional Parking in relation to In-&-Out.

Since the last approval, a request for a Car Wash Use within the Commercial Zoning District in the Meridian Specific Plan (SP-5, A5) Area has been reviewed and approved as outlined in the Car Wash Use Substantial Conformance 23-01 Letter, signed by MJPA Planning Director on July 17, 2023 (Memo to Project File). A Notice of Exemption (NOE) will be filed pursuant to March JPA Local California Environmental Quality Act (CEQA) Guidelines on July 17, 2023. Filing and posting of an NOE starts a 30-day statute of limitations period on legal challenges to the approval under CEQA Section 15062(d).

Should you have any questions related to this correspondence you may contact me at smith@marchjpa.com or (951) 656-7000. Thank you.

Sincerely,

Jeffrey M. Smith, AICP
Principal Planner
March Joint Powers Authority

cc: Atman Kadakia
Attachments: 1. Letter to File: Car Wash Use Substantial Conformance 23-01
2. Notice of Exemption (See Letter, Attachment 5)

TO: FILE - SUBSTANTIAL CONFORMANCE 23-01

FROM: DAN FAIRBANKS, PLANNING DIRECTOR

DATE: JULY 17, 2023

SUBJECT: SUBSTANTIAL CONFORMANCE DETERMINATION FOR A CAR WASH USE WITHIN THE COMMERCIAL ZONING DISTRICT IN THE MERIDIAN SPECIFIC PLAN (SP-5, A5) AREA.

DETERMINATION:

The authority to approve a Determination of Substantial Conformance is vested with the March Joint Powers Authority (JPA) Planning Director. The Determination of Substantial Conformance is intended to address minor modifications to Plot Plans and similar development requirements. The Substantial Conformance application is not intended to authorize a deviation from any applicable development standard specified in the March JPA Development Code.

Pursuant to Section 9.02.280 of the March JPA Development Code, the Planning Director has determined that a car wash is permissible in the C-2 zone, as provided in SP-5, A5 (Meridian Specific Plan), subject to conditional use permit review and approval. The allowance of a commercial car wash facility subject to conditional use permit approval, is consistent with the required findings for a Determination of Substantial Conformance, identified in Development Code Section 9.02.280 C.

SUMMARY OF PRIOR PLOT PLAN APPROVAL:

The Veteran's Plaza Commercial Center Project was approved by the March Joint Powers Commission on April 12, 2017, through a Master Conditional Use Permit CUP 16-01, Plot Plan 16-02, Tentative Map TM 37116, and Variance V16-01. Plot Plan 16-02 was approved for the phased development of a commercial/service center Known as "Veterans Plaza" (Meridian Unit 4 Lot 4, the Proposed Project), which is located within the southeastern portion of the North Campus of the Meridian Specific Plan (SP-5, A5) Area, specifically on the northeast corner of Van Buren Boulevard and Opportunity Way.

The Project consisted of a 14.4-acre site with 10 buildings that will be used for a mixture of retail and commercial uses and includes two upper mid-scale hotels, a gas station and convenience store, two fast food restaurants with drive-thru service, two traditional sit-down restaurants, one mixed-use retail/fast food building and one mixed-use retail restaurant

buildings. The Project was planned to take access from Opportunity Way via three driveways, including one "right-in/right-out" driveway on Van Buren Boulevard.

The Project was proposed to be developed in two phases; Phase 1 to include a Gas Station with Convenience Store, two fast food restaurants, a mixed use/retail building and a restaurant with a total building area of 21,700 square feet; and, Phase 2 to include two retail buildings, a restaurant and two hotels with a total building area of 197,925 square feet. As approved, the total building area on-site would be 219,695 square feet and included 606 parking spaces and 251 hotel rooms.

On four occasions, November 29, 2018, September 19, 2019, February 3, 2021, and July 14, 2022, the Planning Director for the March Joint Power Authority, approved Determination of Substantial Conformances for Plot Plan 16-02. The Substantial Conformances mentioned above addressed minor modifications to the approved Plot Plan and Conditional Use Permit, including:

- Reorientation of the project site,
- Minor change in Project phasing,
- Reduction in total building square footages and building locations,
- Elimination of one driveway entry along Opportunity Way,
- Minor modifications to the approved building elevations,
- Additional fuel pumps (2) for the Gas Station, and
- Site Circulation, Queuing, and Additional Parking in relation to In-&-Out.

The 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. It should be noted that the approved changes/modifications allowed the developer flexibility and to meet market demands while staying consistent with the original plot plan approval. The total building area is approximately 201,658 square feet, with 703 parking spaces.

Currently, the southern portion of this 14.4-acre site, adjacent to Van Buren Boulevard, has been developed with a hotel and restaurants, gas station, and ancillary retail uses. This request for a use interpretation is due to a specific use, an express car wash, which seeks to develop on the site area immediately north of the existing Gas Station/Convenience Store located at the northeast corner of Opportunity Way and Van Buren Boulevard.

AUTHORITY:

In accordance with section 9.01.120 B. of the March JPA Development Code (Planning Director Interpretation), Section 9.02.280 of the March JPA Development Code (Substantial Conformance) and Section III.B.2 of the Meridian Specific Plan SP-5, A2 (Purpose and Intent), the March JPA Planning Director may determine that a use is similar to, and no more

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objectional than, other permitted or conditionally permitted uses within the applicable zoning districts in the Meridian Specific Plan (SP5, A5) area.

OVERVIEW:

The requested use is an express car wash. The use is different than a full-service car wash in that the car wash is highly automated, and the interior of the car is not cleaned by car wash employees. The process differs in that after the car wash and air-drying cycle, customers may drive to shaded parking facilities where pay-for-use vacuum facilities are available for interior cleaning. The express car wash model involves patrons staying in their cars during the moving wash, no interior minimart facility, and significantly fewer employees.

COMPARATIVE ANALYSIS OF ZONES THAT ALLOW CAR WASHES:

Meridian Comparable Land Uses (SP-5, A5)			
Use (Table III-1) Commercial	**Permitted**	**Conditional Use Permit**	**Use Not Listed**
Automotive Parts and Accessory Sales	X		
Automotive Service Stations		X	
Convenience Sales		X	
Food and Beverage Sales	X		
Restaurants (Fast Food)	X		
Car Wash			X

Title 9 – March JPA Development Code			
Use (Table 9.02.020-1 (Community Commercial)	**Permitted**	**Conditional Use Permit**	**Use Not Listed**
Automotive, Motorcycle, Truck, Boat Repairs and Installation	X[1]		
Car Wash	X[1]		
Convenience Stores with or without drive through	X		
Convenience Stores with alcohol sales	X[1]		
Drinking and eating Establishments	X		
Restaurants (Drive through)	X		
[1] *Indicates a use is permitted unless the use is located within 300' or less from a residential zone or use, in which case the use is allowed with a Conditional Use Permit.*			

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In addition, planning staff has confirmed the information in the applicant's request letter, which identifies that the member jurisdictions of the March Joint Powers Authority (City of Riverside, County of Riverside, City of Perris, and Moreno Valley), allow Car Washes within most Neighborhood Commercial and all Community Commercial Zone(s) as a permitted use, and in some instances require a Conditional Use Permit (CUP).

PROJECT ANALYSIS

Veterans Plaza Commercial Center functions similar to a Community Commercial Center, due to the regional land uses in the area, including Riverside National Cemetery, the nearby March Field Air Museum, Interstate 215, and the surrounding business park. Businesses serving these uses include the hotel, multiple restaurants, and retail services. The restaurants (In-n-Out, Chipotle, Jersey Mike's and Starbucks) function as convenience uses with drive-throughs. The center lacks a major grocery tenant, like most neighborhood shopping centers. A major employer of up to 3,000 employees (Target) is in close proximity to the site, with Sysco (900 employees, also in close proximity to this location.

The car wash functions as a support use for the approximate 15,000 employees within the surrounding area of the Meridian Development. The use is similar to and no more objectionable than other permitted and conditionally permitted uses identified within the Meridian Specific Plan and the March JPA Development Code, as depicted within the Tables in this determination.

According to the March JPA Traffic Engineer, a car wash use will generate 78 PM peak hour trips and the restaurant that it would replace, will generate 37 PM peak hour trips. The increase in trips of 41 is smaller than 100 and that means that this change of use would not trigger a traffic impact study if it were a standalone project. The Applicant is committed to stay within the allocated traffic thresholds for Veterans Plaza, which has been set by the Meridian Specific Plan and the Purchase and Sale Agreement with the Master Developer of 9,468 external average daily trips.

REQUIRED FINDINGS

In accordance with Development Code Section 9.02.280, a request for a Determination of Substantial Conformance is required to make the following findings:

1. The proposal is consistent with the expressed intent of the original Plot Plan 16-02 in that there is no significant changes in the use of the planned 201,658 square foot of commercial development. The application is consistent with this finding in that the use is still related to other existing commercial and convenience commercial uses.

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2. The proposal is consistent with March Joint Powers Commission's approval of Plot Plan 16-02 and the certification of an Addendum to the 2010 Subsequent Environmental Impact Report (SEIR) for the Meridian Specific Plan Amendment (SP-5) (SCH #2009071069), for the Veterans Plaza Commercial Center. The proposal does not modify the building site ingress or egress, and a traffic analysis is not required. The modification does not involve the storage of hazardous materials; and meets all Plot Plan development standards.

3. The proposed modifications do not have the potential to adversely affect surrounding land uses or improvements. As mentioned above, the proposed use is consistent with the original intent of PP 16-02, the use is related to other existing commercial uses and it will not affect surrounding land uses or improvements.

CEQA REVIEW

Findings Under State CEQA Guidelines Section 15061 (b)(3): Under State CEQA Guidelines section 15061 (b)(3), "The activity is covered by the general rule 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 modifications allow a Car Wash to proceed to the March Joint Powers Authority for review of a Plot Plan, Conditional Use Permit and Initial Study through a public hearing process. This determination does not prejudice the Joint Powers Commission, rather it simply allows the use to be treated as other similar uses and allows a full environmental review to occur when the proposal is ripe for environmental review. Pursuant to CEQA, staff will file a Notice of Exemption with the Riverside County Clerk's Office.

PROJECT CONDITIONS

1. All project conditions of approval and mitigation measures from the 2010 Subsequent Environmental Impact Report (SEIR) for the Meridian Specific Plan Amendment (SP-5) (SCH #2009071069) March Business Center EIR will remain in full force and effect.

ATTACHMENTS:

1) Substantial Conformance Request Letter, February 21, 2023
2) Veterans Plaza Commercial Center Site Plan
3) Proposed Car Wash Site Plan
4) Traffic Consistency Memo, December 17, 2021
5) Notice of Exemption

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ATTACHMENT 1

Car Wash Use – Commercial Zoning District
Meridian Specific Plan (SP-5, A5) Area
Substantial Conformance Determination 23-01

Substantial Conformance Request Letter
February 21, 2023

GREENS

Dan Fairbanks
Planning Director
C/O Jeffrey Smith
Principal Planner
March Joint Powers Authority
14205 Meridian Parkway, Suite 140
Riverside, CA 92518

2/21/2023

Request for Planning Director Interpretation

Background

Veterans Plaza (the Project) is a phased commercial development located within the southeastern portion of the North Campus, Meridian Specific Plan (SP-5, A5) area, and more specifically located on the northeast corner of Van Buren Boulevard and Opportunity Way. The Proposed Project site is bound by Meridian Unit 4 Lot 3, a Business Enterprise development by JM Realty to the North, the MJPA controlled south detention basin and the I-215 Freeway to the East, Van Buren Boulevard to the South, and Opportunity Way to the West. The Veteran's Plaza project consists of a 14.4 Acre commercial mixed-use project, which includes: Hotels, Convenience, Gas Station, Fast Food Restaurants, Dining, various Retail and Service uses.

The overall Veterans Plaza Project was previously approved by the March Joint Powers Commission on April 12, 2017: Master Conditional Use Permit (CUP16-01), Plot Plan (16-02), Tentative Map (TM 37116), and Variance (V16-01). This request for interpretation is due to a specific tenant use, an express car wash, which provides a clear definition of a tenant, in lieu of the speculative nature of the prior approvals.

Request

This request for the Planning Director's Interpretation, is to address a specific use for an Express Car Wash, within the North Campus, Meridian Specific Plan area. This use is currently unidentified as a stand-alone use within the Specific Plan's Land Use Table III-1, whereas the MJPA's Development Code, not only lists Car Washes as a specific use, but is listed as a permitted use, if the use is more than 300 feet away from a residential zone, as would be this case. It is also important to note, all member jurisdictions of the March Joint Powers Authority (City of Riverside, County of Riverside, City of Perris, and Moreno Valley), allow Car Washes within most Neighborhood Commercial and all Community Commercial Zone(s) as a permitted use, and in some instances require a Conditional Use Permit (CUP). More specifically, the following table conveys the member jurisdictions, zoning applicability for the Car Wash use:

Jurisdiction	Zoning	Car Wash Permit Type	Gas/Convenience	Fast Food Drive Thru
City of Perris	CN, CC	Allows planning director to determine similar uses with a CUP in CN / Permitted in CC	CUP	CUP

Moreno Valley	CN, CC	Permitted	Permitted > 300 ft from residential, CUP < 300 ft	Permitted > 300 ft from residential, CUP < 300 ft
City of Riverside	CR / CG	CUP	CUP	CUP
County of Riverside	C-1 / CP	Permitted	Permitted no alcohol CUP with alcohol	Allows planning director to determine if similar use

Within the Meridian Specific Plan, an Express Car Wash would have fallen within the definition of "Automotive/Truck Repair - Minor", which used to be allowed in this zone, but is no longer allowed within the Commercial designation of the Meridian Specific Plan. However, due to the other types of uses within this definition (automotive/light truck repair, brake, muffler, tire shops, etc.), may have been deemed incompatible with the vision for the Center. The Car Wash use itself, within this definition, is no more objectionable, than any of the other drive through and convenience uses currently found on the site.

By observing the existing tenant mix, which is also predominantly convenience, retail, and service-oriented uses, one can see how similar and compatible the car wash use would be, with the types of customers that frequent Veterans Plaza. For example, many people that get gasoline at the gas station, will often want a car wash. The Express Car Wash, as an alternative for the customer to get a better wash in under 3 minutes, is an extremely compelling for customers to not only visit but frequent the center. Furthermore, by having the Car Wash site directly to the north of the existing gas station, is a perfect to realize these synergistic uses. Similarly, this use is also extremely compatible with the other drive thru uses, such as In N Out and Starbucks, as people can get a cup of coffee and get their car washed in a very short time period, on their way to work.

The phasing of this project would be initiated with the second phase of Veterans Plaza. Since this project would be done in the same phase as the In N Out improvements, this will alleviate the existing In N Out congestion we are experiencing at the center. This will be accomplished by providing In N Out more queue length and additional parking within the project site. As such, we believe traffic congestion at the entryway will be vastly improved during the second phase of development.

It is Greens' opinion that the MJPA's Executive Director has the authority to make an interpretation under Section III.B.2 of the Meridian Specific plan should "any details, or issues, not specifically covered in these regulations shall be subject to the regulations of the development code". As such, we would request the MJPA's Executive Director to review the Development Code, in concert with the Specific Plan, to determine if the Car Wash use would be allowed to proceed as a Conditional Use permit.

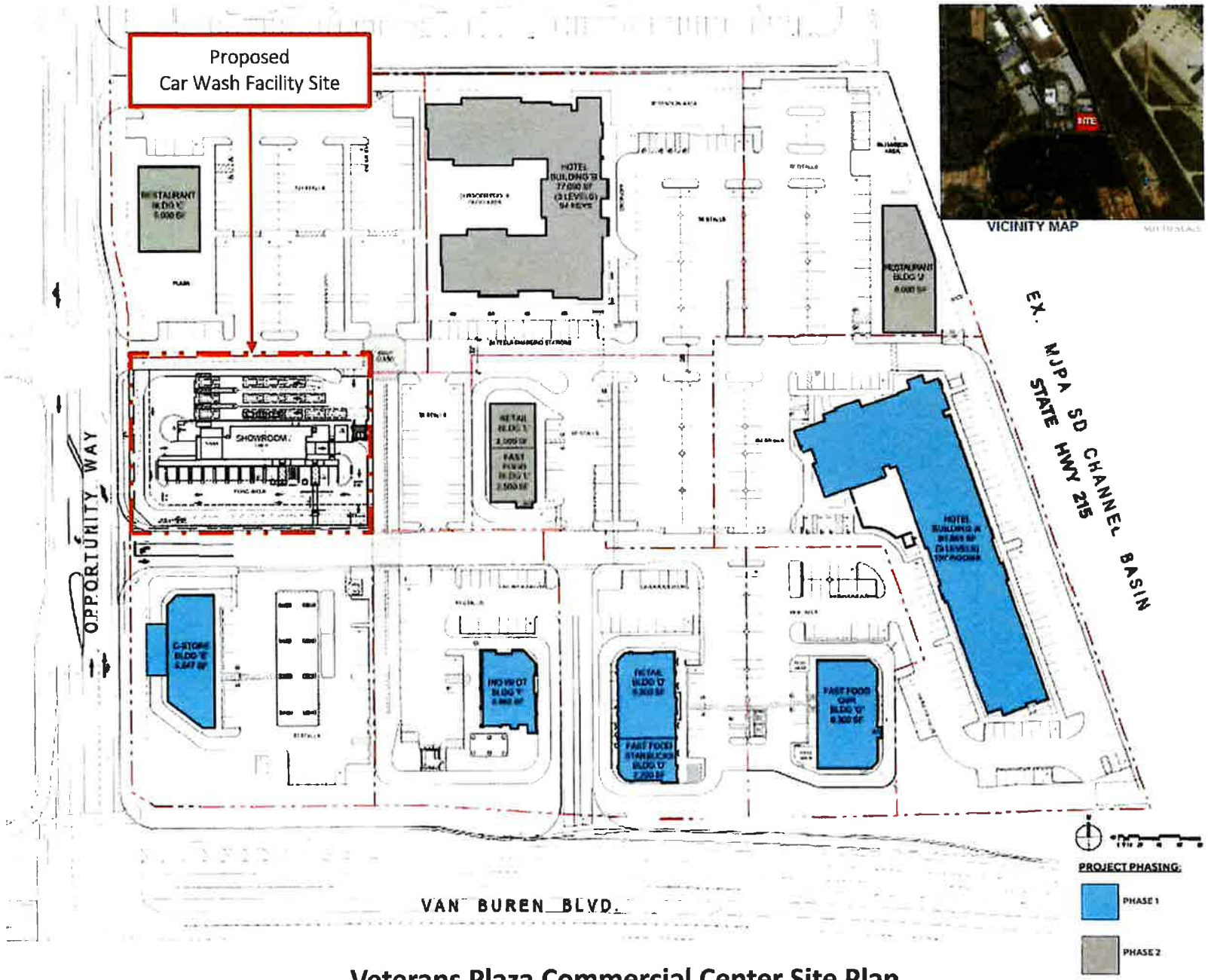
Sincerely,

Adam Corral
Vice President, Greens Development

ATTACHMENT 2

Car Wash Use – Commercial Zoning District
Meridian Specific Plan (SP-5, A5) Area
Substantial Conformance Determination 23-01

Veterans Plaza Commercial Center Site Plan



Veterans Plaza Commercial Center Site Plan

ATTACHMENT 3

Car Wash Use – Commercial Zoning District
Meridian Specific Plan (SP-5, A5) Area
Substantial Conformance Determination 23-01

Proposed Car Wash Site Plan

Stantec

Quick Quack CAR WASH

OVERALL SITE PLAN

QUICK QUACK CARWASH # 44-296
OPPORTUNITY WAY + VAN BUREN BLVD.
RIVERSIDE, CA

A100

PLAN PREPARER

BUILDING INFORMATION

PARKING ANALYSIS

ATTACHMENT 4

Car Wash Use – Commercial Zoning District
Meridian Specific Plan (SP-5, A5) Area
Substantial Conformance Determination 23-01

Traffic Consistency Memorandum
December 17, 2021

Kimley»Horn

MEMORANDUM

To: Adam Corral, Greens Group Inc.

From: Tim Chan, P.E.

Date: December 17, 2021

Subject: Meridian Unit 4, Lot 4 Traffic Consistency Update

Kimley-Horn has prepared this letter to provide an assessment of the proposed Unit 4, Lot 4 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 southern portion of Unit 4, Lot 4 (U4-4) has completed development of retail components including fast-food, coffee/donut shop, quality restaurant, a gas station, a motel, and general retail space. The proposed project modifies the previously approved site plan to include an assortment of retail, restaurant, and commercial uses on the northern portion of the site. This northern portion is currently vacant. A site plan is provided as an attachment. U4-4 falls within Planning Region C, Planning Area 7 of the Meridian SPA, and is zoned as Commercial. The proposed development would be consistent with allowed uses in its zoning.

The proposed project site plan includes a new driveway on Opportunity Way at Sysco Way, which is currently a three-legged unsignalized intersection. The driveway would provide full access to the site.

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

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[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

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 7 was allocated 16,164 external average daily trips (ADT). The Purchase Sale Agreement (PSA) for U4-4 allows for up to 9,468 external ADT. The PSA trip allocation was developed after analysis to confirm that the remaining three lots in the planning area would have adequate external trip allowance remaining for a reasonable development to occur. Within this planning area, all lots have been approved for development (Unit 4, Lots 3, 5, 6, and 7; and Lot 4 previously). Therefore, the allowed trips under the PSA accurately represents consistency with the planning area thresholds.

A trip generation analysis has been prepared for the proposed U4-4 site to determine the daily passenger car trips. 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 have 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 in **Table 1** below.

Table 1. Trip Generation Rate Comparison

Land Use Category	Meridian SPA Trip Rate (ITE 8th Edition)	Current Trip Rate (ITE 11th Edition)
Motel	5.63 per rm	3.35 per rm
Specialty Retail Center[1]	44.32 per ksf	44.32 per ksf
Coffee/Donut Shop with Drive-through	818.58 per ksf	533.57 per ksf
Quality Restaurant[2]	89.95 per ksf	83.84 per ksf
High-Turnover (Sit-down) Restaurant	127.15 per ksf	107.20 per ksf
Gasoline Station with Convenience Market and Car Wash[3]	152.84 per fueling position	257.13 per fueling position
Fast-Food Restaurant with Drive-through	496.12 per ksf	467.48 per ksf

Note:

1. Specialty Retail Center is not included in the ITE 11th Edition; ITE 9th Edition is used for evaluation and comparison to remain consistent with original SPA assumptions.
2. Quality Restaurant has been renamed to Fine Dining Restaurant in ITE 11th Edition
3. Gasoline Station with Convenience Market and Car Wash land use has been modified in the ITE 11th Edition based on square footage of the convenience store. For this site, the convenience store is assumed to be in the 4-5.5k square-feet category. This new land use in the 11th Edition is the Convenience Store/Gas Station (LU 945).

The rates stayed the same or reduced with the updated trip generation manual projections except for the gasoline station with convenience market. A comparison between the Meridian SPA rates and current trip generation rates shows that, overall, the Meridian SPA are more conservative and were therefore carried forward into this consistency evaluation. The trip generation calculations for both rates are included as Attachments to this letter.

The Meridian SPA did not account for pass-by trips to the commercial site as the details of the site were not available at the time. The proposed project includes fast-food restaurant, coffee-shop with drive-through, and gas station uses that typically experience significant pass-by trips. For instance, the Institute of Transportation Engineers Trip Generation Handbook, 3rd Edition indicates a pass-by rate of 62% for a gasoline/service station with convenience market during the morning peak hour, and a 56% pass-by rate during the evening peak hour. Similarly, a fast-food restaurant with drive-through window is anticipated to have a pass-by rate of 49% and 50% for the morning and evening peak hours, respectively. Nevertheless, based on City of Riverside and County of Riverside guidelines, a maximum 25% pass-by reduction to the external trip generation for these uses is allowed. Pass-by patterns for vehicles traveling on Van Buren Boulevard and destined for locations within the Meridian SPA would be part of the Meridian SPA calculations (internal capture) and no additional credits would be taken. However, a 10% to 25% pass-by trip reduction was applied to account for vehicles traveling on Van Buren Boulevard that are not associated with Meridian SPA traffic. This reduction was applied to coffee/donut shops, fast-food restaurant, high turn-over restaurant, and gas station uses only, and is documented in the attached trip generation table.

As discussed on page IV-57 of the SEIR, other land uses within the overall Meridian development are expected to "capture" 13 percent of daily passenger car trips. This internal capture was applied to the trip generation after pass-by trips were accounted for.

With the pass-by rates and 13% internal capture rates applied, U4-4 is expected to generate a total of 9,036 new external ADT. A comparison of the external ADT for the proposed retail development with the PSA allowance is displayed on **Table 2**.

Table 2. Proposed Site Consistency Evaluation

	External ADT
Purchase Sale Agreement Allowance	**9,468**
Proposed Site Change (north portion) • Motel: 77,000 sf (94 room) • High-Turnover Restaurant: 5,000 sf • High-Turnover Restaurant: 4,070 sf • High-Turnover Restaurant: 6,000 sf • Specialty Retail Center: 2,000 sf • Fast-Food Restaurant w/ D. T.: 2,500 sf	
Previously Approved Site – No Change (south portion) • Motel: 81,723 sf (157 room) • Coffee/ Donut Shop w/ D. T.: 2,200 sf • Specialty Retail Center: 5,300 sf • Gasoline Station w/ Convenience Market and Car Wash (16 fueling stations): 3,600 sf • High-Turnover Restaurant: 3,800 sf • Fast-Food Restaurant w/ D. T.: 3,880 sf • Fast-Food Restaurant w/ D. T.: 2,500 sf	9,036

In conclusion, the proposed development is considered consistent with the traffic planning documents and mitigation measures identified in the Meridian SPA SEIR.

This finding of consistency is also applicable to evaluations related to vehicle miles travelled (VMT). The project does not change the original vision of the site within the overall Specific Plan that was approved. Additionally, the proposed land uses are predominately local-serving retail uses, which do not increase VMT. The project would not significantly change VMT in the region and would be considered to have a less than significant effect.

Significant changes to the site plan or land uses that are not consistent with the assumptions evaluated in this memorandum should be required to prepare an updated traffic consistency memorandum to check the site remains consistent with its PSA and planning area thresholds.

Please feel free to contact me if you have any questions.

Sincerely,

Tim Chan, P.E.

Attachments:

- Meridian SPA Land Use Plan
- Proposed Site Plan
- Trip Generation Calculations (Meridian SPA / ITE 11th Generation Trip Rates)
- 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

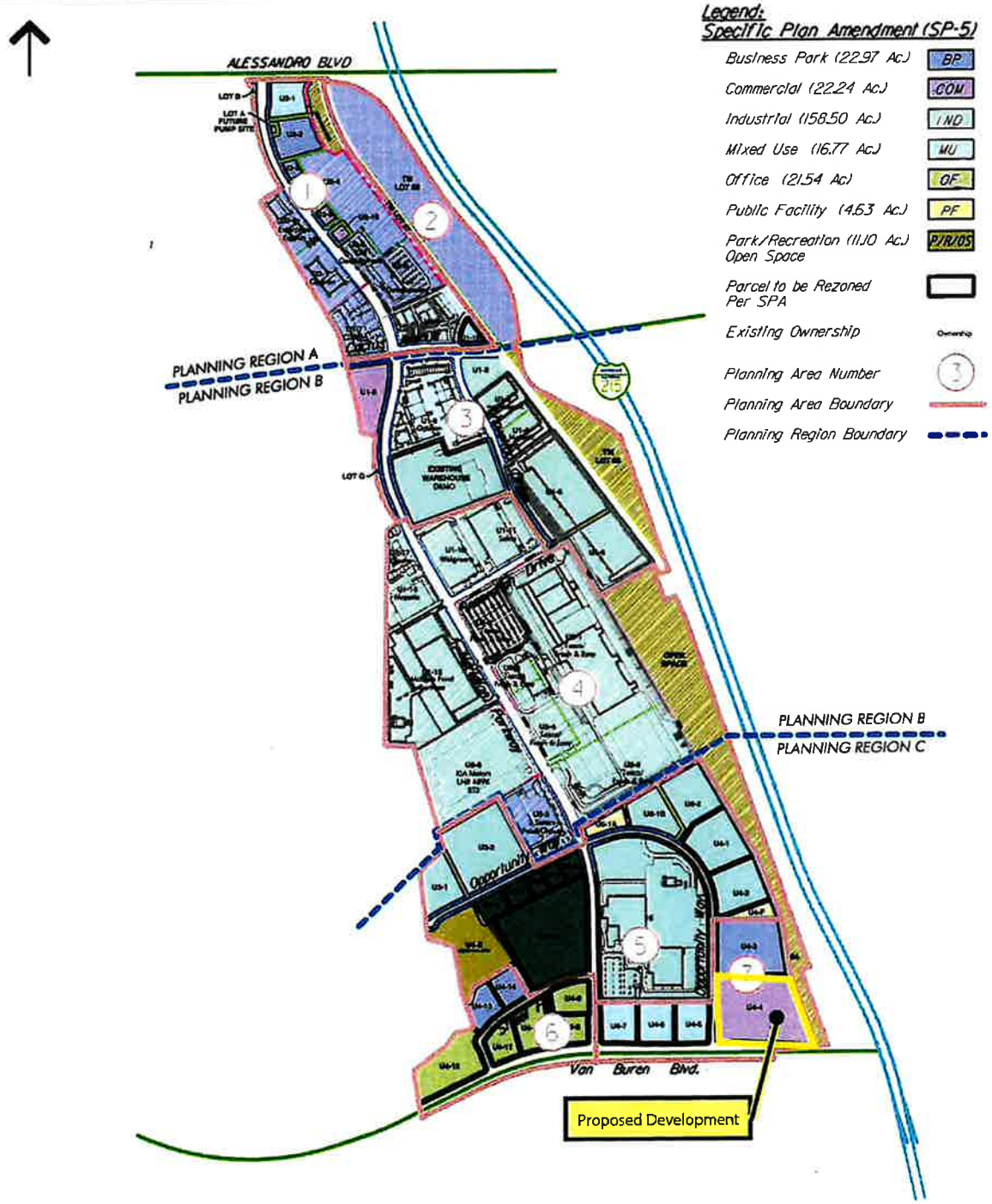


Figure 1

LOT AND PROPERTY OWNER



VICINITY MAP NOT TO SCALE

PROJECT DATA

PROJECT DESCRIPTION

SUBMISSION FOR SUBSTANTIAL CONFORMANCE FOR CUP NO. 16-01 AND PLOT PLAN NO. 16-02. THE PROPOSED PROJECT INCLUDES A RETAIL CENTER WITH TWO (2) STORY HOTELS, THREE RETAIL BUILDINGS, THREE RESTAURANTS, TWO FAST FOOD, ONE PICK-UP WINDOW PAD AND A GAS STATION W/C-STORE WITH CAR WASH. THE PROJECT WILL BE BUILT IN PHASES AS SHOWN ON THE SITE PLAN.

PROJECT ADDRESS

VACANT LAND (RIVERSIDE COUNTY - MARCH JPA) AT THE CORNER OF VAN BUREN BLVD. AND OPPORTUNITY WAY

PARCEL AREA:	14.41 AC (627,699.60 SF)
OWNER:	GREENS INV II, LLC 8815 RESEARCH DRIVE IRVINE, CA 92618 949.829.4900 CONTACT: ATMAN KADAKIA
APPLICANT:	GREENS INV II, LLC 8815 RESEARCH DRIVE IRVINE, CA 92618 949.829.4900
APPLICANTS REPRESENTATIVE:	AO ARCHITECTURE 144 NORTH ORANGE STREET ORANGE, CA 92866 714.639.9860 CONTACT: SAMMY SALUDO 714.639.9860
APN:	294-070-044, 045, 046, 047, 048, 049, 050
LEGAL DESCRIPTION:	POR LOT 4, TRACT MAP 30857-4; TRACT MAP 27116-1 COUNTY OF RIVERSIDE STATE OF CALIFORNIA
ZONING:	COMMERCIAL
OCCUPANCY:	HOTEL: GROUP A2 & R1 FOOD: GROUP A2 BUSINESS: GROUP B GAS & RETAIL: GROUP M
CONSTRUCTION TYPE:	VA OR VB
TOTAL GROSS SITE AREA:	627,699 SF (14.41 ACRES)
TOTAL BLDG. AREA:	204,300 SF
MAX ALLOWABLE F.A.R.:	35%
SITE F.A.R.	32.3%

AREA & PARKING SUMMARY:

BUILDING	AREA (SF)	USE	PARKING RATIO	NO. REQD. SPACES
BUILDING 'A'	111,861	BUSINESS HOTEL (117 RM)	1.25 PER RM.	196
BUILDING 'B'	77,000	BUSINESS HOTEL (94 KEYS)	1.25 PER RM.	117
BUILDING 'C'	5,000	RESTAURANT	8/1000	
BUILDING 'D'	2,200	FAST FOOD - STARBUCKS	8/1000	17
BUILDING 'D'	5,300	RETAIL	3.5/1000	18
BUILDING 'E'	5,547	C-STORE W/ CARWASH	3.5/1000	19
BUILDING 'F'	3,680	FAST FOOD - IN 'N' OUT	8/1000	31
BUILDING 'G'	6,300	FAST FOOD - QSR	8/1000	50
BUILDING 'J'	6,000	RESTAURANT	8/1000	
BUILDING 'K'	4,070	RESTAURANT	8/1000	32
BUILDING 'I'	2,900	RETAIL	3.5/1000	
BUILDING 'L'	2,500	FAST FOOD W/DRIVE THRU	8/1000	
TOTAL:	201,658		TOTAL REQUIRED:	5

	REQUIRED	PROVIDED
TOTAL PARKING:	598	703
SITE OVER PARKED 8 *	*	1
BICYCLE PARKING (MIN. 5 PER BUILDING):	30	
ADA PARKING (1 SPACE PER 25 OF TOTAL 598 VISITOR PARKING):	24	
EV (ELECTRIC VEHICLE CHARGING *	36	
CAV (CLEAN AIR/VANPOOL VEHICLE PARKING (8% OF REQUIRED)**	48	

*EV - ELECTRIC VEHICLE CHARGING STATION (6% OF TOTAL PER 2016 CAL-GREEN SECTION AND TABLE 5.106.5.3.3
**CAV - CLEAN AIR / VANPOOL (8% MIN. REQ'D. PER 2016 CAL-GREEN SETION AND TABLE 5.106.5.2)

UTILITY PURVEYORS:

WATER	WESTERN MUNICIPLE WATER DISTRICT	951-789-5000
SEWER	WESTERN MUNICIPLE WATER DISTRICT	951-789-5000
GAS	SOUTHERN CALIFORNIA GAS COMPANY	909-335-7829
ELECTRIC	SOUTHERN CALIFORNIA EDISON	800-990-7788
TELEPHONE	FRONTIER COMMUNICATIONS	800-584-3384

LANDSCAPE SETBACKS:

FRONT YARD (VAN BUREN BLVD)	20 FT
SIDE YARD STREET	15 FT
INTERIOR SID YARD	5 FT
REAR YARD	10 FT

BUILDING SETBACKS:

FRONT YARD (VAN BUREN BLVD)	25 FT
SIDE YARD STREET	15 FT
INTERIOR SID YARD	0 FT
REAR YARD	10 FT

PROJECT PHASING:

PHASE 1

PHASE 2

SITE PLAN KEYNOTES:

1. MONUMENT SIGN SIGN
2. PARK OF BICYCLE PARKING SPACES PER CAL GREEN SECTION 5.106.4
3. PREFERENTIAL PARKING SPACES FOR CLEAN AIR / VANPOOL VEHICLE
4. PRIOR TO OCCUPANCY, TENANT(S) ARE REQUIRED TO SUBMIT A TOP-O REVIEW AND LANDSCAPE IRRIGATION PLAN PER T-10
5. MAXIMUM 6 SQUARE FEET SIGN IDENTIFYING THE APPROVED TRUCK ROUTE PLAN
6. 12 INCH CONCRETE STEP OUTS AT PARKING ADJACENT TO LANDSCAPE ISLANDS, TYPICAL
7. STOP SIGN AT POINT OF EGRESS TO PUBLIC STREETS
8. EV - ELECTRIC VEHICLE PARKING SPACE WITH PROVIDED CHARGING STATION

GREENS VETERANS PLAZA March Joint Powers Authority

SUBSTANTIAL CONFORMANCE
Site Plan

AO Architecture Design Relationships

01

Lot # 4-4	Gross Acreage	Land Use Grouping	Land Use Designation	FAR	Square Footage	Meridian SPA Trip Rate	ADT
Building A (Constructed)	14.41	Commercial	Motel (157 room)	12.6%	81,723	5.63	884
Building B		Commercial	Motel (94 room)	11.9%	77,000	5.63	529
Building C		Commercial	High-Turnover (Sit-down) Restaurant	0.8%	5,000	127.15	636
			Pass-by Trips (10%)				*(64)*
Building D (Constructed)		Commercial	Coffee/Donut Shop w/ D.T	0.3%	2,200	818.58	1,801
			Pass-by Trips (25%)				*(450)*
		Commercial	Specialty Retail Center	0.8%	5,300	44.32	235
Building E (Constructed)		Commercial	Gasoline Station w/ Convenience Market and Car Wash (16 fueling stations)	0.7%	4,500	152.84	2,445
			Pass-by Trips (25%)				*(611)*
Building F (Constructed)		Commercial	Fast-Food Restaurant w/ D.T	0.6%	3,880	496.12	1,925
			Pass-by Trips (25%)				*(481)*
Building G (Constructed)		Commercial	Fast-Food Restaurant w/ D.T	0.4%	2,500	496.12	1,240
			Pass-by Trips (25%)				*(310)*
		Commercial	High-Turnover (Sit-down) Restaurant	0.6%	3,800	127.15	483
			Pass-by Trips (10%)				*(48)*
Building J		Commercial	High-Turnover (Sit-down) Restaurant	0.9%	6,000	127.15	763
			Pass-by Trips (10%)				*(76)*
Building K		Commercial	High-Turnover (Sit-down) Restaurant	0.6%	4,070	127.15	518
			Pass-by Trips (10%)				*(52)*
Building L		Commercial	Specialty Retail Center	0.3%	2,000	44.32	89
		Commercial	Fast-Food Restaurant w/ D.T	0.4%	2,500	496.12	1,240
			Pass-by Trips (25%)				*(310)*
Total Trips Generated					**200,473**		**12,788**
Total Pass-by Trips							**(2,402)**
Total New Site Trips							**10,386**
North Campus Internal Capture (13%)							**(1,350)**
Total New External Trips							**9,036**
Purchase Sale Agreement Allowance							*9,468*
Within Allowance?							*YES*

Lot # 4-4	Gross Acreage	Land Use Grouping	Land Use Designation	FAR	Square Footage	ITE 11th Gen Trip Rate	ADT
Building A (Constructed)	14.41	Commercial	Motel (157 room)	12.6%	81,723	3.35	526
Building B		Commercial	Motel (94 room)	11.9%	77,000	3.35	315
Building C		Commercial	High-Turnover (Sit-down) Restaurant	0.8%	5,000	107.2	536
			Pass-by Trips (10%)				*(54)*
Building D (Constructed)		Commercial	Coffee/Donut Shop w/ D.T	0.3%	2,200	533.57	1,174
			Pass-by Trips (25%)				*(294)*
		Commercial	Specialty Retail Center	0.8%	5,300	44.32	235
Building E (Constructed)		Commercial	Gasoline Station w/ Convenience Market and Car Wash (16 fueling stations)	0.7%	4,500	257.13	4,114
			Pass-by Trips (25%)				*(1,029)*
Building F (Constructed)		Commercial	Fast-Food Restaurant w/ D.T	0.6%	3,880	467.48	1,814
			Pass-by Trips (25%)				*(454)*
Building G (Constructed)		Commercial	Fast-Food Restaurant w/ D.T	0.4%	2,500	467.48	1,169
			Pass-by Trips (25%)				*(292)*
		Commercial	High-Turnover (Sit-down) Restaurant	0.6%	3,800	107.2	407
			Pass-by Trips (10%)				*(41)*
Building J		Commercial	High-Turnover (Sit-down) Restaurant	0.9%	6,000	107.2	643
			Pass-by Trips (10%)				*(64)*
Building K		Commercial	High-Turnover (Sit-down) Restaurant	0.6%	4,070	107.2	436
			Pass-by Trips (10%)				*(44)*
Building L		Commercial	Specialty Retail Center	0.3%	2,000	44.32	89
		Commercial	Fast-Food Restaurant w/ D.T	0.4%	2,500	467.48	1,169
			Pass-by Trips (25%)				*(292)*
Total Trips Generated					**200,473**		**12,627**
Total Pass-by Trips							**(2,564)**
Total New Site Trips							**10,063**
North Campus Internal Capture (13%)							**(1,308)**
Total New External Trips							**8,755**
Purchase Sale Agreement Allowance							*9,468*
Within Allowance?							*YES*

Meridian SPA Traffic Monitoring Spreadsheet
Existing

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			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		60	30*	
	U4-11	OF				
	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				
	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:	6,524	-	
			Planning Area Allowance:	16,164	-	
			Remaining Trips:	9,640	-	
			GRAND TOTAL, ALL PLANNING AREAS			
			Calculated Trip Generation:	21,346	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:	24,073	762	

Meridian SPA Traffic Monitoring Spreadsheet
With Proposed Unit 4 Lot 4

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		9036	0	**Retail - variety**
	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:	15,560	-	
			Planning Area Allowance:	16,164	-	
			Remaining Trips:	604	-	
			GRAND TOTAL, ALL PLANNING AREAS			
			Calculated Trip Generation:	30,382	3,577	*Truck trips from U2-1, U4-3, U4-4/5/6/7, and U4-8/9/10/11 are included in Grand Total for Truck Trips
			Planning Area Allowance:	45,419	3,890	
			Remaining Trips:	15,037	313	

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				PM Peak Hour				Trip Rate	Truck ADT
										Trip ADT	In Out Ratio	In	Out	Total	Trip ADT	In Out Ratio	In	Out	Total	
	Unit 1																		
1	1-1	6.00	Mixed Use	General Office Building	6.5%	78,000	Spec Office Dev VDA	11.01	66	14%	0.88	0.12	80	11	91	14%	86%	83%	0	0	90
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%	44,600	Spec Dev VDA	5	223	5	0.79	0.21		5	25	25%	25%	75%	5	12	17	0.72	12
1	1-3	5.24	Industrial	High-Cube Warehouse	37.2%	85,000	Spec Dev Majestic (UC)	1.18	99	6%	0.65	0.35	4	2	6	7%	33%	67%	2	5	7	0.53	28
1	1-4	4.35	Industrial	High-Cube Warehouse	66.0%	125,000	Spec Dev Majestic (UC)	1.6	200	6%	0.65	0.35	8	4	13	7%	33%	67%	3	9	14	0.53	-
1	1-5	10.35	Industrial	Manufacturing	42.0%	299,127	LNR Planned	3.62	1,143	19%	0.78	0.22	170	48	218	19%	36%	64%	140	218	2.93	878
1	1-6	10.55	Industrial	Warehousing	45.0%	206,501	LNR Planned	1.58	735	8%	0.79	0.21	49	13	62	9%	25%	75%	17	49	66	0.72	149
1	1-7	5.61	Business Park	General Light Industrial	37.0%	108,535	Spec Dev Clifford (built)	0.97	-	13%	0.88	0.12	87	12	99	14%	12%	88%	12	91	104	2.51	50
1	1-8	5.85	Commercial	Business Hotel	35.0%	89,169	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	149	7%	53%	49%	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	149	7%	53%	49%	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	26.0%	200,482	Spec Dev Operon (built)	4.46	1,295	13%	0.88	0.12	150	21	171	14%	12%	88%	22	159	180	2.51	145
1	1-9a		Mixed Use	General Office Building	3.4%	25,296	Spec Dev Operon (built)	11.01	279	13%	0.88	0.12	35	5	39	14%	17%	83%	4	31	35	0	-
1	1-9b		Mixed Use	General Office Building	2.0%	15,275	Spec Dev Operon (built)	11.01	168	13%	0.88	0.12	21	3	24	14%	17%	83%	4	23	27	0	-
1	1-10	1.05	Industrial	General Light Industrial	45.0%	20,582	Combined with DRMO	0.97	140	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	248	283	2.51	759
1	1-11	8.80	Industrial	General Light Industrial	45.0%	160,000		4.36	942	13%	0.88	0.12	109	15	124	14%	12%	88%	16	110	131	2.51	330
1	1-15	29.41	Industrial	Warehousing	21.8%	380,036	McLane Foodservices (built)	2.4	672	8%	0.79	0.21	45	12	57	9%	25%	75%	15	48	63	0.72	29
1	1-15 R		Industrial	Warehousing	0.9%	11,800	Truck Maint. McLane	4.06	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	35	9	44	9%	25%	75%	12	35	47	0.72	15
1	1-17	3.03	Industrial	General Light Industrial	35.4%	46,784	Spec Dev Yacum	6.97	211	13%	0.88	0.12	37	5	42	14%	12%	88%	5	39	44	2.51	26
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	8
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	194.88	Total SF			2,508,818																	
		57.81							16,235				705	428	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	335	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	ln(T)=0.77ln(x)+3.65	809	ln(y)=0.80ln(x)+1.55	0.88	0.12	73	10	83	E=1.12x+78.81	17%	83%	20	99	119		
1	2-2	4.45	Business Park	General Office Building	35.0%	67,645	Retail & Office	ln(T)=0.77ln(x)+3.65	990	ln(y)=0.80ln(x)+1.55	0.88	0.12	121	17	138	E=1.12x+78.81	17%	83%	26	129	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(y)=0.80ln(x)+1.55	0.88	0.12	34	5	39	E=1.12x+78.81	17%	83%	16	78	95	0	-
1	2-4	14.47	Business Park	Light Rail Transit Station w/ Parki	0.0%		Metrolink 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	-	13%	0.88	0.12	-	-	0	14%	17%	83%	-	-	-	0	-
1	2-6	8.54	Business Park	General Office Building	42.7%	158,000	Spec Dev Koll	11.01	1,739	13%	0.88	0.12	217	30	247	14%	17%	83%	30	153	183	0	9
1	2-7	6.57	Business Park	General Office Building	38.4%	110,000	Spec Dev Operon	11.01	1,211	13%	0.88	0.12	150	20	171	14%	17%	83%	20	106	126	0	6
1	2-8	4.95	Business Park	General Office Building	18.6%	40,000	BTS Dev Enterprise	9	360	13%	0.88	0.12	45	6	51	14%	17%	83%	7	35	42	0	2
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	9%	53%	53%	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	61.62	Total SF			458,659																	
		11.58							11,599				989	435	1,490				320	947	1,270		16
	Unit 5																				
2	5-1 to 5-5	86.30	Industrial	Warehousing	50.0%	1,921,428	Tesco Fresh & Easy (built)	1.56	10,023	8%	0.79	0.21	415	217	632	9%	25%	75%	87	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)	1.58	1,233	6%	0.65	0.35	32	17	50	7%	33%	67%	18	37	55	0.53	17
	Subtotal	112.1	Total SF			2,410,428																	
									11,256				447	234	681				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	1.58	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 (UC)	4.87	-	19%	0.78	0.22	73	21	93	19%	36%	64%	14	80	93	2.93	-
2			Business Park	Manufacturing	18.8%	84,230	2 Sisters Food Group Expansion	3.82	-	19%	0.78	0.22	57	16	74	19%	36%	64%	28	47	74	2.93	-
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	5	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	5	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			680,604																	
									2,679				250	69	319				101	229	329		389
	Unit 6																				
2	6-1a	2.12	Public Facility	Business Park	16.2%	15,000	Detention Basin		50	8%	0.30	0.70	1	3	4	30%	70%	30%	4	2	5	0	20
	6-1b	4.82	Industrial	Warehousing	32.0%	67,150		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%	126,295	Will 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	8%	0.65	0.35	8	4	12	7%	33%	67%	5	9	14	0.53	75
3	4-2	6.30	Industrial	Warehousing	45.0%	123,483	Projected	3.56	440	8%	0.79	0.21	29	8	37	9%	25%	75%	10	30	40	0.72	89
3	4-3	9.00	Business Park	General Office Building	35.0%	190,935	Projected	ln(T)=0.77ln(x)+3.65	1,832	ln(y)=0.80ln(x)+1.55	0.88	0.12	229	31	261	E=1.12x+78.81	17%	83%	42	206	248	0	-
3	4-4	14.94	Commercial	Business Hotel	1.2%	46,000	60 Room hotel	7.27	435	8%	0.59	0.41	21	14	35	9%	60%	40%	22	15	37	0	-
3			Commercial	Business Hotel	3.9%	105,000	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	1.2%	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	149	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	3.83	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	ln(T)=0.77ln(x)+3.65	820	ln(y)=0.80ln(x)+1.55	0.88	0.12	75	10	85	E=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%	42,262	Projected	ln(T)=0.77ln(x)+3.65	687	ln(y)=0.80ln(x)+1.55	0.88	0.12	83	11	94	E=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	ln(T)=0.77ln(x)+3.65	859	ln(y)=0.80ln(x)+1.55	0.88	0.12	79	11	90	E=1.12x+78.81	17%	83%	21	103	124		
3	4-8	3.45	Office	General Office Building	32.5%	48,083	Projected	ln(T)=0.77ln(x)+3.65	770	ln(y)=0.80ln(x)+1.55	0.88	0.12	93	13	106	E=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(y)=0.80ln(x)+1.55	0.88	0.12	83	11	94	E=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(y)=0.80ln(x)+1.55	0.88	0.12	111	15	126	E=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	195	52	246	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	128
3	4-14	3.45	Business Park	General Light Industrial	42.0%	67,204	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	166
3	4-16	45.00	Industrial	Warehousing	43.0%	842,886	Projected	3.56	3,001	9%	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				PM Peak Hour				Trip Rate	Truck ADT
										% of ADT	In Out Ratio	In	Out	% of ADT	In Out Ratio	In	Out		
3	4-E	11.10	Park/Recreation/Open Space	Business Park	0.0%	-	Detention Basin	12.76	-	11%	0.84	0.16	-	-	0	10%	23%	77%	-	-	0	0	-
	4-F	1.7	Public Facility				Pump Station																
	Subtotal	187.9	Total SF			2,882,377			33,131				3,691	883	2,974				955	2,144	3,099		1,668
					SPA only	3,842,377																	
	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	8%	39%	61%	-	-	0	0	-
1			Business Park	New Car Sales	0.0%	-	Projected	33.34	-	6%	0.74	0.26	-	-	0	8%	39%	61%	-	-	0	0	-
1			Business Park	New Car Sales	0.0%	-	Projected Parking	33.34	-	6%	0.74	0.26	-	-	0	8%	39%	61%	-	-	0	0	-
1			Business Park	New Car Sales	0.0%	-	Projected	33.34	-	6%	0.74	0.26	-	-	0	8%	39%	61%	-	-	0	0	-
	Subtotal	33.8	Total SF			-																	
	Other																						
2	TM 64	7.00	Park/Recreation/Open Space	Utilities	0.0%			0.2	-	0%	0.00	0.00	-	-	0	0%	0%	0%	-	-	-	0	-
3	Detention Basin	34.10	Park/Recreation/Open Space																				
3	TM 66	13.40	Park/Recreation/Open Space																				
									-				-	-	-				-	-	-		-
	Gr. Total	511.5 ACRES				6,868,595 SF																	
					SPA only	[illegible]																	

Proposed (total)	73,491
Proposed (external)	64,644
Permitted (external)	44566
Net Increase	13,978

Proposed (total)	5,145	2,947	7,354
Proposed (external)	4,495	1,780	6,286
Permitted (external)	3,567	1,015	4,582
Net Increase	877	779	1,704

Proposed (total)	1,869	5,278	7,269
Proposed (external)	1,733	4,556	6,289
Permitted (external)	1,276	3,865	5,141
Net Increase	457	689	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

ATTACHMENT 5

Car Wash Use – Commercial Zoning District
Meridian Specific Plan (SP-5, A5) Area
Substantial Conformance Determination 23-01

Notice of Exemption
Substantial Conformance Determination 23-01

MARCH JOINT POWERS AUTHORITY

14205 Meridian Parkway, Suite 140 | Riverside, CA | 92518

(951) 656-7000 | FAX (951) 653-5558 | WEBSITE: www.marchjpa.com | E-MAIL: info@marchjpa.com

NOTICE OF EXEMPTION

TO:	FROM:
☐ Office of Planning and Research P. O. Box 304 Sacramento, CA 95812-3044 ☐ Clerk of the Board of Supervisors Or ☒ **County Clerk:** County of: Riverside County Clerk's Office 2720 Gateway Drive Riverside, CA 92502-0751	**Public Agency/Lead Agency:** March Joint Powers Authority 14205 Meridian Parkway, Suite 140 Riverside, CA 92518 Contact: Jeffrey M. Smith, AICP Phone: 951 656-7000

1.	**Project Title:**	Substantial Conformance Determination for a Car Wash Use Within the Commercial Zoning District in the Meridian Specific Plan (SP-5, A5) Area
2.	**Project Applicant:**	Greens Group, Greens Inv. 11, LLC
3.	**Project Location – Identify street address and cross streets or attach a map showing project site (preferably a USGS 15' or 7 1/2' topographical map identified by quadrangle name):**	The Commercial Zoning District is located within the southeastern portion of the North Campus of the Meridian Specific Plan Area, specifically on the northeast corner of Van Buren Boulevard and Opportunity Way. The Commercial Zoning District is bounded by a Business Park Zoning District to the north; the MJPA controlled south detention basin (Parks/Recreation/Open Space Zoning District) to the east, Van Buren Boulevard to the south, and Opportunity Way to the west, in the County of Riverside, City of Riverside, CA.
4.	(a) **Project Location – City:**	Riverside
	(b) **Project Location – County:**	Riverside
5.	**Description of nature, purpose, and beneficiaries of Project:**	The Applicant has requested a use interpretation is due to a specific use, an express car wash, which seeks to develop on the site area immediately north of the existing Gas Station/Convenience Store, within the Commercial Zoning District, Meridian Specific Plan (SP-5, A5) Area, located at the northeast corner of Opportunity Way and Van Buren Boulevard.
7.	**Name of Public Agency approving project:**	March Joint Powers Authority
8.	**Name of Person or Agency undertaking the project, including any person undertaking an activity that receives financial assistance from the Public Agency as part of the activity or the person receiving a lease, permit, license, certificate, or other entitlement of use from the**	Greens Group, Greens Inv. 11, LLC

	Public Agency as part of the activity:		
9.	**Exempt status: (check one)**		
	(a) ☐	Ministerial project.	(Pub. Res. Code § 21080(b)(1); State CEQA Guidelines § 15268)
	(b) ☒	**Not a project.**	
	(c) ☐	Emergency Project.	(Pub. Res. Code § 21080(b)(4); State CEQA Guidelines § 15269(b),(c))
	(d) ☐	Categorical Exemption. State type and class number:	
	(e) ☐	Declared Emergency.	
	(f) ☐	Statutory Exemption. State Code section number:	
	(g) ☐	Other. Explanation:	
10.	**Reason why project was exempt:**		Findings - Under State CEQA Guidelines Section 15061 (b)(3): Under State CEQA Guidelines Section 15061. Review for Exemption, (b) A Project is exempt from CEQA if, (3), "The activity is covered by the general rule 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 Planning Director finds that the proposed modifications allow a Car Wash to proceed to the March Joint Powers Authority for review of a Plot Plan, Conditional Use Permit and Initial Study through a public hearing process. This determination does not prejudice the Joint Powers Commission, rather it simply allows the use to be treated as other similar uses and allows a full environmental review to occur when the proposal is ripe for environmental review. Pursuant to CEQA, staff will file a Notice of Exemption with the Riverside County Clerk's Office.
11.	**Lead Agency Contact Person:**		Jeffrey M. Smith, AICP Principal Planner
	Telephone:		(951) 656-7000
12.	If filed by applicant: Attach Preliminary Exemption Assessment (Form "A") before filing.		
13.	**Has a Notice of Exemption been filed by the public agency approving the project?** ☒ Yes ☐ No		
14.	**Was a public hearing held by the lead agency to consider the exemption?** ☐ Yes ☒ No If yes, the date of the public hearing was: N/A		

Signature: Jeffrey M. Smith, AICP **Date:** July 17, 2023 **Title:** Principal Planner

☒ **Signed by Lead Agency** ☐ Signed by Applicant

Date Received for Filing: _____

(Clerk Stamp Here)

Authority cited: Sections 21083 and 21100, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

MARCH JOINT POWERS COMMISSION
OF THE
MARCH JOINT POWERS AUTHORITY

MJPA – Public Hearing
Agenda Item No. 10 (1)

Meeting Date: September 11, 2024

Action: **CONSIDER THE FOLLOWING ACTIONS AS THEY PERTAIN TO GREENS INV 11, LLC REQUEST INVOLVING A 3,596 SQUARE FOOT, AUTOMATED CAR WASH FACILITY, LOCATED WITHIN THE VETERANS PLAZA COMMERCIAL CENTER, LOCATED AT THE SOUTHEAST CORNER OF OPPORTUNITY WAY AND SYSCO WAY, NORTH OF VAN BUREN BOULEVARD, RIVERSIDE, CALIFORNIA: 1) ADOPT RESOLUTION JPA 24-24, FINDING THAT NO FURTHER ENVIRONMENTAL REVIEW IS REQUIRED PURSUANT TO STATE CEQA GUIDELINES SECTION 15162 AND APPROVING A CONDITIONAL USE PERMIT CUP 22-03, SUBJECT TO CONDITONS OF APPROVAL FOR THE DEVELOPMENT OF THE VETERANS PLAZA CAR WASH PROJECT; AND 2) DIRECT STAFF TO FILE A NOTICE OF DETERMINATION PURSUANT TO THE MARCH JPA LOCAL CEQA GUIDELINES**

Motions:

1) Adopt Resolution JPA 24-24, Finding that no further CEQA review is required pursuant to State CEQA Guidelines 15162 and approving a Conditional Use Permit CUP 22-03, subject to Conditions of Approval for the development of the Veterans Plaza Car Wash Project; and

2) Direct staff to file a Notice of Determination pursuant to the March JPA local CEQA guidelines.

Applicant: Greens INV 11, LLC

Background:
Veterans Plaza Commercial Center Project (Veterans Plaza) 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), allowing for the subdivision of the project site pursuant to the Subdivision Map Act, into ten (10) lots, each with a lot of area of 30,000 sq. ft. minimum, and Variance (V16-01) for the development of a Commercial Center and 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 the public hearing and first reading on Ordinance #JPA 17-01 to modify the Meridian Specific Plan (SP-5) to allow hotels in the B2 airport compatibility zone, subject to conditional use permit approval, consistent with current Riverside County Airport Land Use Commission (ALUC) restrictions.

On April 26, 2017, the Commission held a public hearing and second reading, and approved Ordinance #JPA 17-01.

On four occasions, November 29, 2018, September 19, 2019, February 3, 2021, and July 14, 2022, the Planning Director for the March Joint Power Authority, approved Determination of Substantial Conformances for Plot Plan 16-02. The Substantial Conformances mentioned above addressed minor modifications to the approved Plot Plan and Conditional Use Permit, including:

- Reorientation of the project site,
- change in project phasing,
- changes in building square footages and building locations,
- elimination of one driveway entry along Opportunity Way,
- minor modifications to the approved building elevations.
- Additional fuel pumps (2) for the Gas Station, and
- Site Circulation, Queuing, and Additional Parking

The 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. It should be noted that the approved changes/modifications allowed the developer flexibility and to meet market demands and potential tenant requests.

Proposed Project:

On December 20, 2022, Greens INV 11, LLC (the "Applicant"), submitted an application to develop a 3,596 square foot, automated drive-through car wash facility on a 1.08-acre (47,045 sq. ft.) vacant site, within the Veterans Plaza. Specifically, the Veterans Plaza Car Wash Project (VPCWP) project site is located at the southeast intersection of Sysco Way and Opportunity Way.

On February 21, 2023, the Applicant asked Staff to review/consider a Determination of Substantial Conformance confirming that car washes were conditionally permitted uses within the Commercial Land Use District of the Meridian North Specific Plan. Currently, car wash uses are not expressly identified as a permitted use on the Meridian North Specific Plan Land

Use Table (Table III-1), within the Commercial Land Use District. However, the March JPA's Development Code, not only lists a car wash as a specific use, but is listed as a permitted use, if the use is more than 300 feet away from a residential zone or require a Conditional Use Permit if the use is less than 300 feet away from a residential zone. While the proposed Project is within the Meridian Specific Plan Area, Staff reviewed the Applicant's request and supporting documentation, along with the Development Code and Specific Plan, and on July 17, 2023, the Planning Director determined that the Car Wash use functions as a support use for the approximate 15,000 employees within the surrounding area of the Meridian Specific Plan Development Area. The use is similar to and no more objectionable than other permitted and conditionally permitted uses identified within the Meridian Specific Plan and the March JPA Development Code, as depicted within the Tables in this determination. Accordingly, the Planning Director confirmed that the proposed Project could be processed as a Conditional Use Permit approval. As an informational item, the Planning Director's determination is included as Attachment 3 to this Staff Report.

On June 5, 2023, MJPA Staff introduced the proposed Project to the March Joint Powers Authority Technical Advisory Committee. During this meeting, the TAC asked that the building's color scheme be revised to complement the other building colors within Vets Plaza. Since then, the Applicant has revised the building's color scheme.

On September 9, 2024, MJPA Staff provided an update on the proposed Project to the March Joint Powers Authority Technical Advisory Committee.



Figure 1: Vicinity Map

The proposed project consists of a Conditional Use Permit, as summarized below.

Conditional Use Permit (CUP 22-03):

The proposed CUP would allow for the development of a 3,596 square foot, automated drive-through car wash facility on a 1.08-acre vacant site. The primary entrance to the car wash facility is oriented off of the Sysco Way/Opportunity Drive-drive aisle, leading into three stacking lanes, which will accommodate up to 16 cars. Customers will pay for service at the pay station and

then proceed to the car wash tunnel, approximately 108 feet in length, and remain in their car during the car wash cycle.

Upon exiting the carwash tunnel, customers will have the option of exiting the facility entirely or moving their vehicle to a covered vacuum/detailing area, with parking stalls which will accommodate up to 8 cars. The car wash facility will also include 2 onsite parking stalls and 2 ADA parking stalls, along with 6 bicycle parking spaces, one trash enclosure, landscaping, and associated paving. The building is single-story with varying building heights and a tower feature, with a maximum height is 29 feet. The building will also include a vending machine sales area, office, employee lounge, restroom and equipment room. The occupant load is approximately 928 square feet.

The project has been designed in accordance with the Meridian North Specific Plan (SP-5) Development Standards. At this time, the Applicant is in negotiations, to lease the facility to the Quick Quack Car Wash Company. The car wash facility will have up to four employees, working in two shifts, depending on demand.

Compliance with Meridian Specific Plan Development Standards:

Proposed Development		
Development Standard	**Minimum/Maximum Required**	**Proposed Development**
Minimum Site Area	30,000 sq. ft.	47,045 sq. ft. (1.08 acres)
Minimum Site Width	100'	236'
Minimum Site Depth	100'	200.5'
Building Area:	N/A	3,596 sq. ft.
Floor Area Ratio (Max):	0.35	0.08%
Minimum Setbacks:	Front: 25' Interior Side: 0' Street Side: 15' Rear: 10'	Front: 20' Interior Side: 0' Street Side: 20' Rear: 0'
Maximum Building Height:	50'	29'
Landscaping Required:	20%	16.8% (8,359 sq. ft.)
Parking:	-	12 spaces

Project Design:

The proposed Project has been designed to be architecturally compatible with surrounding development and the aesthetic character of the area. The proposed Project would be consistent with the Specific Plan Development Standards and guidelines to ensure visual compatibility. The Development Standards include site area, lot dimensions, building height, building setbacks, landscaping, and parking requirements.

The proposed Project would convert an existing, undeveloped site to an automated car wash facility with parking, circulation, and landscaping. Since the surrounding area is currently developed with primarily commercial, industrial, mixed use and business park uses, the proposed Project would add to the existing developed visual character of the site and surrounding vicinity.

The operation of the proposed use would complement the existing uses around the Project site and thus would not substantially degrade the existing visual character or quality of the Meridian Specific Plan Area.

A Traffic Consistency Memorandum has been submitted for the site and reviewed by March JPA's traffic engineering consultant VRPA. The proposed development is found to be consistent with the traffic planning documents and mitigation measures identified in the SEIR.

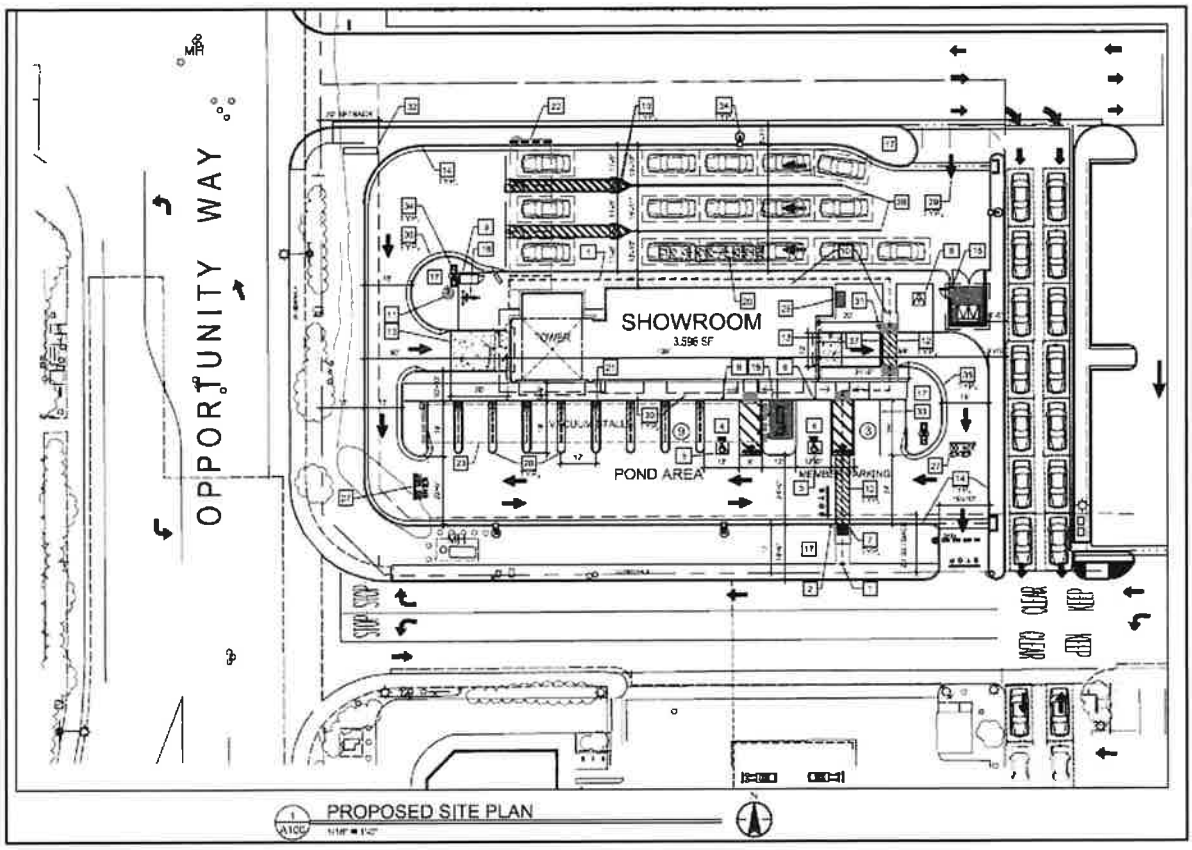


Figure 2: Site Plan

The following table is a summary of the proposed project associated with the Project Site Plan above:

Project Data	
Site Area	47,045 sq. ft. 1.08 acres
Building Area: **Car Wash Building**	3,596 sq. ft.
Parking Provided	Standard Parking: 2 Parking Spaces ADA Parking (Vans): 2 Parking Spaces Vacuum Area Parking: 8 Parking Spaces Bike Parking: 6 Spaces

The proposed building height, setbacks, parking, and landscape requirements are consistent with the Specific Plan Development Standards. Employee parking, carpool, and bicycle parking spaces provided on the proposed site plan (Figure 2: Site Plan) meet the parking standards required for Commercial uses.

Architecture/Color Palette:
The proposed commercial building architectural design would be a smooth honed/split faced, concrete masonry unit building including glass, reveals, metal roof and metal shading devices, score lines, bands of color, and other architectural design elements to create visual interest. The concrete masonry unit walls will feature the primary color of Placer Creek Burnished. In addition, other main building colors include Softer Tan (secondary field color) and Torchlight (base color) with accents of Dark Auburn (accent color) and Snowbound (accent color) with clear tempered glass features and anodized aluminum mullions. "Caramel Mountain" colored cultured stone, will be included along the base of the building.

Site Landscaping:
Landscaping would occur along the edges of the building to soften the look of the building. Landscaping shall incorporate native and drought tolerant vegetation with low irrigation requirements, and irrigation systems shall employ control systems and be designed to conserve water. A mix of Hearts of Gold Eastern Redbud, and Muskogee Crape Myrtle trees, along with accent shrubs, vines and groundcover including, but not limited to, Century Plant, Little John Weeping Bottlebrush, Rockrose, Red Yucca, Purple Trailing Lantana, Compact Texas Sage, Pink Muhly Grass, Bright Star Soft Leaf Yucca, Dwarf Southern Magnolia, Gold Lantana, Trailing Myoporum, and Trailing Rosemary, will be used be on the project site perimeter and along the edges of the building to soften the look of the building itself. Landscaping shall conform to the standards and requirements of the Specific Plan Landscape Development Standards.

Exterior Lighting:
Given the proximity to the airport, all on-site lighting provides fully shielded fixtures (no light emitted above horizon), LED lighting, with an intensity below 2,700 Kelvin. high pressure or low-pressure sodium lighting, maximum 750 watts, maximum fixture height of 20' above finished grade, and maximum lighting of 0.5 candle/foot^2 at the property line. Another option would be to provide LED lighting, with an intensity below 2,700 Kelvin. Accordingly, all exterior lighting complies with the exterior lighting requirements of the March JPA Development Code.

Signage:
All development signage is required to be consistent with the March Business Center Design Guidelines and the Veterans Plaza Sign Program, including building signage and freestanding signage. This is a separate application and review which has not been submitted at this time but is required to be approved by March JPA staff prior to the issuance of signage permits.

Building Height:
The maximum building height within the Commercial zoning district is 50'. The maximum building height for the proposed project is 29'.



Figure 3: Building Elevations

March JPA General Plan Consistency

In 1993, the federal government mandated the realignment of March Air Force Base (MAFB) and a substantial reduction in its military use. In April 1996, MAFB was re-designated to an Air Reserve Base (ARB). Approximately 6,500-acres of land that had historically supported MAFB was no longer needed to support the ARB. The cities of Moreno Valley, Perris, Riverside, and the County of Riverside formed the March Joint Powers Authority (MJPA) to oversee the dispensation and management of the surplus land. A General Plan and Master Environmental Impact Report were prepared and adopted/certified in 1999 for the MJPA planning area.

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 within compatibility Zones B2 and C1 (Map MA 1, Mead & Hunt 2014). The applicant does not propose any uses prohibited or discouraged in Compatibility Zones B2 and C1(children's schools, day care centers, hospitals, nursing homes, libraries, places of assembly, highly noise-sensitive outdoor nonresidential uses and hazards to flight).

The project proposes to construct a 3,596 square foot drive-thru Car Wash Building, which includes 3,596 square feet of retail area and 16-stack vehicles, accommodating a total occupancy of 55 people, resulting in an average intensity of 60 people per acre, which is consistent with the

Compatibility Zone C1 average intensity criterion of 100 people per acre. There is no development proposed within Zone B2.

Based on the site plan provided and the occupancies as previously noted, the maximum single-acre area would include 3,596 square feet of retail area, and 16-stack vehicles, resulting in a single acre occupancy of 55 people, is consistent with the Compatibility Zone C1 single acre criterion of 250. There is no development proposed within Zone B2.

On June 13, 2024, the Riverside County Airport Land Use Commission (RCALUC) determined that the Conditional Use Permit for the proposed Car Wash Facility Project is CONSISTENT with the 2014 March ARB/IP Airport Compatibility Plan. The RCALUC Commission approved conditions are incorporated into the March Joint Powers Commission's Conditions of Approval for the Project and included in Exhibit "B", Resolution #JPA 24-24.

California Environmental Quality Act 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; and (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.

Subsequent EIR for Meridian Business Park Specific Plan Amendment

The March Business Center Specific Plan North Campus Subsequent EIR was prepared to inform decision makers, and the public of the potential significant environmental effects associated with the 257.7-acre portion March Business Center Specific Plan Amendment Project (inclusive of the proposed Project site). The purpose of the Subsequent EIR was to focus the discussion on those potential effects on the environment which the lead agency determined may be significant. In addition, feasible mitigation measures were recommended, when applicable, would reduce significant environmental impacts or avoid significant environmental impacts. On July 21, 2010, the March Joint Powers Commission considered and adopted findings, approved a Mitigation Monitoring and Reporting Plan, certifying the March Business Center Specific Plan North Campus Subsequent EIR. (SCH# 2009071069) (Resolution #JPA 10-20)

Addendum to the Certified Subsequent EIR

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". An Addendum to the Subsequent Environmental Impact Report for the Meridian Specific Plan Amendment, was prepared for the Veterans Plaza Commercial Center Project, which tiered off the previous environmental analysis from the Master EIR and Subsequent EIR. The analysis concluded that the Veterans Plaza Commercial 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 Subsequent EIR. In addition, the Veterans Plaza Commercial Center Project would not result in additional impacts and would not require additional mitigation measures. On April 12, 2017, the March Joint Powers Commission considered and adopted Resolution #JPA 17-04, adopting an Addendum to the Certified Subsequent Environmental Impact Report for the Meridian Specific Plan Amendment.

The Current Proposal for a Car Wash Project

The proposed Veterans Plaza Car Wash Project, helps to implement the Meridian Business Park Specific Plan and the Veterans Plaza Commercial Center Project. The proposed Project is consistent with the scope of the development program evaluated in the Addendum to the Certified Subsequent EIR and consistent with the land use designations and development intensities associated with the March Joint Powers Authority previously approved Veterans Plaza Commercial Center Project and permitted by the Meridian Business Park Specific Plan Amendment (SP-5, A5). Thus, the Veterans Plaza Car Wash Project is within the scope of the development program evaluated in the Addendum to the Certified Subsequent EIR and no subsequent environmental documentation is required pursuant to Section 15162 of the California Environmental Quality Act Guidelines. No further environmental review or additional mitigation measures are required.

Staff Recommendation:

Staff recommends that the March Joint Powers Commission take the following actions:

1) Adopt Resolution #JPA 24-24, Finding that no further CEQA review is required pursuant to State CEQA Guidelines 15162 and approving a Conditional Use Permit CUP 22-03, subject to Conditions of Approval for the development of the Veterans Plaza Car Wash Project; and

2) Direct staff to file a Notice of Determination pursuant to the March JPA Local CEQA Guidelines.

Attachments:

1. Resolution JPA 24-24, Finding that no further CEQA review is required pursuant to State CEQA Guidelines 15162 and approving a Conditional Use Permit CUP 22-03, subject to Conditions of Approval for the development of the Veterans Plaza Car Wash Project.
    - *Exhibit A:* *Conditional Use Permit (CUP 22-03)*
        - *Plan Set:*
          Site Plan, Floor & Roof Plans, Building Elevations, Color/Material Board, Conceptual Landscape Plan, Conceptual Grading Plan, Conceptual Utility Plan
    - *Exhibit B:* *Conditions of Approval*
2. Notice of Determination.
3. Planning Director's July 17, 2024, Determination of Substantial Conformance

ORDINANCE #JPA 14-02

AN ORDINANCE OF THE JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY ADOPTING THE SPECIFIC PLAN AMENDMENT – 5, AMENDMENT #2 ("INDUSTRIAL")

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 65000) of the Government Code; and

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

WHEREAS, approximately 6,500 acres formerly known as the March Air Force Base were 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, the Project ("Project") proposes to rezone a Public Facilities parcel to Industrial, in order to provide an additional 106 parking stalls in support of a previously approved 510,000 sq. ft. speculative building under Plot Plan 13-02. PP13-02 was approved with 224 parking stalls including some truck trailer parking. The additional parking is needed since prospective tenants desire more parking spaces to assist with the transition between employee shifts. It would provide additional parking for the incoming shift prior to the outgoing shift completely departing the facility. The Project site also provides additional employee and visitor parking in close proximity to the office of the 510,000 sq. ft. speculative industrial building. Additionally, the extra parking would allow the future prospective user of the adjacent 510,000 sq. ft. speculative building the ability to increase their employee base by providing more jobs for the future facility. The parking spaces would be 9 feet by 18 feet (standard parking space dimension). Truck loading and trailer parking stalls would not be provided with this Project. There is an existing Western Municipal Water District (WMWD) sewer easement on the lot. In a letter dated April 14, 2014, WMWD grants permission to the applicant to construct a concrete or asphalt parking lot on and over the easement area; and a legal description of the Specific Plan Amendment Area boundaries is attached hereto as Exhibit "A" to this Ordinance; and

WHEREAS, the Specific Plan Amendment was reviewed, studied, and found to comply with the California Environmental Quality Act ("CEQA") as more fully described below; and

WHEREAS, an Addendum to the Subsequent Environmental Impact Report SCH #2009071069 ("Addendum") was prepared to analyze the potential adverse environmental

impacts of implementation of the March Business Center Specific Plan Amendment in compliance with CEQA and was approved, by the Joint Powers Commission of the March Joint Powers Authority through Resolution #14-18; and

WHEREAS, on December 3rd, 2014, the Joint Powers Commission of the March JPA conducted a duly noticed public hearing on the Specific Plan at which time all persons wishing to testify in connection with the Specific Plan Amendment were heard and the Specific Plan Amendment was comprehensively reviewed; and

WHEREAS, all other legal prerequisites to the adoption of this Ordinance and the Specific Plan have occurred.

NOW, THEREFORE, THE JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY DOES ORDAIN AS FOLLOWS:

SECTION 2. SP-5, Amendment #2 (Industrial) shall govern and control the planning, zoning, land use, development, and development approval process for improvements for all real property delineated in the legal description set forth in the attached Exhibit "A" ("Specific Plan Area"). To the extent other planning, zoning, land use, development, and development approval process regulations adopted by the March JPA are applicable and not inconsistent or in conflict with the provisions of SP-5, Amendment #2 (Industrial), such regulations shall apply to the Specific Plan Area and shall not be deemed pre-empted by the adoption of SP-5, Amendment #2 (Industrial). All prior zoning and land use restrictions for the Specific Plan Area in conflict or inconsistent with the provisions of SP-5, Amendment #2 (Industrial) are hereby repealed as of the effective date of this Ordinance, and the Planning Director of the March JPA is hereby delegated the authority to modify the Official Zoning Map of the March JPA in accordance with this Ordinance to indicate the Specific Plan Area is governed by SP-5, Amendment #2 (Industrial).

SECTION 1. The proposed Specific Plan Amendment, hereinafter referred to as "SP-5, Amendment #2 (Industrial)" and illustrated on Exhibit "B", is hereby adopted as set forth in the attached Exhibit "C", which is incorporated by this reference and which is hereby made a part of Meridian Business Park Specific Plan as though fully set forth therein.

SECTION 3. All provisions of SP-5, Amendment #2 (Industrial) are deemed separate, distinct, and severable. In the event any one or more provisions of SP-5, Amendment #2 (Industrial) are rendered invalid or unenforceable by a court of competent jurisdiction, the remaining provisions shall not be affected and shall remain valid and enforceable.

SECTION 4. Based on the entire record before the Joint Powers Commission of the March Joint Powers Authority ("Commission") and all written and oral evidence presented to the Commission and systematically implements the goals and objectives of the General Plan for the reasons set forth in Appendix A (pp. VIII-1 to VIII-9) of the Specific Plan. Said reasons are hereby adopted as the findings of the Joint Powers Commission as though fully set forth in this Ordinance.

SECTION 5. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds that the Specific Plan complies

with CEQA as set forth in the Resolution certifying Project Specific Plan Addendum and adopting Findings of Fact.

SECTION 6. The Chair of the Joint Powers Commission shall sign this Ordinance and the Clerk of the Commission shall attest thereto and shall within fifteen (15) days of its adoption cause it, or a summary of it, to be published in the Press Enterprise, a newspaper published and circulated within the boundaries of the March JPA. This ordinance shall take effect and be in force according to law within thirty (30) days after the date of its adoption.

INTRODUCED on the 3rd day of December, 2014.

PASSED, APPROVED, AND ADOPTED by the members of the Joint Powers Commission of the March Joint Powers Authority this 17th day of December 2014.

Marion Ashley, Chairman
March Joint Powers Authority Commission

ATTEST:

I, Carey L. Allen, Clerk of the Commission of the March Joint Powers Authority, do hereby certify the foregoing Ordinance #JPA 14-02 was introduced by the Commission of the March Joint Powers Authority at a regular meeting thereof held on the 3rd day of December, 2014, and subsequently adopted at a regular meeting thereof held on the 17th day of December 2014 by the following vote of the Commission:

Ayes:	Busch, Gardner, Molina, Melendrez, Ashley
Noes:	None
Abstain:	None
Absent:	None

Date: December 17th, 2014

Carey L. Allen, CMC
March Joint Powers Authority Commission

EXHIBIT "A"

LEGAL DESCRIPTION OF BOUNDARIES OF
SPECIFIC PLAN AMENDMENT SP-5, A2

(ATTACHED)

LEGAL DESCRIPTION

Real property in the unincorporated area of the County of Riverside, State of California, described as follows:

LOT F OF TRACT MAP NO. 30857-4, AS SHOWN BY MAP ON FILE IN BOOK 435 PAGES 6 THROUGH 14, INCLUSIVE, OF TRACT MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

EXHIBIT "B"

SPECIFIC PLAN AMENDMENT MAP
(SP #5, A2) (INDUSTRIAL)

(ATTACHED)



Legend

Previously Adopted Specific Plan (SP-1)		Public Facility	PF
Specific Plan Amendment (SP-2)		Park/Recreation Open Space	P/R/OS
Specific Plan Amendment (SP-7)		AFVW Expansion	AFVW
Specific Plan Amendment (SP-5)		Cemetery	CEM
Specific Plan Amendment (SP-5,A2)		Aviation MIP	AV
Specific Plan Amendment (SP-6)		Historic District	HD
Business Park	BP	Medical Campus	MC
Commercial	COM	Institutional-Residential	IR
Industrial	IND	Office	OF
		Mixed Use	MU

Land Use Plan - PROPOSED

EXHIBIT "C"

SPECIFIC PLAN AMENDMENT (SP #5, A2)

(ATTACHED)

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I. PROJECT SUMMARY

A. BACKGROUND OF THE SPECIFIC PLAN AMENDMENT

The March Business Center project was the subject of a Specific Plan and a Focused Environmental Impact Report (FEIR) certified by the March Joint Powers Commission in February 2003 (SCH# 2002071089). The March Business Center Specific Plan is here forward referred to the previously adopted Specific Plan. The previously adopted Specific Plan described an industrial business park to be developed on approximately 1,290 acres in the northwestern portion of Riverside County, California, on land that was formerly a part of the March Air Force Base (MAFB). **Figure I-1** depicts the location of the project in a regional context. The previously adopted Specific Plan area is shown in **Figure I-2**. The previously adopted Specific Plan was divided into two elements. The northern portion, referred to as the North Campus, comprised approximately 662 acres, and is bounded by Alessandro Boulevard to the north, I-215 to the east, and Van Buren Boulevard to the south. The South Campus, located south of Van Buren Boulevard and west of the existing General Old Golf Course and Riverside National Cemetery, encompassed about 617 acres.

Following FEIR certification and permitting, development commenced on the North Campus. Numerous parcels were developed and are now occupied. Others were in various stages of development at the time this Specific Plan Amendment was prepared. No development activities have taken place on the South Campus. This Specific Plan Amendment, which is designated SP-5 per March Joint Powers Authority (JPA) Development Code Section 9.13.040, affects 41 lots comprising 257.7 acres within the North Campus. As discussed in Section II.E.2, this Specific Plan Amendment would redistribute the acreages among the land use designations identified in the previously-adopted Specific Plan. This Specific Plan Amendment would not add any new acreage to the area identified in the previously-adopted Specific Plan. This Specific Plan Amendment is proposed to respond to changes in market conditions since certification of the 2003 FEIR, and to accommodate a prospective industrial user who plans to develop lot 16.

The previously adopted Specific Plan, Design Guidelines, FEIR, Design Implementation Review Committee, Statutory Development Agreement, Settlement Agreement and other official Joint Powers Authority documents, ordinances and resolutions refer to the overall project as the "March Business Center" project. However, in the interim, the project has been promoted under the name "Meridian" and has come to be known by that name over the past several years. References to existing approved plans and reports in this Specific Plan Amendment use the original name of the project (i.e., March Business Center), which is consistent with the titles of these reports and plans. In the interest of clarity, the following terminology is used to differentiate this Specific Plan Amendment from the previously adopted Specific Plan:

- *"the previously adopted Specific Plan"*: the 2003 March Business Center Specific Plan.
- *"this Specific Plan Amendment"*: the land use, development regulation and other amendments to the previously adopted Specific Plan contained in this document.

This Specific Plan Amendment presents all revisions in a strike-through/underline format so the reader can quickly identify all changes from the previously adopted Specific Plan. In addition to changes resulting from this Specific Plan Amendment, other revisions have been incorporated to address changed circumstances or new information that has come about since the previously adopted Specific Plan was approved in 2003. For example, current street names have been incorporated (i.e., the former Street Z is now called Meridian Parkway). In addition, editorial changes (such as using consistent verb tenses) have been incorporated to improve the clarity of this Specific Plan Amendment document.

The following land use types specified in the March JPA General Plan are included in this Specific Plan Amendment:

- Business Park (BP): including administrative, financial, light manufacturing, and commercial services.
- Industrial (IND): including manufacturing, warehousing, and associated uses.
- Office (OF): commercial office building accommodating professional and/or administrative services.
- Mixed Use (MU): complementary uses, including commercial retail, office, research and development, industrial, and others.
- Commercial (COM): retail and service oriented land uses.
- Park/Recreation/Open Space (P/R/OS): primarily passive open spaces and recreational areas.
- Public Facility (PF): public, quasi-public and private uses, including ~~a sewer system pump station and~~ a fire station.

This Specific Plan Amendment is to be constructed in a single development phase, referred to as Phase II-A, as shown in **Figure I-3**.

Regional access to and from the Specific Plan area is provided via the I-215 freeway and interchanges with Alessandro Boulevard, Cactus Avenue and Van Buren Boulevard. This Specific Plan Amendment completes the internal street network of collector and arterial streets to facilitate access to and from the areas to be developed. A major component of this network involves the extension of Meridian Parkway to the south to provide a continuous linkage between Alessandro Boulevard and Van Buren Boulevard. This Specific Plan Amendment's internal streets are public roadways to be maintained by the March JPA.

Figure I-1 Regional Location Map

Figure I-2 Local Vicinity Map

Figure I-3 Project Development Phasing

II. INTRODUCTION

A. LAND USE OVERVIEW

This Specific Plan Amendment establishes guidelines for development accommodating Business Park, Industrial, Office, Mixed Use, Public Facility, and Commercial land uses. The objective of this Specific Plan Amendment is to guide and regulate the development of Meridian in accordance with the March JPA General Plan. This Specific Plan Amendment fulfills both planning and regulatory functions. As such, this document contains the regulations, procedures, and development standards necessary to accomplish both objectives.

This Specific Plan Amendment is prepared under the authority granted to the March JPA by California Government Code Title 7, Division 1, Article 8, Section 65450 et seq. The Notice of Preparation (NOP) for the Subsequent Environmental Impact Report (SEIR) was issued by the March JPA as the lead agency. The State of California encourages agencies to adopt Specific Plans whether by resolution (to establish a policy document) or by ordinance (to establish a regulatory document). This Specific Plan Amendment document is a regulatory document and is therefore subject to adoption by ordinance.

All future development plans, tentative parcel and/or tract map(s), or other similar entitlements for properties located within the boundaries of this Specific Plan Amendment shall be consistent with the regulations set forth in this document and with all other applicable March JPA policies and regulations. All regulations, conditions, and programs contained in this document shall be deemed separate, distinct and independent provisions of this Specific Plan Amendment. In the event that any such provision is held invalid or unconstitutional by a state or federal court of competent jurisdiction, the validity of all remaining provisions of this Specific Plan Amendment shall not be affected.

A Subsequent EIR (SEIR) was prepared concurrently with this Specific Plan Amendment, in accordance with the California Environmental Quality Act (CEQA). The SEIR evaluates the land use plan, circulation, and infrastructure improvements to be provided under this Specific Plan Amendment and the potential impacts associated with their implementation. The SEIR also identifies actions to mitigate potential impacts. Many mitigation measures are incorporated into this document. This Specific Plan Amendment implements the policies of the General Plan.

A Master EIR (MEIR) for the entire March JPA General Plan area was certified in 1999. The General Plan area encompasses the 6,500 acres of the former March Air Force Base, including 4,400 acres identified for disposal and reuse by the Department of Defense. The development intensity of the previously adopted Specific Plan and this Specific Plan Amendment are substantially less than what was assumed for the project in the MEIR. In terms of traffic generation, the General Plan EIR assumed 131,400 daily trips. As proposed in this Specific Plan Amendment, the Meridian project would generate 20,800 total daily trips in excess of the approved 88,100 daily trips for the Specific Plan area. This reduction in traffic generation as compared to the General Plan is due in part to the lower Floor Area Ratios (FAR) used in the previously adopted Specific Plan and this Specific Plan Amendment. (See Chapter III for details.)

B. LOCATION AND ACCESS

This Specific Plan Amendment is located within the northern portion of the West March Planning Subarea. This Specific Plan Amendment includes 257.7 acres within the North Campus, located between Alessandro Boulevard and Van Buren Boulevard. **Figure II-1A** illustrates the location of the North

Campus. **Figure II-2** is an aerial photograph showing the project location and the boundaries of adjacent developments.

Portions of Meridian Parkway have been constructed since 2003. The completion of Meridian Parkway will provide a north/south connection between Alessandro Boulevard and Van Buren Boulevard. Cactus Avenue has been extended to the west to form a "T" intersection at Meridian Parkway. This Specific Plan Amendment provides three access points to and from Van Buren Boulevard. Meridian Parkway, Opportunity Way, and Street F provide access to/from the majority of parcels in the North Campus that would use Van Buren Boulevard. The roadway network in this Specific Plan Amendment consists of public roadways maintained by the March JPA.

C. BACKGROUND AND HISTORY

Since 1988, the federal government has closed and realigned military bases throughout the United States. In order to limit the economic disruption caused by base closures, the California State Legislature authorized the formation of joint powers authorities to regulate the redevelopment of closed/realigned military installations. The joint powers authorities are empowered to activate a redevelopment agency for each base to be closed. In 1993 the federal government called for the realignment of MAFB and for a substantial reduction in its military use. In April 1996, March Air Force Base was re-designated as an Air Reserve Base (ARB). The communities of Moreno Valley, Perris, the City of Riverside, and the County of Riverside formed the March JPA pursuant to Article 1, Chapter 5, Division 7, Title 1 (commencing with Section 6500 et seq.). The JPA has prepared a number of planning, policy and regulatory documents to guide the redevelopment of the former MAFB. These documents include:

- Final Environmental Impact Statement: Disposal of Portions of March Air Force Base (February, 1996)
- Final Environmental Impact Report for the March Air Force Base Redevelopment Project (June, 1996)
- Redevelopment Plan for the March Air Force Base Redevelopment Project (June, 1996)
- General Plan of the March Joint Powers Authority (September, 1999)
- March Joint Powers Authority Development Code (July, 1997)
- Master Environmental Impact Report for the General Plan of the March Joint Powers Authority (September, 1999)
- March Business Center Statutory Development Agreement (2003)
- March Business Center Design Guidelines (2003)
- March Business Center Focused Environmental Impact Report (2003)
- Addenda to the certified 2003 FEIR, including:
    - Resolution #JPA 05-17: Determination regarding the buildable area within the March Business Center Accident Potential Zone Overlay Zoning Districts, located west of Interstate 215, east of Meridian Parkway, south of Alessandro Boulevard and north of Van Buren Boulevard (April 2006)
    - Tentative Tract Map 30857 Amendment (April 2007)
    - March Business Center Unit 2, Lots 5 and 6, Addendum to the FEIR (April 2007)
    - March Business Center Unit 1, Lot 5 (356,000 square feet of manufacturing and warehousing uses), Addendum to the FEIR (April 2007)
    - Resolution #JPA 08-01: A minor redistribution of buildable area within Accident Potential Zone I for an area located west of Interstate 215, east of Meridian Parkway, south of Alessandro Boulevard and north of Van Buren Boulevard (February 2008)

Figure II-1A Specific Plan: North Campus

Figure II-2 Aerial Photograph

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- Ordinance #JPA 08-01: An Ordinance of the March Joint Powers Commission of the March Joint Powers Authority Amending the Meridian Specific Plan to Remove the Arnold Heights School Overlay Zone (June 2008)
- March Business Center Unit 1, Lot 5 (272,418 square foot steel plate processing facility), Addendum to the FEIR (December 2008)
- March Business Center Unit 1, Lot 2, Addendum to the FEIR (January 2009)

A Future Development Area is situated along the western boundary of the North Campus. This area, encompassing 1,178 acres, is not a part of the previously adopted Specific Plan or this Specific Plan Amendment. This area will likely be developed in the future but is not the subject of any current development plans. The previously adopted Specific Plan infrastructure has been planned to accommodate development within the Future Development Area in accordance with the land uses identified in the General Plan.

D. PLANNING CONTEXT

Figure II-3 depicts the previously adopted Specific Plan land use designations as shown in the 2003 General Plan Amendment. **Figure II-4** illustrates land uses proposed under this Specific Plan Amendment. The March JPA General Plan has been amended concurrently with this Specific Plan Amendment to reflect land use and transportation network changes. **Figure II-5** depicts zoning for the North Campus, including both the previously adopted Specific Plan and this Specific Plan Amendment.

E. DISCRETIONARY ACTIONS

The following discretionary actions will be required as part of the proposed Meridian Specific Plan Amendment:

1. General Plan Amendment

A General Plan Amendment has been processed concurrently with this Specific Plan Amendment to modify the acreages associated with the land use designations described above, and to reflect changes to the internal street network. The General Plan Amendment is adopted by resolution. None of the existing General Plan land use designations are altered by this Specific Plan Amendment.

2. Specific Plan Amendment

This Specific Plan Amendment is a discretionary action subject to March JPA approval. Adopted by legislative action, this Specific Plan Amendment serves both planning and regulatory functions. This document contains the development standards and procedures necessary to fulfill these purposes with respect to the 257.7 acres comprising this Specific Plan Amendment.

3. Zoning Approval

Adopted by ordinance, this Specific Plan Amendment modifies the previously approved zoning, and adopts revised zoning in conformance with Figure II-5. The following acreage changes from the previously adopted Specific Plan are implemented:

- Business Park: reduce by 97.5 acres from 120.5 acres to 23.0 acres;
- Commercial: increase by 1.9 acres from 20.3 acres to 22.2 acres;
- Industrial: increase by 115.3 acres from 43.2 acres to 158.5 acres;
- Mixed Use: reduce by 20.2 acres from 37.0 acres to 16.8 acres;
- Office: increase by 3.2 acres from 18.3 acres to 21.5 acres;

- Public Facility: reduce by ~~7.5~~ 8.7 acres from 12.1 acres to ~~4.6~~ 3.4 acres; and
- Park/Recreation/Open Space: increase by 11.1 acres from 0 acres to 11.1 acres.

4. Subsequent Environmental Impact Report

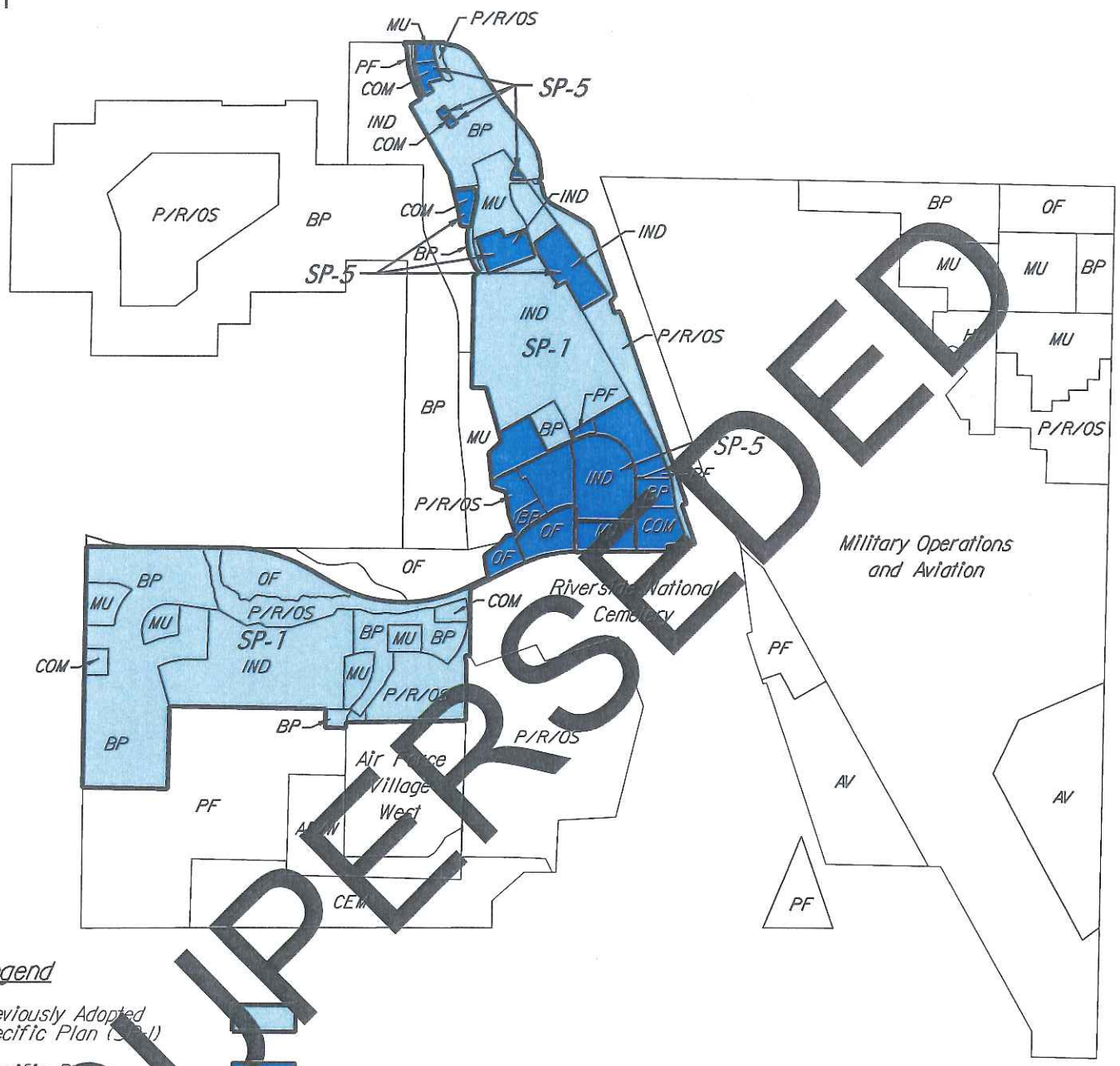
Concurrent with this Specific Plan Amendment and associated discretionary actions, a Subsequent EIR has been prepared in accordance with the provisions of CEQA. The SEIR evaluates the land use plan, circulation and infrastructure improvements associated with this Specific Plan Amendment and the potential environmental impacts that could result from their implementation. The SEIR serves as the project-level environmental document for this Specific Plan Amendment. Review and issuance of project specific permits by the South Coast Air Quality Management District (SCAQMD) is required for all stationary source emissions associated with projects having the possibility to emit air pollutants. Also, any project which deviates from the Specific Plan Amendment or has impacts not considered in the SEIR shall require additional environmental documentation. Together, this Specific Plan Amendment, Tentative Map and SEIR provide a path to properly develop the project site, taking into account policies, goals, objectives and environmental considerations of the March JPA General Plan. The SEIR is certified by resolution.

5. Tentative Subdivision Map

The lot and street layout in this Specific Plan Amendment (i.e., 41 lots consisting of 257.7 acres) is specified in accordance with Amendment 3 to Tentative Map 30857. This amended Tentative Map details project land development, and is in accordance with guidelines and development intensities presented in this Specific Plan Amendment, the State Subdivision Map Act and March JPA requirements. The amended Tentative Map complies with Schedule "E" Parcel Map Division as per March Joint Powers Authority Development Code Section 9.14.100 (J).Amendment 3 to Tentative Map 30857 is to be reviewed and approved by the March Joint Powers Planning Commission.

Figure II-3 Existing General Plan Land Uses

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SUPERSEDED

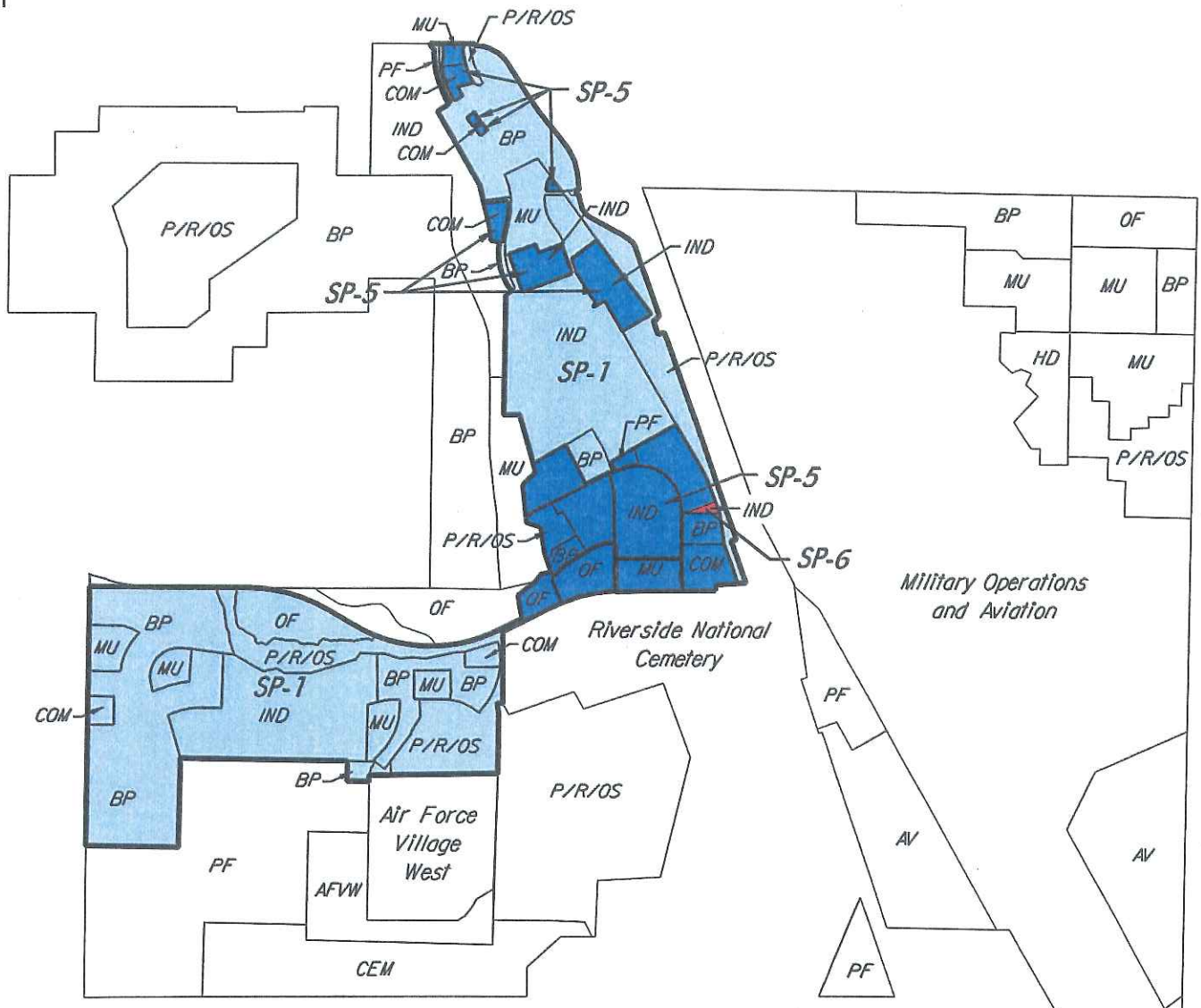
Legend

Previously Adopted Specific Plan (SP-1)	
Specific Plan Amendment (SP-5)	
Business Park	BP
Commercial	COM
Industrial	IND
Mixed Use	MU
Office	OF
Public Facility	PF
Park/Recreation Open Space	P/R/OS
AFVW Expansion	AFVW
Cemetery	CEM
Aviation MIP	AV
Historic District	HD

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Figure II-4
Proposed
General Plan Land Uses

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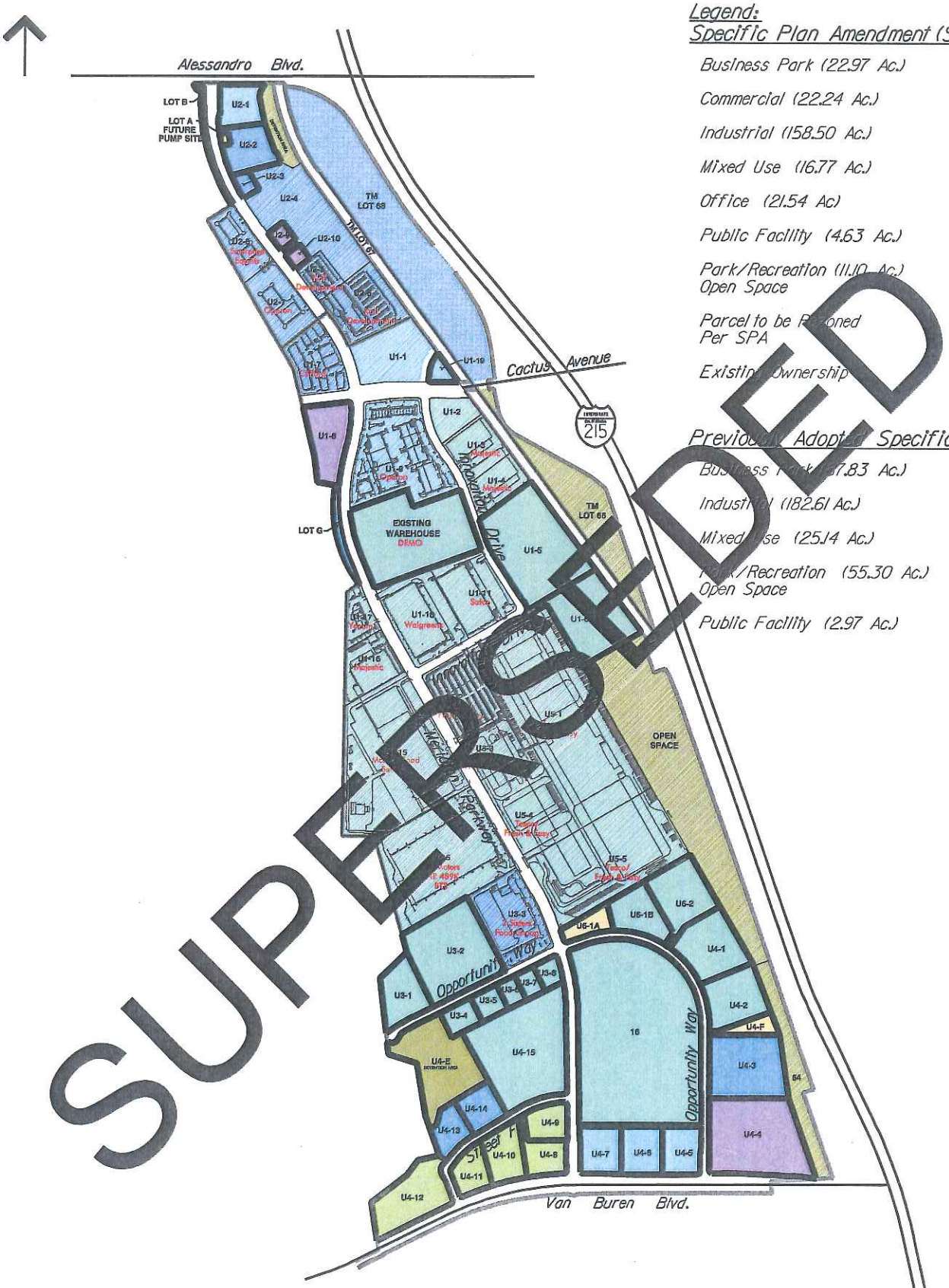
Legend

Previously Adopted Specific Plan (SP-1)	
Specific Plan Amendment (SP-5)	
Specific Plan Amendment (SP-6)	
Business Park	BP
Commercial	COM
Industrial	IND
Mixed Use	MU
Office	OF
Public Facility	PF
AFVW Expansion	AFVW
Cemetery	CEM
Aviation MIP	AV
Historic District	HD
Park/Recreation Open Space	P/R/OS

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Figure II-4
Proposed
General Plan Land Uses

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SUPERSEDED

Legend:

Specific Plan Amendment (SP-5)

Business Park (22.97 Ac.)	BP
Commercial (22.24 Ac.)	COM
Industrial (158.50 Ac.)	IND
Mixed Use (16.77 Ac.)	MU
Office (21.54 Ac)	OF
Public Facility (4.63 Ac.)	PF
Park/Recreation (11.10 Ac.) Open Space	P/R/OS
Parcel to be Rezoned Per SPA	
Existing Ownership	Ownership

Previously Adopted Specific Plan (SP-1)

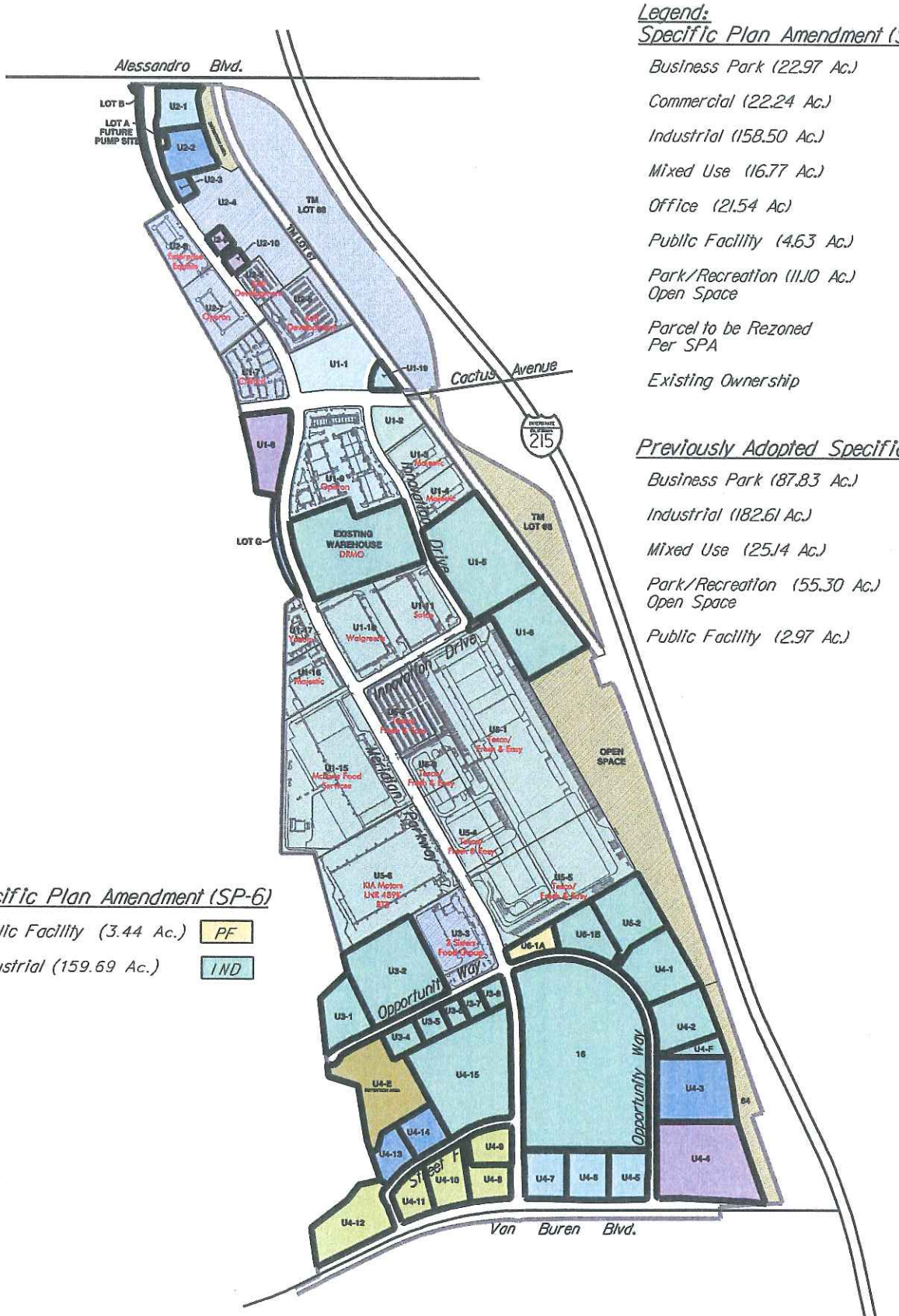
Business Park (37.83 Ac.)	BP
Industrial (182.61 Ac.)	IND
Mixed Use (25.14 Ac.)	MU
Park/Recreation (55.30 Ac.) Open Space	P/R/OS
Public Facility (2.97 Ac.)	PF

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Figure II-5

Project Zoning: North Campus

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Legend:

Specific Plan Amendment (SP-5)

Business Park (22.97 Ac.)	BP
Commercial (22.24 Ac.)	COM
Industrial (158.50 Ac.)	IND
Mixed Use (116.77 Ac.)	MU
Office (21.54 Ac)	OF
Public Facility (4.63 Ac.)	PF
Park/Recreation (111.10 Ac.) Open Space	P/R/OS
Parcel to be Rezoned Per SPA	
Existing Ownership	Ownership

Previously Adopted Specific Plan (SP-1)

Business Park (87.83 Ac.)	BP
Industrial (182.61 Ac.)	IND
Mixed Use (25.14 Ac.)	MU
Park/Recreation (55.30 Ac.) Open Space	P/R/OS
Public Facility (2.97 Ac.)	PF

Specific Plan Amendment (SP-6)

Public Facility (3.44 Ac.)	PF
Industrial (159.69 Ac.)	IND

Figure II-5

Project Zoning: North Campus

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III. LAND USE

The previously adopted Specific Plan helped to implement some of the regional land use/transportation goals outlined in the General Plan. Specifically, the previously adopted Specific Plan facilitated development of a large employment center in a portion of the County that is largely residential. Improving the balance of housing and jobs in this area provides an opportunity for residents to work locally rather than commute to Los Angeles or Orange Counties. Jobs/housing balance provides a transportation capacity benefit reducing the concentration of work trips in the peak hour/peak direction of travel. This Specific Plan Amendment would re-allocate acreage among the land use designations identified in the previously adopted Specific Plan and March JPA General Plan; no new land use types would be introduced. Accordingly, this Specific Plan Amendment facilitates the development of a large employment center, and supports implementation of General Plan land use/transportation goals.

A. Land Use Overview

This section identifies the types of land uses to be allowed in this Specific Plan Amendment and provides regulations and standards to govern future development. In accordance with the General Plan, this Specific Plan Amendment accommodates land uses supporting future growth and development in the area. This Specific Plan Amendment's Land Use section references the following policies, regulations, and guidelines:

- March JPA General Plan
- March JPA Development Code
- March Business Center Design Guidelines

This section specifies broad land use categories that will guide the development of this Specific Plan Amendment. Within each broad category, specific land uses are identified together with an indication of whether such uses are permitted, subject to a conditional use permit, or not allowed. In addition, development regulations that govern the development of the individual projects comprising this Specific Plan Amendment are described.

B. Purpose and Applicability

The following items describe the relationship of this Specific Plan Amendment's land use regulations in the context of other land use documents developed by the JPA.

1. Terms used in these regulations and guidelines shall have the same definitions as given in the March JPA Development Code ("Development Code") and the General Plan of the March JPA ("General Plan") unless otherwise defined in this Specific Plan Amendment.

2. Any details or issues not specifically covered in these regulations shall be subject to the regulations of the Development Code.

3. This Specific Plan Amendment's Land Use regulations are adopted pursuant to Section 65450 of the State of California Government Code et seq.. It is specifically intended by such adoption that the development standards herein shall regulate all development within the project area.

4. This Specific Plan Amendment is subject to the development restrictions of the March ARB/IPA Joint Land Use Study, Exhibit 3-3 (see discussion under Section III.E, below). In addition, this Specific Plan Amendment is subject to Resolution #JPA 08-01. This resolution requires strict

compliance with the 2005 Air Installation Compatible Use Zone (AICUZ) study, and implements limitations regarding lot coverage, building height, compatible land use, and building location for all lots located within the Accident Potential Zones emanating from the March ARB runway.

C. Land Use Compatibility

This Specific Plan Amendment establishes development patterns to limit the potential for land use conflicts, both within this Specific Plan Amendment and in relation to other uses in the project vicinity. A key consideration guiding the development is the proximity of Air Reserve Base Runway 14/32. The Riverside County Airport Land Use Commission published an Airport Land Use Plan in 1984. This plan established land use restrictions within Airport Influenced Areas, which are imaginary surfaces extending outward from an airport's runway. In 2005, an Air Installation Compatible Use Zone (AICUZ) Study was completed to identify land use restrictions and height limitations within the airfield influence area in the context of ongoing military operations at MARB. In January 2008, a Draft March Air Reserve Base/Inland Port Airport Joint Land Use Study (described in subsequent paragraphs as the "Joint Land Use Study") was prepared by the March JPA and Riverside County Airport Land Use Commission. A copy of Chapter 3 of this document (Airport Land Use Compatibility) is included in Appendix B of this Specific Plan Amendment.

This Specific Plan Amendment includes a 2 acre increase in the Commercial land uses proposed within this Specific Plan Amendment. The intent of these uses is to serve retail demand generated within this Specific Plan Amendment and portions of the previously adopted Specific Plan only. They are not intended to attract customers or clientele from surrounding jurisdictions. This Specific Plan Amendment identifies land use types, intensities, and locations that will limit the potential competition between Commercial uses and shopping centers and other retail uses in surrounding communities.

D. Objectives of Development Districts

This section of the Specific Plan identifies the following seven land use districts: Business Park, Industrial, Office, Mixed Use, Commercial, Public Facility, and Park/Recreation/Open Space.

The land use designations are summarized below:[1]

1. Business Park

Business Park uses include administrative, financial, governmental, and community support services; research and development centers; light manufacturing; vocational education and training facilities; business and trade schools; and emergency services. A 14.5-acre transportation center to accommodate commuter rail service is a permitted use in this district. Business Park areas are generally served by arterial roadways, providing automobile and transit access. These areas are characterized as major employment concentrations. Development in this category, except for warehousing, is generally within a campus-like setting or cluster development pattern. Outdoor storage is restricted.

2. Industrial

Industrial may support a wide range of manufacturing and non-manufacturing uses from warehouse and distribution facilities to industrial activities. Uses supported include

[1] The land use descriptions are taken directly from the General Plan amended to apply to this Specific Plan.

warehousing/distribution and assemblage of non-hazardous products and materials or retailing related to manufacturing activity. Uses may include open storage, office/industrial park; light industry; manufacturing; research and development centers; maintenance shops; and emergency services centers. The area devoted to outdoor storage may not exceed the building area.

3. Office

Office uses include business activities associated with professional or administrative services. Activities can consist of corporate offices, cultural and community facilities, financial institutions, legal and medical offices, and other similar uses, which together represent major concentrations of community and employment activities. Uses may include office parks, office buildings, and educational and vocational training facilities. Development in this category is generally within a campus-like setting. Office development is typically located on arterial roadways for convenient automobile access and transit service.

4. Mixed-Use

Mixed uses include a variety of complementary land uses; including commercial, business park, office, medical, educational and vocational, research and development, services, and light and custom manufacturing. Industrial, warehousing, and outdoor storage is prohibited.

5. Commercial

Commercial/Service uses within the designation include retail and service oriented business serving the Planning Area. Commercial uses include retail establishments (shopping centers), administrative, financial, service and government offices. Development in this category generally occurs at key intersections of major arterial roads or at major off-ramps from Interstate 215. In addition to being accessible to automobiles and pedestrians, commercial developments may also be served by public transit. Commercial land uses within the Specific Plan area only; they will not serve a regional demand.

6. Public Facility

This designation includes a wide range of public, quasi-public, and private uses, such as schools, public cultural and historical facilities, government administrative offices and facilities, public utilities, and major transportation corridors. However, land uses determined to be sensitive to, or incompatible with aviation operations shall be excluded. The Specific Plan Amendment area includes ~~4.6~~ 3.4 acres of public facility. This land has been allocated to accommodate a planned fire station ~~and a pump station~~.

7. Park/Recreation/Open Space

This land use designation includes detention basins, park land, and open space.

E. Overlay Districts

1. Joint Land Use Study

This Specific Plan Amendment is subject to the development restrictions of the March ARB/IPA Joint Land Use Study, Exhibit 3-3 (contained in Appendix B of this Specific Plan Amendment). The Joint Land Use Study includes nine land use compatibility zones. The aeronautical factors used to establish the compatibility zone boundaries are described below and summarized in Exhibit 3–2, *Compatibility Zone Factors* (see Appendix B). The *Compatibility Map* (Exhibit 3–3 in Appendix B) depicts the compatibility zones for March ARB and Inland Port Airport (IPA). Note that these compatibility zones and the factors upon which they are based are similar in concept to the compatibility zones adopted by the Riverside County ALUC for other airports in the county. However, the characteristics of aircraft activity at March ARB/IPA compared to primarily general aviation activity at the other airports in the county required the development of zones based upon somewhat different factors. The characteristics of the compatibility zones are summarized below:

- **Zone M** includes all lands owned by the U.S. Air Force. By law, neither local governments nor the Riverside County Airport Land Use Commission (ALUC) have jurisdiction over federal lands.
- **Zone A** contains lands within the Clear Zone (CZ) at each end of the runway, but not on the base property. As defined by the *AICUZ*, the clear zones are 3,000 feet wide and 3,000 feet long beginning at the runway pavement end. Zone A at the north end of the runway encompasses a detention basin located within the North Campus. Zone A at the south end of the runway includes privately owned land. The Air Force has acquired restrictive use easements preventing the development of this property.
- **Zone B1** encompasses areas of high noise and high risk within the inner portion of the runway approach and departure corridors. The zone is defined by the boundaries of Accident Potential Zones (APZs) I and II, adjusted on the north to take into account the turning departure flight tracks. The majority of the zone also is exposed to projected noise levels in excess of 65 (dB) decibels calculated using Community Noise Equivalent Level (CNEL) criteria.
- **Zone B2** is similar to Zone B1 in terms of noise impact, but is subject to less risk. The projected 65 decibel noise contour forms the basis for the zone boundary. The actual boundary follows roads, parcel lines or other geographic features that lie generally just beyond the contour line. Lands within the APZs are excluded from Zone B2. Most of the zone lies adjacent to the runway. To the north, portions extend along the sides of Zone B1. To the south, a small area borders the sides of Zones A and B1 and a larger area extends 2 miles beyond the south end of Zone B1
- **Zone C1** encompasses most of the projected 60 dB noise contour plus immediately adjoining areas. The zone boundary follows geographic features. Risks are moderate in that aircraft fly at low altitudes over or near the zone. To the south, an area beginning just beyond Nuevo Road—approximately 5 miles from the runway end—is excluded from the zone. Even though exposed to projected noise above 60 dB CNEL, the risks at this distance from the runway are reduced by the altitude at which aircraft fly over the area. On instrument approaches to Runway 14, aircraft are typically at about 2,000 feet above the runway on descent and departing aircraft are generally 3,000 feet or higher above the runway elevation. Single-event noise levels are nevertheless potentially disruptive in this zone.
- **Zone C2** contains the remainder of the lands within the 60 dB CNEL noise contour to the south. Although aircraft overflying this area are at 2,000 feet or more above the runway on descent and generally 3,000 feet or more on takeoff, single-event noises levels combined with the frequency of overflights, including at night, make noise a moderate compatibility concern. A larger portion of Zone C2 is situated to the west of the airport and includes locations above which most of the military closed-circuit flight training aircraft activity takes place. Aircraft overfly this area at

about the same or somewhat lower altitudes as in the south portion of Zone C2, but high terrain in some locations makes the flight altitude above ground level comparatively lower. Single-event noise levels in this area are high enough to be intrusive. However, at present, nearly all of the flight training activity takes place on weekdays during daylight hours; thus, reducing the significance of the noise impact on residential land uses. Risk levels in both portions of Zone C2 are judged to be moderate to low with the low altitudes and flight training aspect of the aircraft activity being the primary concerns.

- **Zone D** is intended to encompass other places where aircraft fly below about 3,000 feet above the airport elevation either on arrival or departure. Additionally, it includes locations near the primary flight paths where aircraft noise may regularly be loud enough to be disruptive. Direct overflights of these areas may occur occasionally. Risk levels in this zone are low.
- **Zone E** contains the remainder of the airport influence area. Airspace protection is the major concern in that aircraft sometimes pass over these areas while flying to, from, or around the airport.

Figure III-1 overlays the boundaries of the land use compatibility zones on the North Campus. **Appendix B** contains Chapter 3 of the Joint Land Use Study (JLUS). Proposed developments within this Specific Plan Amendment shall be consistent with the applicable land use compatibility criteria contained in this Appendix, with the following exceptions:

- The applicable airport land use compatibility provisions from the JLUS are found in JLUS Exhibit 3-4.
- In cases where this is a conflict between Table III-1 of this Specific Plan Amendment and Exhibit 3-7 of the JLUS, Table III-1 shall govern.
- Legislative projects, including general plan amendments, changes of zone, ordinance amendments, and subsequent Specific Plan Amendments shall be submitted to ALUC for review. Non-legislative development applications located outside the boundary of the B1 zone are not subject to mandatory ALUC review pursuant to the consistency determination for this Specific Plan Amendment.
- Although above-ground fuel storage in excess of 6,000 gallons is discouraged by the JLUS in compatibility zone B2, Lot 16 will provide two 10,000-gallon above-ground diesel fuel storage tanks in the northern portion of the lot. Above-ground bulk storage of fuel and hazardous materials in excess of 6,000 gallons shall continue to be discouraged in all other lots in compatibility zone B2, in accordance with the JLUS.

F. Land Use Table

Table III-1 is a matrix indicating the status of specific land use types within the development districts described in preceding paragraphs. For each specific land use, a "P" indicates that it is permitted and a "C" indicates that a conditional use permit is required. All conditional use permits are subject to the findings found in Development Code Section 9.02.060 C. *A blank space indicates that the use is not allowed. Any use not allowed by federal, state or local law is prohibited. In addition, any use not specifically listed in this Specific Plan Amendment is also prohibited.*

Figure III-1 Land Use Compatibility Zones: North Campus

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TABLE III-1 SPECIFIC PLAN AMENDMENT LAND USE TABLE					
USES	BUSINESS PARK[1,6]	INDUSTRIAL[2,5 6,7]	OFFICE	MIXED USE[3]	COMMERCIAL[4,8,9]
INDUSTRIAL					
Hazardous Waste Treatment Facility					
Bio-Medical Waste Treatment Facility		C			
Manufacturing – Custom	P	P		C	
Manufacturing – Light	P	P			
Manufacturing – Medium		P			
Manufacturing – Heavy[7]		C			
Mining & Extractive Industries					
Newspaper Publishing Plants	P	P			
Research & Development	P	P	C	P	
Trucking/Transportation Terminals		P			
Wrecking & Dismantling of Motor Vehicles					
WHOLESALE STORAGE/DISTRIBUTION					
Public storage/Mini-warehouse (indoor)	C	C			
Business Enterprise	P	P		C	
Warehouse, Storage & Distribution – Medium		P			
Warehouse, Storage & Distribution – Heavy		P			
OFFICE					
Financial Institutions	P		P	P	P
Government	P		P	P	P
Medical Clinics	P	P	P	P	
Offices, Business & Professional	P		P	P	P
Regional & Corporate Headquarters	P		P	P	P
COMMERCIAL					
Agricultural Equipment Repair Shops		P			
Agricultural/Nursery Supplies & Service	C	C			
Alcoholic Beverage Outlets					C
Animal Care/Pet Hotels	P	P			P
Assembly & Entertainment				C	
Automotive Parts and Accessory Sales					P
Automotive Fleet Storage		C			
Automotive Service Stations					C
Automotive/Truck Repair-major		P			

TABLE III-1 SPECIFIC PLAN AMENDMENT LAND USE TABLE					
USES	BUSINESS PARK[1,6]	INDUSTRIAL[2,5 6,7]	OFFICE	MIXED USE[3]	COMMERCIAL[4,8,9]
Automotive/Truck Repair-minor	C	P			
Building & Site Maintenance Services	P	P		P	
Building Contractor's Storage yard	C	P			
Building Material & Equipment Sales (limited to 25,000 square feet)[8]	P				P
Business Supply/Equip Sales/Rentals	C	C			P
Business Support Services[2]	P	P	P	P	
Child Care Facilities	C		C	C	C
Churches & Places of Religious Assembly				C	
Coffee Shop				P	P
Communication Facilities, Antennas & Satellite Dishes	C	C			
Consumer Goods, Furniture, Appliances, Equipment Sales				P	P
Convenience Sales					C
Energy Generation & Distribution Facilities		C			
Equestrian Show & Exhibition Facilities					
Exhibit Halls & Convention Facilities				C	
Fairgrounds					
Food and Beverage Sales				P	P
Funeral & Mortuary Services	C				
General Retail Establishments				P	P
Golf Courses, Driving Ranges and Pitch & Putt Courses					
Health Club				C	C
Heavy Equipment Sales and Rentals with outside merchandising	C	C			
Horticulture Nurseries & Greenhouses	C	P			
Hospitals, Intermediate Care Facilities & Nursing Facilities					
Hotel/Motel				C	C
Instructional Studios	P	P	P	P	
Interpretive Centers	P	P	P	P	

TABLE III-1 SPECIFIC PLAN AMENDMENT LAND USE TABLE					
USES	BUSINESS PARK[1,6]	INDUSTRIAL[2,5 6,7]	OFFICE	MIXED USE[3]	COMMERCIAL[4,8,9]
Laundry Services	P	P			
Maintenance & Repair	P	P		P	
Major Transmission, Relay or Communications Switching Stations	P	P			
Museums			P	P	P
Bar & Grill			C	C	P
Open Air Markets for the Sale of Agriculture-related Products & Flowers	C			C	C
Outdoor Commercial		C			
Outpatient Medical Clinics	P		P	P	P
Parking Facilities as a *Primary Use*	CP	C			P
Personal Services				P	P
Petroleum Products Storage					
Pets & Pet Supplies				C	P
Private Clubs, Lodges & Fraternal Organizations				C	
Radio & Television Studios	P	P		P	
Recreational Facilities				C	C
Recycling Facilities (outdoor storage not to exceed building area)		C			
Repair Services	P	P		P	
Restaurant (fast food)[9]				C	P
Restaurant (sit down)			C	P	P
Sidewalk Cafes				P	P
Social Service Institutions	P		P	P	
Sundries, Pharmaceutical & Convenience Sales					P
Swap Meets & Other Large Outdoor Retail Facilities		C			
Theaters					
Trade Schools	C				C
Vehicle, Boat and Trailer Sales	C			C	
Vehicle Storage		C			

TABLE III-1 SPECIFIC PLAN AMENDMENT LAND USE TABLE					
USES	BUSINESS PARK[1,6]	INDUSTRIAL[2,5 6,7]	OFFICE	MIXED USE[3]	COMMERCIAL[4,8,9]
Veterinary Clinics & Animal Hospitals	P			P	P
Zoological Parks					

[1] Within the Business Park zone, a use permit is required for uses that provide outdoor storage in excess of 10% of the building area

[2] Within the Industrial zone, a use permit is required for uses that provide outdoor storage in excess of the building area.

[3] The Mixed Use designation shall have a maximum of 25 percent retail uses.

[4] Within the Commercial zoning district, a use permit shall be required for single uses above 25,000 square feet of gross floor area

[5] Ancillary on-site retail sales are allowed in areas comprising up to 5% of an industrial building area and 10% of the business park building area on a per lot basis. On-site retail sales may not be cumulatively applied.

[6] Logistics warehousing uses or activities shall be prohibited in Industrial lots within the Specific Plan Amendment area, west of Meridian Parkway.

[7] Special consideration shall be given to minimizing the aesthetic and visual impact to the I-215 Freeway, Van Buren Boulevard, Alessandro Boulevard, and other sensitive uses.

[8] All activities shall be conducted within a completely enclosed building, unless approved through a Temporary Use Permit consistent with Development Code Section 9.02.150.C.

[9] A master plot plan is required for each commercial development prior to development of any portion of the commercial lot and prior to selling any portion of the commercial lot.

Note: Development shall be subject to a cumulative traffic generation budget, as described in Section V.B.2.

G. Development Regulations

No building or portion thereof shall be erected, constructed, converted, established, altered, enlarged, nor shall any legal lot or premises be used unless the legal lot or premises and building comply with the regulations and standards described below in **Table III-2**. Development regulations and standards for the Business Park land use are applicable to the Public Facility land use designation.

(a) Lot Development

(1) Two adjoining lots which have a common interior side lot line may be developed with zero side yard setbacks on the common lot line, provided that the opposite side yard setback is not less than 30 feet.

(2) Any construction or alteration of greater height than an imaginary surface extending upward and outward at a 100 to 1 slope from the nearest point of the runway (see FAR §77.13.2.i) will require the preparation of FAA Notice of Proposed Construction or Alteration (form 7460-1).

(3) Construction of objects taller than 35 feet in the High Terrain Zone (see Appendix B of this Specific Plan Amendment), will require review by the Airport Land Use Commission

TABLE III-2
LOT AND YARD DIMENSIONS BY LAND USE CATEGORY

DIMENSIONS	Business Park	Industrial	Office	Mixed Use	Commercial
Area (minimum)	30,000 sq. ft.	30,000 sq. ft.	30,000 sq. ft.	30,000 sq. ft.	30,000 sq. ft.
Street Frontage (minimum)	100 ft.[1]	100 ft.[1]	100 ft.	100 ft.	100 ft.
Lot Width (minimum)	100 ft.	100 ft.	100 ft.	100 ft.	100 ft.
Minimum Yards					
Front Yard Setback	20 ft.	20 ft.	25 ft.	20 ft.	25 ft.
Interior Side Yard Setback	0 ft.	0 ft.	0 ft.	0 ft.	0 ft.
(Abutting Residential Zone)	30 ft.	30 ft.	30 ft.	30 ft.	30 ft.
Street Side Yard Setback	20 ft.	20 ft.	15 ft.	15 ft.	15 ft.
Rear Yard Setback	25 ft.	25 ft.	10 ft.	10 ft.	10 ft.
(Abutting Residential Zone)	50 ft.	50 ft.	40 ft.	40[R] ft.	40 ft.
Building Height[5]	35'/2 stories[2]	35'/2 stories[2]	60'/3stories[3]	50'/3 stories	50'/3 stories
Floor Area Ratio	0.45	0.50 (0.55 is allowed for lots larger than 20 acres	0.40	0.35 (0.40 is allowed for lots larger than five acres)	0.35
Site Landscaping	10%	10%[4]	20%[4]	20%[4]	20%[4]

[1] Any lot which fronts on a turnaround or curving street having a radius of curvature of less than 100 feet, the minimum frontage shall be 60 feet.

[2] Increased height up to 80 feet is permitted where all building setbacks meet or exceed the proposed building height.

[3] Subject to FAA Part 77 clearance and consistency with the Joint Land Use Study.

[4] May be reduced through the use of colored pavers or other decorative pavement treatments under certain conditions. See item (b) below. [5] Incorporation of a basement to allow exceedance of the two-story limitation in Business Park and Industrial land uses, and the three-story limitation in Office, Mixed Use, and Commercial land uses shall not be allowed.

(b) Landscaping

Landscaping design for development in this Specific Plan Amendment shall be consistent with the March Business Center Design Guidelines. A 15-foot landscaped setback, measured from the public right-of-way, will be required for all front and side yards adjacent to public streets. The following two exceptions apply:

- The use of colored pavers or other decorative pavement treatments within the Specific Plan Amendment Area may reduce the site landscaping requirement for Office, Mixed Use, and Commercial land uses by up to a maximum of five percent.

- The use of colored pavers or other decorative pavement treatments within the Specific Plan Amendment Area may reduce the site landscaping requirement for Industrial land uses on lots or developments greater than 20 acres by up to a maximum of two percent.

(c) Driveway Widths and Locations

Driveway width and spacing shall be in conformance with Riverside County requirements as approved by the March JPA Civil Engineer.

(d) Off-street Loading Facilities

Loading or unloading facilities shall be so sized and located so that they do not require trucks to be located in required front or street side yards during loading and unloading activities.

(e) Special Regulations

All uses, except storage, loading and outdoor work, shall be conducted entirely within an enclosed building. Outdoor work; storage of merchandise, material, and equipment is permitted in interior side or rear yards, provided the area is completely enclosed by sight obscuring walls, fences, or a combination thereof.

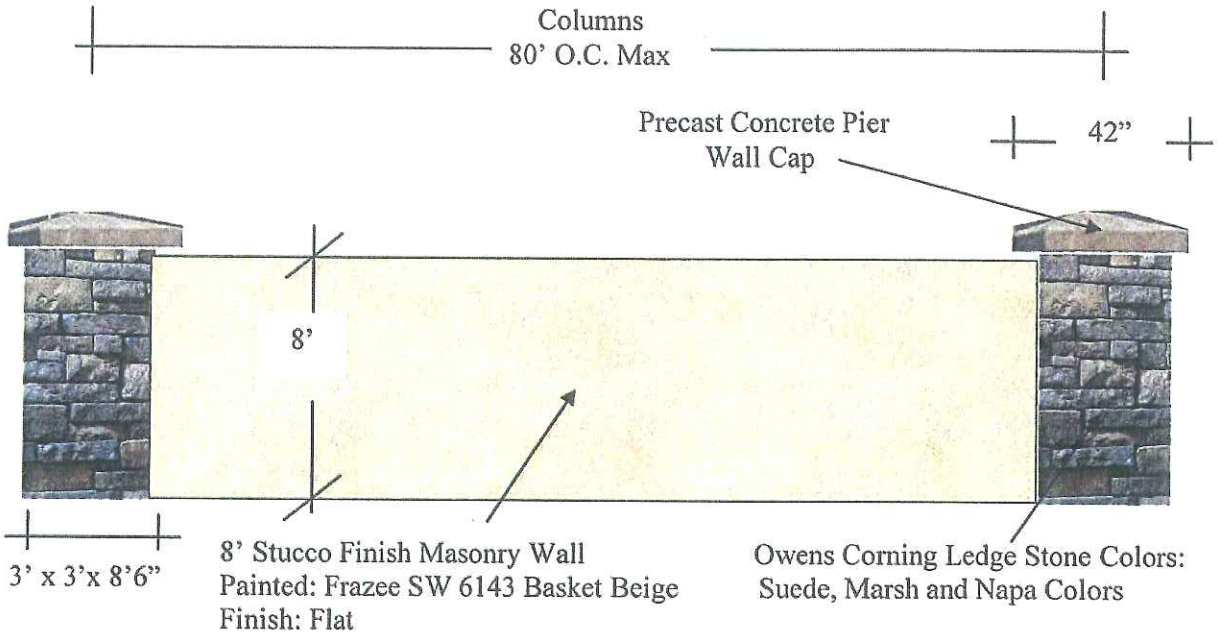
Fences and Walls: The design and location of fences and walls shall be the same as set forth in the March Business Center Design Guidelines.

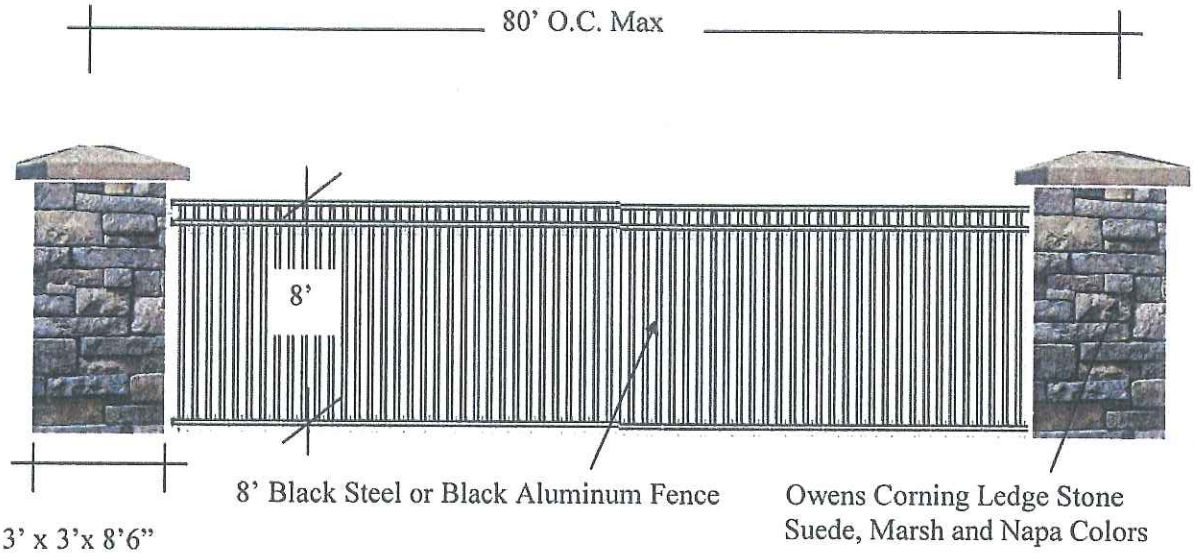
In addition to the above, the following regulations apply:

(1) Chain link fences shall not be used within 100 feet of a public right-of-way. Where used, chain link fences shall be vinyl coated.

(2) Coiled, spiraled, or rolled fencing such as razor wire or concertina wire shall not be permitted.

(3) All walls or fences within 100' of a public right-of-way, facing toward I-215, or visible from residential development shall match the following wall details (higher walls may be necessary to screen trucks and outdoor storage, consistent with the approved screening plan):





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"

(f) Off-street Parking Regulations

Transportation Element Policy 2.7 of the March JPA General Plan indicates that on-street parking should be de-emphasized in order to both increase vehicle capacity and to accommodate bicycle access. **Table III-3** summarizes Specific Plan parking ratios. It is acknowledged that certain land uses will have unique parking characteristics, based on building utilization, workforce composition, and other considerations. In these cases, the March Joint Powers Commission may review a use permit application to reduce required parking through a detailed parking analysis. All uses shall provide one bike rack space per 20 vehicle/employee parking spaces.

TABLE III-3
PARKING RATIOS BY LAND USE

Use	Parking Spaces Per 1,000 Square Feet of Gross Floor Area (Unless Otherwise Noted)
INDUSTRIAL	
Light, Medium & Heavy Manufacturing	2.0
Research & Development	3.0
Other Industrial Uses	1.0
WHOLESALE STORAGE & DISTRIBUTION	
Public Storage/Mini-Warehouse	1 per 100 storage spaces & 2 per caretaker residence
Other Wholesale Storage/Distribution 0 – 50,000 sq. ft. 50,000 – 200,000 sq. ft. 200,000 sq. ft. or greater	 1.0 per 1,000 sq. ft. 50 spaces + (0.33 per ksf > 50,000 sq. ft.) 100 spaces + (0.20 per ksf > 200,000 sq. ft.)
OFFICE	
Medical Clinics, Hospitals, and Medical Offices	4.0
Other Office	3.3
COMMERCIAL	
Agricultural Equipment Repair Shops	2.5
Agricultural/Nursery Supplies	3.3
Alcoholic Beverage Outlets	2.5
Animal Care/Pet Hotels	2.5
Assembly and Entertainment	3.3
Automotive Parts and Accessory Sales	3.3
Automotive Service Stations	3/station + 2/service bay
Automotive/Truck Repair-Major	3/station + 2/service bay
Automotive/Truck Repair-Minor	3/station + 2/service bay
Business Support Services	4.0
Churches and Places of Religious Assembly	1/3 seats, 1/60 inches of pew, 30.0 if no seating
Energy Generation & Distribution Facilities	2.0
Equestrian Show & Exhibition Facilities	1/3 seats
Funeral & Mortuary Services	1/3 seats, 30.0 for assembly area if no fixed seating
Interpretive Centers	3.3
Major Transmission, Relay or Communications Switching Stations	2.0
Bar & Grill	8.0
Outdoor Recreation and Swap Meet Facilities	(to be determined through use permit)
Private Clubs, Lodges and Fraternal Organization	4.0
Radio and Television Studios	3.3
Restaurants (sit down)	8.0
Restaurants (fast food)	8.0
Theaters	1-3 screens: 1/3 seats 4+ screens: 1/3.3 seats Per assembly area if no fixed seating: 50
Vehicle & Vehicular Equipment Sales and Service	1 per each 20 display cars (minimum of 5 spaces)
Vehicle Storage	2.5
Veterinary Clinic & Animal Hospitals	2.5
Other Commercial	3.5

(g) Comparison to General Plan Zoning District Designations

In accordance with Section 9.13.050 of the March JPA Development Code, this Specific Plan Amendment includes a table indicating how this Specific Plan Amendment differs from the zoning

district designation most closely resembling the type and intensity of the proposal (i.e., the March JPA General Plan). **Table III-4** provides a comparison of Floor Area Ratios for this Specific Plan Amendment and the March JPA General Plan for each land use designation included in this Specific Plan Amendment. As shown in this table, this Specific Plan Amendment provides generally lower FARs than the March JPA General Plan. This characteristic improves the quality of this Specific Plan Amendment in the following ways:

- Reduced FAR would result in lower building square feet, which would result in reduced traffic generation, as compared to the March JPA General Plan
- A lower amount of building square feet would also facilitate additional on-site landscaping and the accommodation of parking demand within the site, rather than on adjacent public streets
- Lower building square footages would also reduce the concentration of workers within land use compatibility zones identified in the AICUZ and the JLUS.

TABLE III-4
FAR COMPARISON, MARCH JPA GENERAL PLAN AND THIS SPECIFIC PLAN

LAND USE	GENERAL PLAN FAR	SPECIFIC PLAN AMENDMENT FAR
Business Park	0.75	0.45
Industrial	0.60	0.50 (a)
Office	0.75	0.40
Mixed Use	0.60	0.35 (b)
Commercial	0.60	0.35
(a) 0.55 on lots larger than 20 acres (b) 0.40 on lots larger than five acres		

(h) Settlement Agreement Provisions

A Settlement and General Release Agreement for Development of March Business Center within the March Joint Powers Authority was signed by the March JPA, the Master Developer and community groups in 2003 as the result of litigation following March JPA approval of the previously adopted Specific Plan. The Settlement Agreement contained a number of land use requirements and limitations related to "logistics"[2] warehouse type facilities, including the prohibition of such facilities to the west of Meridian Parkway. This Specific Plan Amendment is consistent with this restriction.

H. Special Treatment Areas

1. Riparian Areas

Riparian areas found within this Specific Plan Amendment and the previously adopted Specific Plan are considered prime habitat for the endangered least Bell's vireo (LBV). The riparian vegetation community is located along several of the intermittent drainages. These areas are concentrated in the south portion of the North Campus. A 15-foot setback is provided along the western boundary of the North Campus. In addition, storm water runoff from adjacent development is to be intercepted by applicable non-source pollution control best management practices (BMP) prior to discharging off-site.

As part of the pending Section 7 consultation with the USFWS on impacts to LBV associated with this Specific Plan Amendment and the previously-adopted Specific Plan, two conservation easements totaling 175 acres are to be recorded to protect biological resources in perpetuity. Fencing is to be installed for all

[2] Defined in the Settlement Agreement as any structure over 500,000 square feet that is designed to have more than 95% of its ground floor area dedicated to the storage of finished goods that are received at the facility specifically to be stored for a time and then shipped to various locales.

lots in the previously adopted Specific Plan and this Specific Plan Amendment that are adjacent to the conservation easement areas. In addition all lots adjacent to the conservation easement areas are to be landscaped with native, non-invasive plant materials (see Appendix E of the Compensatory Mitigation and Monitoring Plan dated June 2009 for list of allowable plant materials). The conservation easements and mitigation for impacts to waters of the US and state waters are described in the next chapter of this Specific Plan Amendment.

2. Alessandro Boulevard and Van Buren Boulevard Scenic Corridors

Landscaping easements are provided along this Specific Plan Amendment's frontages along segments of Van Buren Boulevard, Cactus Avenue, and Alessandro Boulevard. **Figure III-2** presents the landscape easements adjacent to the Van Buren Boulevard/Meridian Parkway intersection. Landscaping easements are 20 feet wide and the landscaping is to be maintained by a Landscaping and Lighting Assessment District. In addition, a nine-foot landscaping easement is provided along the entire length of Meridian Parkway. The March Business Center Design Guidelines establish the landscaping criteria. Building setbacks shall comply with these landscaping setbacks.

The following requirements are applicable to the *Van Buren Boulevard Scenic Corridor:*

- In addition to the 20-foot landscaping easement, six feet of landscaping is planned within the public right-of-way, together with an eight-foot-wide multi-use trail.
- A unified landscaping theme will be implemented along Van Buren Boulevard, both adjacent to the roadway and in the median, adjacent to this Specific Plan Amendment. Double-row street trees and detached sidewalks are recommended within these areas. Drought-tolerant species are preferred over turf within these areas.
- Consistent theme lighting, subject to review and approval by the March JPA, shall be provided within lots fronting Van Buren Boulevard.
- A recognizable design theme, subject to review and approval by the March JPA, shall be provided along Van Buren Boulevard.

The following requirements are applicable to the *Alessandro Boulevard Scenic Corridor:*

- A recognizable design theme, subject to review and approval by the March JPA, shall be provided within lots along Alessandro Boulevard.

3. Historic Landmark

This Specific Plan Amendment will construct a landmark on the northeastern corner of Meridian Parkway and Opportunity Way. The design and location of this landmark will be reviewed and approved by the March JPA, in consultation with the Air Force Village West community, March Field Air Museum, and March ARB.

Figure III-2 Van Buren Blvd. & Meridian Parkway Landscape Easements

IV. OPEN SPACE

A. Conservation Easements

The previously adopted Specific Plan and this Specific Plan Amendment include jurisdictional waters of the U.S. and State waters, which consist of unnamed ephemeral, intermittent and perennial channels, in-channel wetlands and wetlands. The previously adopted Specific Plan and this Specific Plan Amendment impact 4.06 acres that are waters of the U.S. and State waters under the jurisdiction of the U.S. Army Corps of Engineers (ACOE) and California Department of Fish and Game (CDFG). The total impact to waters of the U.S. is 2.36 acres, and the total impact to State waters is 1.70 acres.

The previously adopted Specific Plan and this Specific Plan Amendment will mitigate on-site and within the adjacent vacant land for impacts to jurisdictional waters of the U.S./State waters and LBV habitat. The purpose of the mitigation is to replace lost functional values of avian habitat, water quality and aesthetics. The mitigation will include the following:

- Create 4.2 acres of habitat (Riparian Woodland, Southern Willow Scrub and Mulefat Scrub) suitable for occupation by LBV in realigned and restored drainages.
- Create 1.9 acres and restore 1.4 acres of wetland waters of the U.S. and State waters.

All newly created and existing adjacent habitat and wetlands will be overlaid with a conservation easement for management and monitoring in perpetuity. The boundary of the easements will be extended past the limits of the habitat to include a "buffer" zone. This "buffer" will serve as additional protection of wetlands and riparian habitat. Also, this area provides the potential for wildlife to find refuge in a conserved and maintained habitat. Conservation Easement 1 will be approximately 130 acres and is located within the future development area to the west of this Specific Plan Amendment. Conservation Easement 2 will consist of the approximately 45 acre open space area south of Van Buren Boulevard.

B. Drainage Basins

Drainage detention facilities are provided in the east and west portions of North Campus. The largest of these basins (i.e., the East Basin) is in the eastern portion of the North Campus, north of Van Buren Boulevard and has already been constructed and is currently serving the project. The East Basin is located within the Clear Zone (CZ) as designated by the AICUZ to accommodate aircraft operations at March ARB. A second detention basin will be constructed on Unit 4 Lot E (U4-E) and will over detain to offset the impacts of Unit 4 which is downstream. The third basin will be located south of Alessandro Boulevard, and west of the BNSF railroad tracks. This facility will drain the northern portion of Unit 1. All detention basins shall draw down within 24 hours with the exception of the East Basin. The East Basin shall have a draw down period of 24 to 30 hours during the interim development of Unit 4. The East Basin will be designed in the ultimate condition to include a draw down period of 12 to 24 hours. Other local basins are to be maintained by the Landscape Lighting and Maintenance District (LLMD).

V. TRANSPORTATION

A. Existing Transportation Issues

Local and regional access to the project area is provided by I-215, Alessandro Boulevard, Cactus Avenue, Barton Street, and Van Buren Boulevard. A Burlington Northern and Santa Fe (BNSF) Railway line runs parallel to I-215, along the west side of the freeway. Existing transportation network issues are summarized below:

- The I-215/Van Buren Boulevard interchange currently experiences congested Level of Service (LOS) E or F conditions during both peak commuting hours. The Van Buren Boulevard/Barton Street intersection is characterized by LOS F conditions during the morning peak.

- The existing Van Buren Boulevard bridge over the railroad line has limited capacity and will need to be improved in order to accommodate future traffic.

While this Specific Plan Amendment requires a General Plan amendment due to land use changes, it should be noted that this Specific Plan Amendment's land uses, combined with those included in the previously adopted Specific Plan, have a substantially lower traffic generation than previously approved uses evaluated in the MEIR. In terms of traffic generation, the General Plan EIR assumed 131,400 daily trips. Per the Specific Plan Amendment, the Meridian project would generate 20,800 total daily trips in excess of the approved 88,100 daily trips for the Specific Plan area. The lower traffic generation is in part attributable to the lower FARs implemented in this Specific Plan Amendment and the previously adopted Specific Plan, as compared to those included in the March JPA General Plan.

B. Traffic Circulation Plan

An internal roadway network, consisting of a hierarchy of local, collector and arterial streets, is being constructed to provide access to and from the lots comprising this Specific Plan Amendment. The internal street network consists primarily of public roadways to be maintained by the March JPA, with the exception of an east/west private roadway located along the southern boundary of lot 16. This private street will be built to March JPA standards in compliance with Development Code Section 9.14.020C.2, and maintained by adjacent property owners, through a recorded maintenance agreement approved by the March JPA. Off-site transportation improvements are provided to ensure there is sufficient capacity to accommodate future traffic. The improvements associated with each development phase are to be constructed or assured to the satisfaction of the March JPA Executive Director prior to the occupancy of that phase.

1. Project Development Phasing

This Specific Plan Amendment is to be constructed in a single development phase, referred to as Phase II-A. Figure I-3 on page I-5 of this Specific Plan illustrates the boundaries of Phase II-A. The previously adopted Specific Plan was divided into smaller phases that deliver transportation facilities based on when these improvements are needed. **Figure V-1** illustrates the transportation improvements associated with Phase I, the initial phase of the previously adopted Specific Plan. Phase II includes the area formerly occupied by the demolished housing development. The improvements for Phase 2 are shown in **Figure V-2**. Phase II-A includes this Specific Plan Amendment Area (257.7 acres) in the North Campus; this phase is also shown in **Figure V-2A**.

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2. Planning Areas and Planning Regions

Development within this Specific Plan Amendment is managed using a system of Planning Areas and Planning Regions. **Figure V-4** depicts the boundaries of seven Planning Areas, and their location within three larger Planning Regions. Each Planning Area is allocated a traffic generation "budget" based on assumed land uses, and the combined Planning Area budgets are equal to the total traffic generation of the entire Specific Plan Amendment Area. **Table V-1** summarizes the trip generation budgets. When a new development is proposed within this Specific Plan Amendment, its traffic generation[3] shall be calculated based on the long term conditions, and a running total shall be kept for each of the Planning Areas as development proceeds. If all lots within a Planning Area are fully developed and the combined traffic generation is less than the budget, then three percent of excess trips may be reallocated to other Planning Areas within that Planning Region only. No trips may be transferred among Planning Regions. Appendix C contains a sample spreadsheet that can be used to track traffic generation.

3. Street Sizing and Landscaping

The internal street network will accommodate traffic from the previously adopted Specific Plan, traffic from this Specific Plan Amendment, traffic generated by new development in the project vicinity, and existing trips diverted to internal streets from parallel routes. **Figure V-4A** illustrates the classifications of internal roadways and Van Buren Boulevard. **Figure V-5** depicts typical cross-sections for internal roadways based on the *Riverside County Road Improvement Standards and Specifications*. The project's circulation network has been designed to be consistent with the Riverside County Integrated Plan (RCIP) recommended additional right-of-way allocated for landscaping. Secondary Highways will be consistent with RCIP guidelines. However, additional landscaping on Van Buren Boulevard in accordance with RCIP is not practical because existing improvements are provided adjacent to Riverside National Cemetery.

However, the design of Van Buren Boulevard is consistent with the intent of the RCIP because additional landscaping will be provided along this roadway adjacent to the project, including a 20-foot landscaping easement on the north side of Van Buren Boulevard, adjacent to the North Campus.

County standards typically provide 12-foot travel lanes and eight-foot shoulders. In cases where a Class II bike lane is recommended, the shoulder will be replaced by a six-foot striped bike lane, with the remaining two feet added to the outer travel lane (i.e., this lane would be 14 feet wide). This configuration is desirable to accommodate both bicyclists and trucks or other heavy vehicles.

4. Traffic Monitoring

One of the MEIR mitigation measures requires traffic monitoring every five years. Because the Transportation Study prepared in support of the MEIR was published in 1998, updated traffic studies have been completed for the previously adopted Specific Plan in 2003 and this Specific Plan Amendment in 2010. These documents form the basis for future traffic monitoring updates. This document has established an external traffic generation "budget" to determine whether the transportation network has sufficient capacity to accommodate project traffic. Each Planning Area is allocated a traffic generation "budget" based on land uses. The combined Planning Area budget equals the additional traffic generation

[3] Traffic generation shall be calculated using the trip generation rates included in the Traffic Impact Analysis, Meridian Specific Plan Amendment (2010), which is based on Institute of Transportation Engineers' Trip Generation (8th Edition) rates, and the City of Fontana Truck Trip Generation Study (2003). The March JPA will also consider trip generation studies and/or data that are different from the above-listed rates for the purposes of trip generation calculations.

Figure V-1 Transportation Improvements, Development Phase 1

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Figure V-2 Transportation Improvements, Development Phase 2

Figure V-2A Transportation Improvements, Development Phase II-A

9a 210

Figure V-3 Transportation Improvements, Development Phase 3

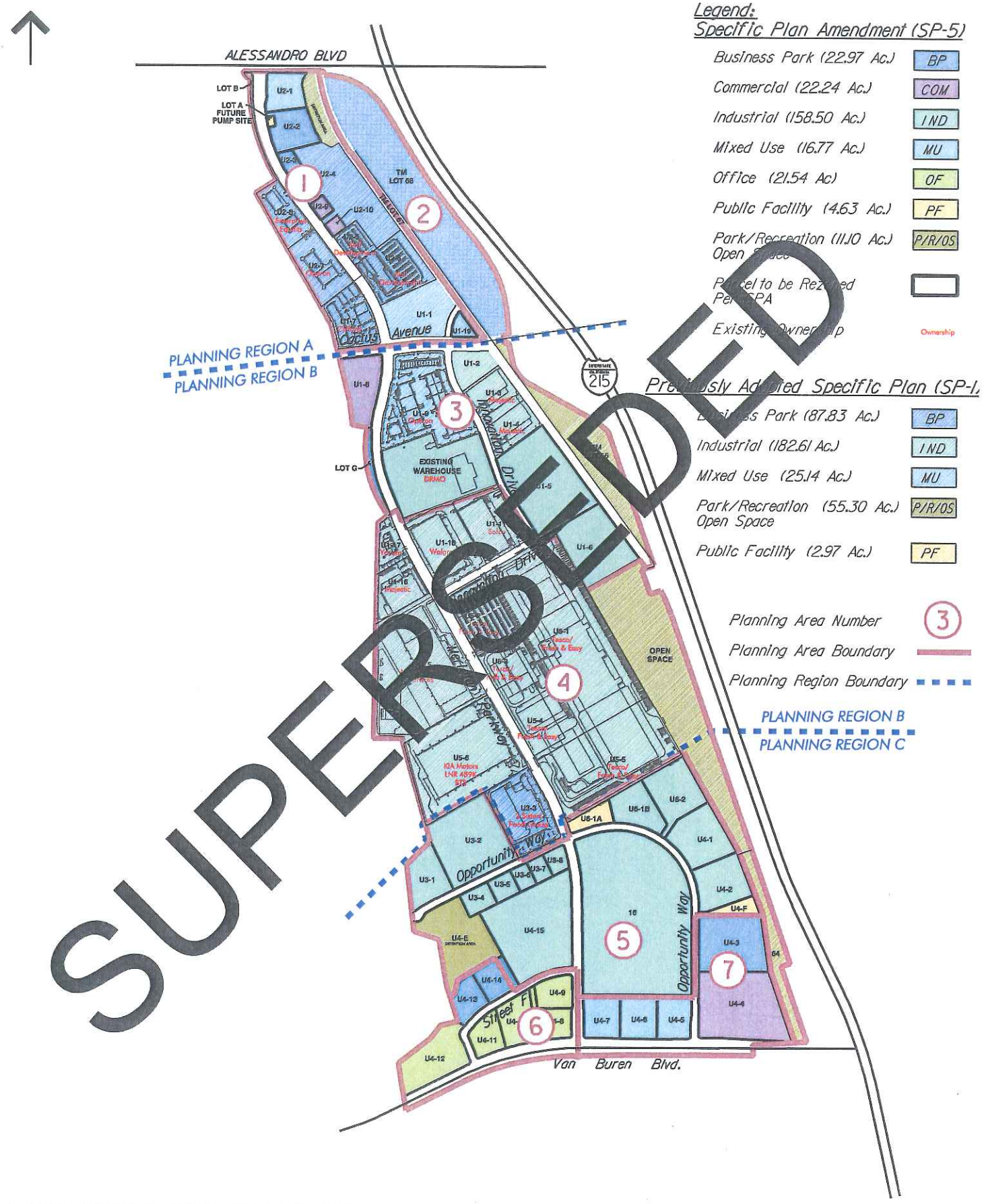
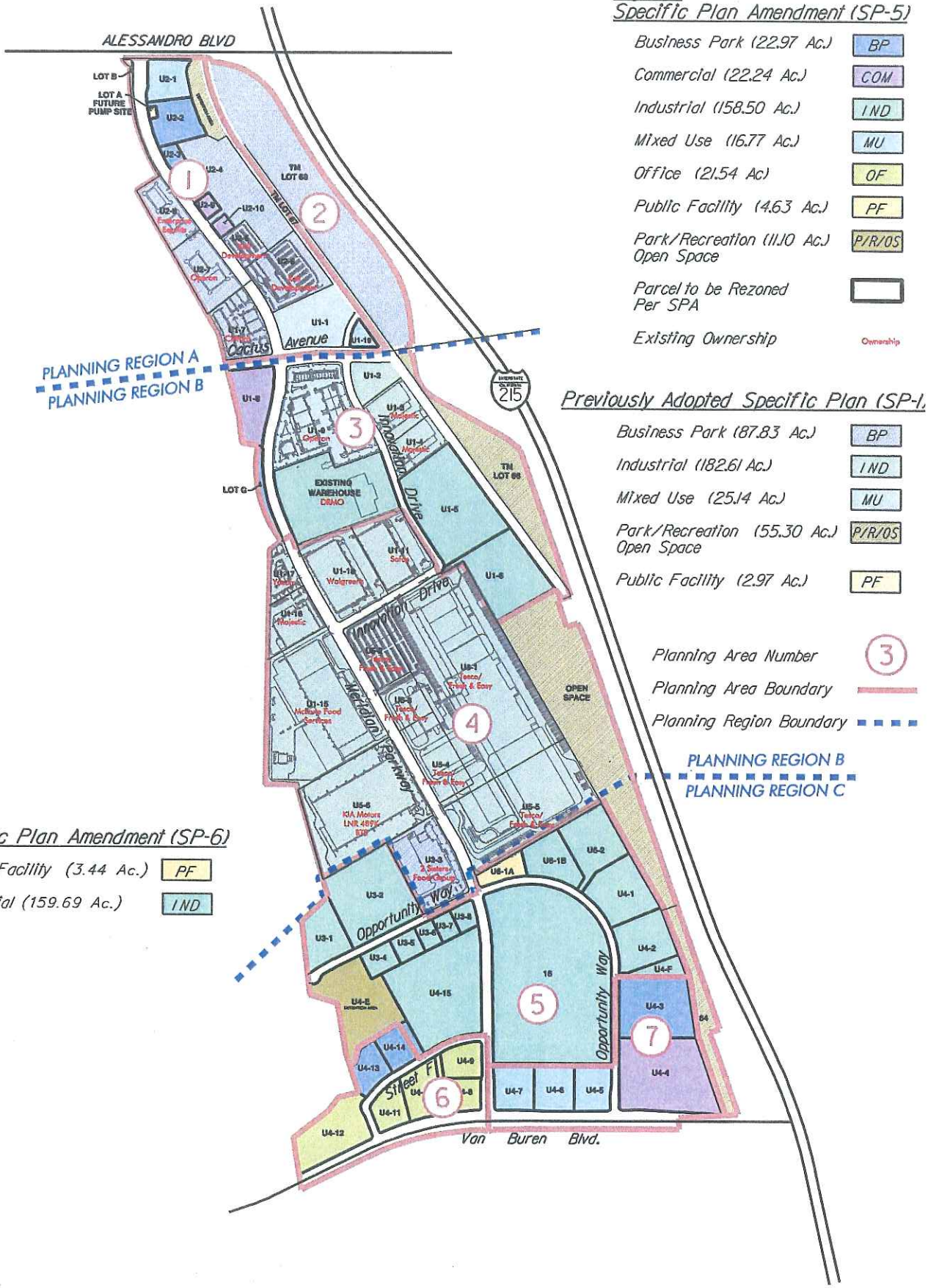


Figure V-4

Planning Areas and Regions

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Legend:

Specific Plan Amendment (SP-5)

Business Park (22.97 Ac.)	BP
Commercial (22.24 Ac.)	COM
Industrial (158.50 Ac.)	IND
Mixed Use (16.77 Ac.)	MU
Office (21.54 Ac)	OF
Public Facility (4.63 Ac.)	PF
Park/Recreation (11.10 Ac.) Open Space	P/R/OS
Parcel to be Rezoned Per SPA	
Existing Ownership	Ownership

Previously Adopted Specific Plan (SP-1)

Business Park (87.83 Ac.)	BP
Industrial (182.61 Ac.)	IND
Mixed Use (25.14 Ac.)	MU
Park/Recreation (55.30 Ac.) Open Space	P/R/OS
Public Facility (2.97 Ac.)	PF

Planning Area Number	3
Planning Area Boundary	
Planning Region Boundary	

Specific Plan Amendment (SP-6)

Public Facility (3.44 Ac.)	PF
Industrial (159.69 Ac.)	IND

Figure V-4

Planning Areas and Regions

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TABLE V-1
MERIDIAN SPA TRIP GENERATION SUMMARY BY PLANNING AREA
NORTH CAMPUS - TOTAL TRIPS (TRUCKS AND PASSENGER CARS)

Planning Area Number	Total ADT	Truck ADT	Passenger Car ADT	Captured Trips	External Trips
Planning Region A [1]					
1	8,429	0	8,429	1,096	7,333
2	0	0	0	0	0
Subtotal	**8,429**	**0**	**8,429**	**1,096**	**7,333**
Planning Region B					
3	9,269	1,836	7,433	966	8,303
4	0	0	0	0	0
Subtotal	**9,269**	**1,836**	**7,433**	**966**	**8,303**
Planning Region C					
5	6,726	1,760	4,966	646	6,080
6	8,622	294	8,328	1,083	7,539
7	18,579	0	18,579	2,415	16,164
Subtotal	**33,927**	**2,054**	**31,873**	**4,144**	**29,783**
NET TRIP GENERATION =	**51,625**	**3,890**	**47,735**	**6,206**	**45,419**

Note:
1. Because SPA land uses within Planning Region A include Mixed Use, Commercial, and Business Park land uses, there is no truck traffic, as defined in the Fontana Truck Trip Generation Study (2003) will be generated.
Internal Capture is 13% for proposed uses.

Figure V-4A Roadway Classifications

Figure V-5 Street Cross-Sections
1 of 9

Figure V-5, 2 of 9

Figure V-5, 3 of 9

Figure V-5, 4 of 9

Figure V-5, 5 of 9

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Figure V-5, 6 of 9

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Figure V-5, 7 of 9

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Figure V-5, 8 of 9

Figure V-5, 9 of 9

of the proposed Project (e.g., 19,678 daily external trips) plus the original 2003 FEIR traffic budgeted for the 257.7-acre Project area. As shown in Appendix C of this Specific Plan Amendment, the total combined external traffic budget is 45,419 daily trips and 3,890 daily truck trips. If future increases in density result in traffic volumes that exceed the established budget, then the traffic impacts and mitigation identified in the study must be revisited as part of the traffic monitoring update process. The first trip monitoring update was prepared in September 2007, and the next one will be due five years after the approval of the traffic report prepared for this Specific Plan Amendment.

5. Employment Center Trip Capture

As discussed in Section III, this Specific Plan Amendment is a major employment center in a portion of the County that is characterized by primarily residential land uses. Development of new uses consistent with the Specific Plan Amendment is intended to improve the balance of population and employment in the project vicinity, providing an opportunity for residents to work locally, rather than commute to Los Angeles or Orange Counties. Jobs/housing balance will provide a transportation capacity benefit, reducing the concentration of work trips in the peak hour/peak direction of travel.

The benefits of matching jobs and housing can be illustrated in the context of typical peak hour commuting patterns. For example, people living in Perris or other locations to the south of the project area may work in Orange County. In the morning peak some of these motorists may choose to exit I-215 at Van Buren Boulevard and proceed westbound en route SR-91. This Specific Plan Amendment would "capture" some of the trips travelling along this path. This would provide the following benefits:

1. The magnitude of the future volume increase on Van Buren Boulevard west of the project, and at the Van Buren Boulevard/SR-91 interchange, would not be as high as compared to a no-project or residential type of development
2. The distance and duration of certain additional work trips will be substantially reduced,[4] providing fuel consumption and air quality benefits

The congestion, air quality, and fuel consumption benefits associated with the "capture" of trips along the route described above would also apply to other commuting patterns, both in the immediate project vicinity and the surrounding region.

6. Transportation Demand Management

While this Specific Plan Amendment will provide a regional transportation benefit, much of the traffic accessing the site will be concentrated in peak commuting hours. This can cause regional and local problems, such as peak hour traffic congestion, increased air pollution, and extended periods of time spent commuting. Transportation Demand Management (TDM) strategies will be implemented to shift trips outside the standard commuting hours and/or to non-"drive alone" modes of travel. This is accomplished through various employer-initiated measures, such as flexible working hours, encouragement of carpooling, and facilitating access for non-motorized (i.e., bicycling or walking) modes of travel. The following TDM measures are recommended:

The March JPA shall coordinate with the RCTC as the project Transportation Management Agency (TMA). The purpose of the TMA will be to:

- Provide information on employee matching for carpools and van pools
- Identify park and ride lot locations

[4] Transportation modeling done for the MEIR indicated the commuting trips out of Riverside County would be reduced by 32,000 vehicles per day with the implementation of the General Plan. Typical commuting distances would be reduced from 50 miles to 15 miles, reducing vehicle miles of travel by 350,000 per day (MEIR, page 3-69).

- Provide information on and encourage transit use

Each employer shall submit a TDM plan to the JPA. The TDM plan shall address the following:

- Designate a TDM coordinator
- Provide a space (e.g., kiosk, bulletin board, etc.) for rideshare information
- Provide preferential parking for carpools
- Identify bus routes and bicycle facilities in the vicinity
- Provide flexible working hours and/or a telecommuting program (to the extent feasible)
- Bicycle storage facilities
- Showers and locker rooms[5]

C. Non-Automobile Circulation

1. Local Transit Service

As established in the March Business Center Design Guidelines, site design and building orientation will facilitate pedestrian access and transit service. Where appropriate, this Specific Plan Amendment requires the installation of bus improvements, such as bus turnouts, bus stops, and terminals as part of the conditions of development for land uses that have a large number of employees. This Specific Plan Amendment also requires dedication of appropriate transit routes, stations, and stops as part of new development. Bus stops shall provide shelters, route information, benches, and lighting. The master developer shall reimburse the March JPA for the construction and installation of three bus shelters at the time the certificate of occupancy is issued for Lot 16.

2. Truck Traffic

The industrial, business park, warehousing, and related uses typically generate a higher volume of truck traffic than other types of uses. The large size and acceleration/deceleration characteristics of trucks have a disproportionate impact on transportation capacity, as compared to passenger vehicles. In order to reduce the impacts of trucks on roadway and intersection capacity, trucks will be routed through this Specific Plan Amendment's roadways in accordance with the circulation routes depicted on **Figure V-6**. Also, master developer will cooperate with the City of Riverside to support measures to restrict the use of residential collector streets and secondary highways by trucks. All through streets within this Specific Plan Amendment are classified as Industrial Collectors (or higher classifications) in order to accommodate trucks. Design of pavement sections will provide a structural depth sufficient for anticipated truck traffic. Key access intersections shall be designed to accommodate truck turns.

3. Bicycle/Pedestrian Access

Bicycle and pedestrian linkages support implementation of the trip reduction strategies outlined in the Transportation Demand Management section. The proposed network will consist of Multi-Use Bicycle paths (i.e., Class I facilities physically separated from vehicular traffic), Bike Lanes (Class II facilities), which are striped lanes on the shoulders of roadways, and Bike Routes (Class III facilities), which are designated by signs and traverse the shoulder of the roadway. Class III routes are not striped. The linkages were identified based on the following criteria:

1. The network was defined based on likely routes between the previously adopted Specific Plan, this Specific Plan Amendment, and existing and future residential development in the project area.
2. The proposed routes will provide linkages to bicycle and pedestrian facilities identified by adjacent jurisdictions. According to the City of Moreno Valley's Bikeway Plan, Cactus Avenue

[5] In accordance with Mitigation Measure T-2 in Appendix B of the California Air Pollution Control Officers Association (CAPCOA) white paper, "CEQA and Climate Change," January 2008.

will accommodate a Class II facility east of I-215. According to the City of Riverside's General Plan, Alessandro Boulevard accommodates a Class II facility.

3. Bicyclists and pedestrians on Van Buren Boulevard should be physically separated from vehicular traffic due to the high-speed design and heavy volumes anticipated on this roadway.
4. Class II facilities should be provided on internal streets to facilitate access to project land uses and the Transportation Center.

Figure V-7 depicts the Class I, Class II, and Class III facilities on project streets and Van Buren Boulevard.

Figure V-6 Truck Routes

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Figure V-7 Bicycle and Pedestrian Facilities

VI. INFRASTRUCTURE AND GRADING

A. Existing Infrastructure Issues

On the North Campus infrastructure has been constructed to serve developments that have been constructed since the previously adopted Specific Plan was approved in 2003. Meridian Parkway from Alessandro Boulevard south to Opportunity Way has been constructed. Cactus Avenue from west of I-215 as well as Innovation Drive, have also been constructed. Potable water, reclaimed water, sewer, and storm drain infrastructure has been constructed north of Opportunity Way. A 96-inch water transmission line is being constructed between Meridian and I-215 by Metropolitan Water District of Southern California (MWD), Eastern Municipal Water District (EMWD) and Western Municipal Water District (WMWD). A lift station for this water transmission line will be installed in between Unit 4 Lots 2 and 3. Additional public facilities, services and infrastructure will be provided concurrently with the appropriate phase of project development. Figures V-1 and V-2 show the development phase boundaries of both the previously adopted Specific Plan and this Specific Plan Amendment within the North Campus area.

B. Sewer Service and Facilities

Figure VI-1 shows sewer facilities in the project vicinity. Sewage is currently conveyed to an existing secondary treatment plant located west of I-215 and north of Nandina Avenue. The on-site sewer system has been transferred to the Western Municipal Water District (WMWD). The existing treatment plant has been expanded to provide a treatment capacity of 1.0 million gallons per day (mgd), with a further expansion to 3.0 mgd planned for completion in 2010. The sewer lift station near Alessandro Boulevard has a capacity of 0.68 mgd, and may be expanded to 1.2 mgd with the diversion of a portion of the sewer flow from the adjacent Orangecrest system. The temporary lift station located near Van Buren Boulevard has a capacity of 1.1 mgd. This temporary facility will be removed after the gravity sewer is extended to the treatment plant. The costs associated with these expansions will be borne by future developments in this Specific Plan Amendment and other areas served by the sewer system. WMWD will own and maintain all planned future sewer facilities, including lift stations.

C. Potable Water Service

When March Air Force Base was an active duty military installation, it consumed 2.14 million gallons of water a day for both domestic and irrigation uses. Potable water delivered to the General Plan area is supplied by the WMWD via a 54-inch distribution main operated by Eastern Municipal Water District. (Note: WMWD has taken over the share of this pipe's capacity that was formerly controlled by MAFB.) A 20-inch pipeline transports water from Lake Mathews to the Lt. Gen. Archie Old Golf Course and to Riverside National Cemetery.

This Specific Plan Amendment, together with the previously adopted Specific Plan, will substantially increase water demand as compared to previous uses. Because of the location and capacity of existing facilities, an entirely new system is to be built to accommodate the project. **Figure VI-2** illustrates project water supply facilities. All potable water facilities, including water mains, zone transitions, pressure pumps and reducers, storage facilities, will be operated and maintained by WMWD.

D. Reclaimed Water

This Specific Plan Amendment will use reclaimed water for landscape irrigation throughout the project area. The non-potable, reclaimed water system infrastructure has been installed north of Opportunity Way to serve the North Campus. The reclaimed water system is operational in the North Campus, although it currently contains potable water. Non-potable water will flow through the reclaimed water

infrastructure following the expansion of the Wastewater Treatment Facility (WWTF). The WWTF is currently under expansion to increase capacity from 1 to 3 mgd and upgrade the facility to tertiary treatment. The expected completion date is August 2010. The expansion is anticipated to be complete prior to the construction of new development within the proposed Amendment area and therefore would have the capacity to treat the projected flows. Once the WWTP is complete, reclaimed water will be supplied to Meridian and will meet the irrigation demands of the proposed Amendment area. **Figure VI-3** illustrates the reclaimed water system. The proposed reclaimed water system will supply reclaimed water for all landscaped areas, streetscape, and for other open space areas that require irrigation. The reclaimed water distribution system, including pumps and storage facilities, will be maintained by WMMD.

E. Storm Water Management

The existing watersheds that drain the this Specific Plan Amendment and the previously adopted Specific Plan flow into either the Santa Ana River Basin or the San Jacinto River Basin. The northern portion of Phase I (which flows to the north) drains into the Santa Ana River Basin. Phases II and II-A, plus the southern portion of Phase I, flow to the south into the San Jacinto River Basin. Soil types within this Specific Plan Amendment consist primarily of Monserate sandy loam and Fallbrook sandy loam. A Drainage Plan has been prepared to identify and size drainage facilities required to accommodate the runoff resulting from the additional impervious area created by this Specific Plan Amendment. This Plan is a supplement to the *March Air Force Base Reuse Drainage Plan* prepared in 1995 for the Riverside County Flood Control and Water Conservation District (RCFCWCD) for the entire General Plan area.

Figure VI-4 depicts proposed on-site drainage facilities. As shown in this figure, three detention basins are provided onsite. The largest of these basins is in the eastern portion of the North Campus, north of Van Buren Boulevard and has already been constructed and is currently serving the project. This area is designated as a Clear Zone (CZ) to accommodate aircraft operations at March ARB. Drainage facilities will intercept storm water runoff, reducing peak hour flows substantially below existing levels. A second detention basin will be constructed on Lot 49 and will over detain to offset the impacts of Unit 4 which is downstream. The third basin will be located south of Alessandro Boulevard, and west of the BNSF railroad tracks. This facility will drain the northern portion of Unit 1. The drainage system shall employ Best Management Practices for drainage, water quality, using basins, erosion control, and urban pollution removal prior to the discharge of runoff into natural watersheds or wetlands. Water treatment, as required by the National Pollutant Discharge Elimination System (NPDES) will occur on individual lots, and the common detention basins are primarily for flood control purposes, and provide relatively minor water quality benefits. March JPA storm water quality requirements are addressed in "NPDES Guidelines for New Development & Redevelopment for Projects under the March Joint Powers Authority." Storm drain facilities shall be designed to the standards of the RCFCWCD. Public storm drains 36" and larger will be maintained by the RCFCWCD and private facilities shall be maintained by the property owner. The detention basins will be maintained by RCFCWCD or an assessment district.

F. Gas and Electrical Services

Southern California Edison (SCE) provides electrical power to the North Campus. SCE currently has a 12 kilovolt (kV) system in Meridian Parkway from Alessandro Boulevard to Opportunity Way. This system has been used for the individual buildings within the North Campus and will continue to be the source for future buildings within the proposed Amendment area. Southern California Gas Company (SCG) supplies natural gas service to the North Campus. SCG has a four-inch low pressure system in Meridian Parkway from Alessandro Boulevard to Opportunity Way. This system has been used for the individual buildings within the North Campus. There are plans to install a Gas Regulation Station on the south side of Van Buren Boulevard near Meridian Parkway to continue to serve the North Campus including the proposed Amendment area.

Figure VI-1 Sewer Facilities

Figure VI-2 Water Facilities

Figure VI-3 Reclaimed Water Facilities

Figure VI-4 Drainage Facilities

G. Solid Waste

When MAFB was an active duty military base, it generated 13.1 tons per day of solid waste. When fully built out, the previously adopted Specific Plan, combined with this Specific Plan Amendment, will generate about 87 tons per day. Solid waste in western Riverside County is disposed of at the El Sobrante, Lambs Canyon, and Badlands landfills. In order to reduce the amount of material generated by planned future development, this Specific Plan Amendment will comply with the requirements of the County of Riverside's Source Reduction and Recycling Element (SRRE).

H. Grading

A conceptual grading design will be required for each Tentative Map Amendment consistent with the Development Code. Grading designs will implement the goals and policies of the March JPA General Plan.

1. Grading Plan Development Standards

- Prior to grading commencing, a burrowing owl survey and other required surveys shall be performed, consistent with applicable protocols.
- All grading activities shall be in substantial conformance with the approved tentative map or development permit and shall implement any grading-related mitigation measures outlined in the accompanying SEIR for this Specific Plan Amendment.
- Prior to any development within any area of this Specific Plan Amendment, an overall grading plan for the portion in process shall be submitted for approval by the JPA. The grading plan for each area shall be used as a guideline for subsequent grading plans for individual stages of development.
- All streets shall have a gradient not exceeding use minimums and maximums established by the County of Riverside or as approved by the March JPA
- A precise grading plan shall be prepared prior to any on-site grading for individual projects.
- The project developer/applicant shall be responsible for installation and maintenance of all planting and irrigation systems on manufactured slopes until those responsibilities are assumed by the Landscape Maintenance District or other parties.
- To the extent that it is feasible, the overall shape, height, and gradient of any cut and fill slope shall be designed to be consistent with the existing natural contours and scale of the natural terrain.
- Potential brow ditches, terrace drains, or other minor swales, determined necessary at future stages of project review, shall be concealed, as feasible and possible, with landscape plantings, earth berms, and similar features.
- Graded but undeveloped pads shall be maintained weed-free, appropriate erosion control measures within ninety (90) days of completion of grading, unless building permits are obtained from the JPA. Appropriate desiltation basins are required for graded areas.
- Cut and fill slopes shall be constructed at inclinations of no steeper than two horizontal feet to one vertical foot, unless otherwise approved by the March JPA. Variable slope ratios will be used to avoid abrupt changes from the pads to the slopes.
- All newly created slopes exceeding 10 feet in vertical height shall be landscaped with a permanent irrigation system approved by the JPA prior to final acceptance. Landscaping shall be consistent with the Landscape Concept Plan and the March Business Center Design Guidelines.
- Grading shall not be permitted to commence prior to approval of grading permits for any proposed development. Mass grading will only occur for those areas undergoing development, or for those areas specifically identified as borrow or disposal sites.

Grading operations within the confines of the Specific Plan Area shall conform to all applicable March JPA Development Code standards.

- Project grading design shall make reasonable efforts to balance cut and fill on site to avoid the need for excessive importing or exporting of soil.

Manufactured slopes greater than 10 feet in vertical height, together with landscaping and irrigation systems, will be maintained by a LLMD. The LLMD will maintain slopes only within separate lots, or within easements conveyed to the JPA. The easement must be consistent with the LLMD engineer's report identifying slope maintenance areas. Irrigation systems maintained by the LLMD will be separate from private systems. All slopes less than 10 feet in vertical height will be maintained by each project consistent with the March JPA Development Code.

VII. IMPLEMENTATION

The procedures for filing applications for permits, variances, appeals, amendments, and approvals shall be in accordance with the Development Code unless otherwise defined in this Specific Plan Amendment.

A. Phasing Plan

This Specific Plan Amendment will be constructed in a single development phase, as illustrated in Figure I-3 on page I-5 of this Specific Plan. Individual developers of this Specific Plan Amendment shall contribute on a "fair share" basis toward the mitigation of cumulative traffic impacts as follows:

1. Prior to the issuance of a certificate of occupancy for any lot in this Specific Plan Amendment, and II, the developer of that lot shall provide to the March JPA that lot's fair share contribution toward the mitigation of cumulative traffic impacts resulting from the 19,678 additional trips generated by this Specific Plan Amendment. The land use designation of each lot within the 257.7-acre area encompassing this Specific Plan Amendment as of July 2010 is included in Appendix C. Because future development may involve lot consolidation and/or lot line adjustments, the fair share costs were calculated based on the total external traffic generation by land use type by acre, rather than assessed to individual lots based on current information that is subject to change. This fair share contribution shall be assessed on a per-acre basis for each land use designation as described below:

Business Park	$532.73 per acre
Commercial	$2,143.09 per acre
Industrial	$220.26 per acre
Mixed Use	$2,486.93 per acre
Office	$1,115.52 per acre
Public Facility	$35.23 per acre

   The Master Developer, in its sole discretion, may elect to provide the lot's fair share contribution directly to the JPA.

2. The March JPA will allocate collected fair share contributions to the City of Riverside, the City of Moreno Valley and the County of Riverside. The allocation will be in proportion to this Specific Plan Amendment's total fair share costs within each jurisdiction.
3. The master developer shall be responsible for fully funding improvements II-A-1 through II-A-4, as shown in Figure V-2A.

B. Financing Strategies

(a) Financing of Public Facilities

(1) Purpose and Intent

The public health, safety, and welfare require that employees in newly developing areas be adequately served with access, parks, open space, fire and police protection, and other public facilities concurrent with the need.

(2) Financial Responsibility

All necessary public facilities shall be assured by the project developer, either directly or by other means such as a charge against the area within the Specific Plan that benefits from the public facility.

(3) Financial Programs for Municipal Facilities

The Municipal Facilities required for the March Business Center may be financed through any of these programs, either individually or in combination:

(A) Facilities Benefit Assessment or Development Impact Fee.

(i) For facilities that already exist outside of the March Business Center Specific Plan, but which require additions or expansions to existing facilities to meet the requirements of the Specific Plan: i.e., police and public works facilities.

(ii) For new facilities necessitated by the March Business Center: i.e., fire station and transportation facilities.

(iii) For facilities which extend beyond the limit of March Business Center, whose service area is also greater than the March Business Center and the need for which is not solely created by the March Business Center Specific Plan: costs for improvements so constructed may be partially offset by reimbursements from development in those service areas greater than the March Business Center.

(iv) For facilities within or without the community which are intended for the use of residents such as: street scene improvements (landscaping of the medians and right-of-way along major streets), traffic signals at the intersection of major streets, and other transportation facilities.

(B) Improvement District

An Improvement District under the provisions of State Law or local procedural ordinance may be created to create assessments against the land to generate funds to finance facilities which are related to each individual planned district area by amount of benefit received. The facilities to be provided by this improvement district may include, but not be limited to; major perimeter streets; transit improvements, both municipal and other public utilities and drainage facilities contained therein. The boundary of each improvement district will be the centerline of the bordering perimeter streets, or other applicable limit, of each individual development plan area within the March Business Center as the JPA shall determine.

(C) On-Site Municipal Improvements

The on-site municipal facilities, those within the individual project and not

provided by (i) or (ii) above, such as streets, storm drains, and sewer, water, gas, power, and telephone utilities, will be provided by the subdivider under the conventional bonded subdivision agreement.

(D) Off-Site Municipal Improvements

The off-site municipal improvements are those outside of an individual development plan area at the time of its development and not provided under the conventional subdivision process for off-site improvements. The off-site improvements so constructed may be subject to a reimbursement agreement between the persons who constructed the improvements and the March JPA. Reimbursement pursuant to that agreement will be generated by the subdivider(s) of the subsequent development plan areas, where adjacent, and will be paid to the appropriate subdivider(s) as and when such funds are generated within the subareas covered by the reimbursement agreement.

(E) Any other programs approved by the March JPA Board.

(F) Implementation

No final subdivision map for the development of the property shall be approved by the March JPA Civil Engineer unless and until the following have been accomplished or are in formation:

(i) There has been established either a Facilities Benefit Assessment or a Development Impact Fee applicable to the property covered by the development plan, or a greater area, and the March JPA has by resolution, set the amount of such Facilities Benefit Assessment or Development Impact Fee. Streets, storm drains, and sewer, water, gas, power, and telephone utilities, will be provided by the subdivider under the conventional bonded subdivision agreement.

(b) Tax Increment Financing

In January, 1996, the March JPA established the March Joint Powers Redevelopment Agency. In June, 1996, the March Joint Powers Redevelopment Agency prepared a Redevelopment Plan, which established a process and framework for implementation of the redevelopment of the former MAFB. With the adoption of the Redevelopment Plan, the Redevelopment Agency was authorized to finance Redevelopment using various sources. The most important source from a redevelopment perspective is tax increment financing.

Tax increment financing is a redevelopment tool authorized by State statute and used by cities and development authorities, such as the March Joint Powers Redevelopment Agency, to finance certain public redevelopment costs. Projects financed with tax increment financing must serve a public purpose such as redeveloping blighted areas, constructing low- and moderate-income housing, providing employment opportunities and improving the tax base. When a tax increment financing district is established, the tax capacity of the properties located within the district are "frozen." For the district's duration, which varies depending on the type of district, the property taxes resulting from any increase in the tax capacity above the frozen level are available to the Redevelopment Agency to finance public

project costs. This financing approach is a valuable tool for financing public facilities, and has partially funded the I-215/Van Buren Boulevard interchange project (see improvement II-C in Figure V-2).. Because the properties comprising the Specific Plan had not as yet been subjected to taxation at the time of adoption, the tax capacity has been frozen at zero.

After pass-through of property tax receipts that are required to provide adequate levels of police and fire protection and reserves for the maintenance of public roadways, a significant amount of funds will be allocated back to the March Redevelopment Agency. The Agency will be in position to use this ever-increasing annual influx of funding to issue bonds that would provide the funding to build any number of designated projects within the Redevelopment area. These types of bonds (tax-increment secured) are of minimal risk to both the issues and holders as the annual payment of property taxes by owners/users is the source of bond debt service. Given that properties within the March Redevelopment Area have never previously been on tax rolls, a relatively high percentage of collected taxes will go directly to the Agency.

(c) Grants

The March JPA will apply for any number of federal, state and/or local grants that are available to it. The project area qualifies in many categories to be eligible for grants such as those administered by the federal Economic Development Administration (EDA), the state Infrastructure Bank, California State Transportation Improvement Program (STIP), Community Development Block Grants (CDBG) and many others. The March JPA has retained the services of firms specializing in securing grants.

C. Project Review and Processing

1. March JPA staff and their consultants shall endeavor to review all development applications in an expeditious manner.

2. All proposals for new development shall proceed toward approval through the following process:
   A. ***Pre-application:*** A pre-application meeting shall be scheduled with March JPA staff to assure that the use is permitted and that the development requirements are accurately conveyed to the applicant. The applicant shall provide a conceptual site plan at the time of the pre-application meeting.
   B. ***March Business Center Implementation Committee:*** Development review shall proceed along either of the two tracks described below:

      B.1 Design Plans consistent with this Specific Plan Amendment and the Subsequent EIR shall go through a ministerial review process before the March Business Center Implementation Committee.

      B.2 Plot Plans subject to discretional review (i.e., rezoning, conditional use permit, variance or ALUC review) or subject to subsequent environmental review shall go through Plot Plan public hearing process in compliance with Section 9.02.070 of the Development Code, with the exception that the sole public hearing shall be before the march Joint Powers Commission (i.e., no Planning Commission hearing is required).

   C. ***Construction Plan Submittal:*** Upon approval of the project by the March Business Center Implementation Committee, the project developer shall submit completed construction plans, including a detailed site plan, landscape plan, irrigation plans, grading plans, foundation plans, building elevations, fire suppression plans, electrical plans,

plumbing plans, structural plans, civil plans, and other plans, as required by the March JPA.

D. Roles of the JPA Staff and March Business Center Implementation Committee

(a) General Provisions

(1) The March JPA Planning Manager shall administer the Meridian Specific Plan. The March JPA Planning Manager shall ensure compliance with the regulations and procedures of this section. The Meridian Specific Plan as presently adopted or as amended from time to time, shall be used in reviewing any development permit applied for under these regulations. Building permits shall be required as identified in the Uniform Building Code.

(2) Where not otherwise specified in this Specific Plan, the provisions of the March JPA Development Code apply.

Where there is a conflict between the Development Code and this Specific Plan, this Specific Plan applies.

(3) The following projects may be approved or denied by the March JPA Planning Manager:

(A) Tenant improvements and minor building additions that qualify as exempt from CEQA.
(B) Other minor approvals adopted through a determination of substantial conformance.
(C) The project does not require any action that requires approval by the March Joint Powers Commission or March Business Center Implementation Committee.

(4) All other projects shall be approved or denied by the March JPA Planning Commission or the March Joint Powers Commission in accordance with the Specific Plan or Development Code:

(b) March Business Center Implementation Committee

(1) March Business Center Implementation Committee

(A) It is hereby created the March Business Center Implementation Committee (the "Committee") which shall be composed of three members who shall serve without compensation. The members shall be three at-large members appointed by the March JPA Commission. One of the three at-large members shall serve as the Committee Chair.
(B) The at large members shall be specifically qualified by reason of interest, training or experience in land development, landscape, architecture, planning, urban design or other relevant business or profession upon the property values, and development of surrounding areas.
(C) The Committee may adopt rules of procedure to supplement those contained within this Specific Plan. Two voting members shall constitute a quorum for the

transaction of business and a majority vote; and not less than two affirmative votes shall be necessary to make any Committee decision.

(D) The March JPA Planning Manager or his designated representative shall serve as Secretary of the Committee and maintain records of all official actions of the Committee.

(E) All Commission Members of the March JPA shall endeavor to cooperate with the Committee and render reasonable assistance to it.

(F) The Committee shall render a report annually on March 31, or on request, to the March JPA Executive Director.

(2) Powers and Duties

It shall be the duty of the Committee to review Development Review Applications and comment on development plans, the Capital Improvement Plan implementation and on major public improvements. The Committee shall approve design applications of the site plan, landscape plan and building elevations which are determined to be fully compliant with this Specific Plan Amendment, the March Business Center Design Guidelines, and Subsequent EIR. Applications not consistent with these requirements shall be denied. Appeals of committee denials shall be placed on the next available March JPA Commission agenda for final determination. The Committee shall submit its recommendations or comments on other items to the March JPA Executive Director. The Committee shall also recommend to the March JPA Executive Director any changes to the regulations, provided such changes are necessary for the proper execution of the adopted plan. The Committee may also consider items of broader scope that may affect this Specific Plan Amendment and, when appropriate, offer its recommendations on these matters to the March JPA Executive Director.

E. Maintenance

The March JPA has created a landscape lighting maintenance district to accommodate the maintenance of portions of the open space and landscaped areas within this Specific Plan Amendment and the previously adopted Specific Plan. The district has been formed per the Landscape and Lighting Act of 1972 which allows for properties to be assessed via property tax billing for allocated maintenance items. The district is used exclusively for the ongoing maintenance of the improvements described below. The district is *not* used to fund capital expenditures and/or construction of the improvements. The improvements are to be constructed by the Master Developer or future developers as outlined in a particular subdivision's conditions of approval or otherwise mandated by approving jurisdiction(s). Subdivision conditions of approval require that all projects within the previously adopted Specific Plan and this Specific Plan Amendment be subject to the district, as well as all subsequent subdivisions/phases of the previously adopted Specific Plan or this Specific Plan Amendment.

The district's maintenance responsibilities and budgeted items include, but are not be limited to, the following:

- Street lighting electricity, maintenance and replacement;
- Landscape maintenance of the parkways, medians within all public streets, and landscape easements shall be maintained by the landscape and lighting district.
- Irrigation water for the above;
- Tree trimming and/or color replacement;

- Maintenance of drainage structures not maintained by RCFCD or Riverside County;
- Project entry monumentation and cultural amenities/monumentation maintenance and repairs;
- Any insurance requirements;
- Slope maintenance (over 10 feet);
- Street sweeping;
- Graffiti control
- District management fee.

The district's engineer prepares the annual budget for the district and determines the budget amounts for new properties entering the district. All other terms of the district follow those dictated by the Act, including the methodology of interfacing with the Riverside County Tax Collector/auditor and other agencies involved in the collection and disbursement of the assessments.

The maintenance of major regional infrastructure components will be as follows:

- Water, sewer, reclaimed water: Western Municipal Water District
- Drainage facilities: Riverside County Flood Control & Water Conservation District
- Public Streets: March JPA

Other facilities will be maintained as described in the table below.

Table VII-1 summarizes the funding source for the initial capital expenditure and the responsibility for ongoing operations and maintenance for services and infrastructure to be provided for Meridian.

TABLE VII-1
INFRASTRUCTURE/SERVICE FUNDING RESPONSIBILITY

SERVICE /INFRASTRUCTURE	CAPITAL EXPENSE	OPERATIONS AND MAINTENANCE
Street Lighting	Master Developer	Landscape and Lighting Maintenance District
Fire Protection	Impact Fee collected in permitting	Riverside County Fire Protection Property Tax and County General Fund
Reclaimed Water Delivery System	Master Developer	Distribution system: Western Municipal Water District Irrigation system: Landscape and Lighting Maintenance District (common areas)
Police	Impact Fee collected in permitting	Contract with County Sheriff by JPA
Storm Drains	Master Developer	Public lines: March JPA Private line: Landscape and Lighting District or Owners of Individual Lots
Detention Basins	Master Developer	Large basin near I-215/Van Buren: Riverside County Flood Control District Other Basins: Landscape and Lighting Maintenance District
Traffic Signals/Streets, sidewalk, curb and gutter	Master Developer	March JPA/Riverside County
Bus Stops	Master Developer	RTA
Bus Shelters	Master Developer	RTA
Landscaping	Master Developer	Public R/W "letter lots" and landscaping easements: Landscape and Lighting Maintenance District Other Landscaping: Owner of Individual Lots

F. Specific Plan Amendments

Specific Plan amendments will be subject to the Major Project Development Review Process, as identified in the March JPA Development Code.

VIII. Consistency with the General Plan

A. Overview

This Specific Plan Amendment is consistent with the goals and policies set forth in the March JPA General Plan. This section addresses the conformance of this Specific Plan Amendment to the General Plan on a general or conceptual basis.

B. General Plan Elements

1. Land Use

Goal: *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.*

> **Consistency:** Development of this Specific Plan Amendment will occur in a logical pattern of growth, compatible with adjacent land uses and regional plans. The project will provide a large employment center in a portion of the County that is largely residential. This will 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.

Goal: *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.*

> **Consistency:** The land use summary in Table III-1 provides a mixture of compatible land uses that may be developed in this Specific Plan Amendment area. Incompatible or competing land uses will not be allowed in this Specific Plan Amendment area.

Goal: *Manage growth and development to avoid adverse environmental and fiscal effects.*

> **Consistency:** Development of the project will be phased to the assurance of required infrastructure and services. This Specific Plan Amendment accommodates a number of financing strategies to fund public improvements.

Goal: *Develop an identity and foster quality development within the Planning Area.*

> **Consistency:** The March Business Center Design Guidelines establishes architectural, signage, parking, and landscaping standards that will achieve the goals of both project identity and quality development.

Goal: *Maximize and enhance the tax base and generation of jobs through new, reuse and joint use opportunities.*

> **Consistency:** The proposed land uses will be a major employment center. As such, it will provide a substantial enhancement to the tax base.

Goal: *Support the continued Military Mission of March Air Reserve Base, and preservation of the airfield from incompatible land use encroachment.*

Consistency: The project is designed to incorporate appropriate uses within the development-limited areas as defined in the Air Installation Compatible Use Zone (AICUZ) Study done in 2005, and is consistent with the Joint Land Use Study.

Goal: *Preserve the natural beauty, minimize degradation of the March JPA Planning Area, and provide enhancement of environmental resources and scenic vistas.*

Consistency: The previously adopted Specific Plan and this Specific Plan Amendment provide mitigation on-site and within the adjacent vacant land for impacts to jurisdictional waters of the U.S./State waters and LBV habitat. The mitigation will includes the creation of 2.3 acres of and the restoration of 1.9 acres of wetlands and related habitat. All newly created and existing adjacent habitat and wetlands will be overlaid with a conservation easement for management and monitoring in perpetuity, with a buffer area extending past the limits of the habitat.

Goal: *Preserve the integrity of the historic and cultural resources of the Planning Area and provide for their enhancement.*

Consistency: The project area does not impact significant historic or cultural resources.

Goal: *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.*

Consistency: This Specific Plan Amendment identifies a number of financing strategies, including tax increment financing, to pay for needed public facilities.

Goal: *Plan for the location of convenient and adequate public services to serve the existing and future development of March JPA Planning Area.*

Consistency: All public facility connections are located adjacent to the site, and adequate capacity has been deemed available by the responsive agencies. Service facility letters were obtained from these agencies and their comments/recommendation have been incorporated into the project accordingly.

Goal: *Ensure, plan, and provide adequate infrastructure for all facility reuse and new development, including but not limited to, integrated infrastructure planning, financing and implementation.*

Consistency: Development of the project will be phased to the assurance of required infrastructure and services. This Specific Plan Amendment identifies a number of financing strategies, including tax increment financing, to pay for needed public facilities.

Goal: *Secure adequate water supply system capable of meeting normal and emergency demands for existing and future land uses.*

Consistency: As described in Section VI, the water supply system will have sufficient capacity to accommodate projected normal and emergency needs.

Goal: *Establish, extend, maintain and finance a safe and efficient wastewater collection, treatment and disposal system, which maximizes treatment and water recharges, minimizes water use, and prevents groundwater contamination.*

Consistency: As described in Section VI, this Specific Plan Amendment will provide the necessary conveyance and treatment facilities to achieve this goal.

Goal: *In compliance with state law, ensure solid waste collection, siting and construction of transfer and/or disposal facilities, operation of waste reduction and recycling programs, and household hazardous waste disposal programs and education are consistent with the County Solid Waste Management Plan.*

Consistency: This Specific Plan Amendment will comply with the requirements of the County of Riverside's Source Reduction and Recycling Element (SRRE).

Goal: *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.*

Consistency: All public facility connections are located adjacent to the site, and adequate capacity has been deemed available by the responsive agencies. Service facility letters were obtained from these agencies and their comments/recommendation have been incorporated into the project accordingly.

Goal: *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.*

Consistency: As discussed in Section VI, this Specific Plan Amendment will provide drainage facilities to achieve this goal.

2. Transportation

Goal: *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.*

Consistency: Where feasible, existing transportation facilities, such as the Burlington Northern Santa Fe (BNSF) rail line, are incorporated into this Specific Plan Amendment transportation network. Unit 1, lots 5 and 6 would have connections to the BNSF main line.

Goal: *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.*

Consistency: This Specific Plan Amendment will accommodate local transit service, bicycle lanes, and pedestrian facilities. A Transportation Demand Management (TDM) plan will be implemented to limit peak hour traffic impacts.

Goal: *Develop a transportation system that is safe, convenient, efficient and provides adequate capacity to meet local and regional demands.*

Consistency: This Specific Plan Amendment will construct an internal street network and provide transportation capacity improvements to existing facilities off-site based on future demand. Transportation improvements will be constructed in phases based on planned development and projected background traffic growth.

Goal: *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.*

Consistency: Project internal streets are sized to accommodate projected future traffic in an efficient manner.

Goal: *Plan and encourage land use patterns and designs, which enhance opportunities for non-vehicular circulation and improve trip reduction strategies.*

Consistency: Site plans for individual buildings shall be reviewed to ensure that pedestrian, bicycle and transit access is facilitated. A bicycle and pedestrian circulation network is provided.

Goal: *Establish vehicular access control policies in order to maintain and insure the effectiveness and capacity of arterial roadways.*

Consistency: Project internal roadways will be designed in accordance with the "County Road Improvement Standards and Specifications," published by the County of Riverside, and take into account additional landscaping requirements established in the Riverside County Integrated Plan County standards limit intersection intervals on arterial roadways.

Goal: *Facilitate and develop transportation demand management and transportation systems management programs, and use of alternate transportation modes.*

Consistency: Transportation Demand Management (TDM) strategies will be implemented to shift trips outside the standard commuting hours and/or to non-"drive alone" modes of travel. This is accomplished through various employer-initiated measures, such as flexible working hours, encouragement of carpooling, and facilitating access for non-motorized (i.e., bicycling or walking) modes of travel.

Goal: *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.*

Consistency: The project will be designed to accommodate both local transit service and inter-city passenger rail service. The local transit system of bus stops and bus shelters will be approved by the Riverside Transit Agency (RTA).

Goal: *Develop measures which will reduce the number of vehicle-miles traveled during peak travel periods.*

Consistency: This Specific Plan Amendment improves the jobs/housing balance in western Riverside County by providing a large employment center in an area that is largely residential. This will provide an opportunity for residents to work locally, rather than commute to Los Angeles or Orange Counties. Jobs/housing balance will help reduce vehicle miles of travel.

Goal: *Regulate the travel of trucks on March JPA Planning Area streets.*

Consistency: The project is designed to accommodate truck traffic. In addition, trucks will be required to travel on designated routes as they traverse this Specific Plan Amendment's internal streets.

Goal: *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.*

Consistency: This Specific Plan Amendment provides parking ratios that will limit the potential for parking spillover.

Goal: *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.*

Consistency: The project will include bicycle and pedestrian linkages as defined in Section V of this Specific Plan Amendment. The network will consist of Multi-Use Bicycle paths and Bike Lanes.

Goal: *Goods movement through the San Jacinto Rail Branchline shall be capitalized.*

Consistency: The project includes the existing BNSF railway line is incorporated into the project design. Freight service to and from existing trains will be provided to Unit 1, lots 5 and 6.

Goal: *In accordance with state and federal law, promote and provide mobility for the disabled.*

Consistency: Development plans and public improvement plans shall take into account the accessibility requirements of the Americans with Disability Act (ADA).

3. Noise/Air Quality

Goal: *Ensure that land uses are protected from excessive and unwanted noise.*

Consistency: Project development shall be consistent with the land use limitations established in the AICUZ study and the Joint Land Use Study.

Goal: *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.*

Consistency: (see above)

Goal: *Work toward the reduction of noise impacts from vehicular traffic, and aviation and rail operations.*

Consistency: The project shall implement the noise related mitigation established in SEIR.

Goal: *Promote alternative modes of travel.*

Consistency: This Specific Plan Amendment will accommodate local transit service, bicycle lanes, and pedestrian facilities. A Transportation Demand Management (TDM) plan will be implemented to limit peak hour traffic impacts.

Goal: *Reduce emissions associated with vehicle miles traveled by enhancing the jobs/housing balance of the subregion of western Riverside County.*

Consistency: This Specific Plan Amendment improves the jobs/housing balance in western Riverside County by providing a large employment center in an area that is largely residential. This will provide an opportunity for residents to work locally, rather than commute to Los Angeles or Orange Counties. Jobs/housing balance will help reduce vehicle miles of travel, resulting in reduced emissions.

Goal: *Reduce air pollution through proper land use, transportation and energy use planning.*

Consistency: This Specific Plan Amendment will provide access using a variety of transportation modes, including highways, local bus service, bicycles, and pedestrians. The project's Transportation Demand Management (TDM) strategy will accommodate the shift of some trips from "drive-alone" to transit or non-motorized modes of travel.

Goal: *Pursue reduced emissions for stationary and mobile sources through the use and implementation of new and advancing technologies.*

Consistency: Where feasible and appropriate, development of this Specific Plan Amendment shall accommodate the use of advancing technologies, such as alternate fueled vehicles and other innovations that would provide air quality benefits.

Goal: *Maximize the effectiveness of air quality control programs through coordination with other governmental entities.*

Consistency: Development in this Specific Plan Amendment will comply with the policies outlined in Air Quality Goal 5 of the March JPA General Plan.

Goal: *Reduce emissions associated with vehicle/engine use.*

Consistency: This Specific Plan Amendment improves the jobs/housing balance in western Riverside County by providing a large employment center in an area that is largely residential. This will provide an opportunity for residents to work locally, rather than commute to Los Angeles or Orange Counties. Jobs/housing balance will help reduce vehicle miles of travel.

Goal: *Reduce emissions associated with energy consumption.*

Consistency: Development in this Specific Plan Amendment will comply with the policies outlined in Air Quality Goal 7.

Goal: *Reduce air pollution emissions and impacts through siting and building design.*

Consistency: Development in this Specific Plan Amendment will comply with the policies outlined in Air Quality Goal 8.

Goal: *Reduce fugitive dust and particulate matter emissions.*

Consistency: Development in this Specific Plan Amendment will comply with the policies outlined in Air Quality Goal 9.

4. 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. This Specific Plan Amendment maintains consistency with the General Plan's absence of a residential land use designation within the Planning Area.

5. Resource Management

Goal: *Conserve and protect surface water, groundwater, and imported water resources.*

Consistency: The project will be constructed to minimize impacts to the existing drainage channels. The landscape plan includes drought tolerant plant materials. Irrigation will be moisture sensitive to limit irrigation during times of heavy rains.

Goal: *Control flooding to reduce major losses of life and property.*

Consistency: This Specific Plan Amendment will provide a number of drainage facilities, including culverts, open channels, and retention basins, to control flooding.

Goal: *Conserve and protect significant land forms, important watershed areas, mineral resources and soil conditions.*

Consistency: The SEIR has been prepared to assess and, if appropriate, mitigate project impacts on geology, soils, and hydrology.

Goal: *Conserve energy resources through use of available energy technology and conservation practices.*

Consistency: As appropriate, this Specific Plan Amendment shall comply with applicable regulations relating to energy conservation.

Goal: *Conserve and protect significant stands of mature trees, native vegetation, and habitat within the planning area.*

Consistency: The project will protect and preserve areas of riparian habitat. This preservation area will include associated drainage channels and wetlands.

Goal: *Provide an effective and efficient waste management system for solid and hazardous wastes that is financially and environmentally responsible.*

Consistency: This Specific Plan Amendment shall comply with appropriate and applicable regulations and standards with respect to the management of solid and hazardous wastes.

Goal: *Promote cultural awareness through preservation of the planning area's historic, archaeological and paleontological resources.*

Consistency: The project area does not impact significant historic, archaeological or paleontological resources.

Goal: *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 recreational use, as well as visual and physical relief from urban development.*

Consistency: The project will accommodate a 142-acre conservation easement within the West Campus, near Van Buren Boulevard.

Goal: *Establish standards for scenic corridors, trails and vistas that contribute to the quality of the planning area.*

Consistency: This Specific Plan Amendment will provide landscaped lots adjacent to major arterial roadways and will provide additional landscaping within easements along internal streets adjacent to large industrial lots. A Class I multi-use pedestrian/bicycle trail will be provided along Van Buren Boulevard between the western North Campus boundary and I-215.

6. <u>Safety/Risk Management</u>

Goal: *Minimize injury and loss of life, property damage, and other impacts caused by seismic shaking, fault rupture, ground failure, and landslides.*

Consistency: A geological reconnaissance has been conducted for the property. That study revealed that there are no active or inactive faults crossing the property and that the property is suitable for development.

Goal: *Minimize grading and otherwise changing the natural topography, while protecting the public safety and property from geologic hazards.*

Consistency: Grading within this Specific Plan Amendment area is designed to minimize impacts to the existing topography. The project will incorporate grading development standards

and recommendations, which will minimize any potential geotechnical and site development constraints that occur on-site.

Goal: *Minimize injury, loss of life, property damage, and economic and social disruption caused by flood hazards.*

Consistency: This Specific Plan Amendment will provide a number of drainage facilities, including culverts, open channels, and retention basins, to control flooding.

Goal: *Reduce threats to public safety and protect property from wildland and urban fire hazards.*

Consistency: As appropriate, this Specific Plan Amendment shall comply with applicable regulations and guidelines relating to brush management and fire protection services.

Goal: *Reduce the potential for hazardous material exposure or contamination in the Planning Area.*

Consistency: To the extent that it is appropriate, this Specific Plan Amendment shall comply with regulations and guidelines relating to hazardous material exposure/contamination.

Goal: *Ensure to the fullest extent practical that, in the event of a major disaster, critical structures and facilities remain safe and functional.*

Consistency: To the extent that it is appropriate, this Specific Plan Amendment shall comply with regulations and guidelines relating to the functionality of critical structures in the event of a major disaster.

Goal: *Reduce the possible risk of upset, injury and loss of life property damage, and other impacts associated with an aviation facility.*

Consistency: The project shall be consistent with the 2005 AICUZ Study and the Joint Land Use Study (see Appendix B of this Specific Plan Adjustment). .

Goal: *Plan for emergency response and recovery from natural and urban disasters.*

Consistency: The project shall comply with appropriate and applicable regulations and guidelines relating to emergency response and recovery from natural and urban disasters.

Appendix A Land Use Definitions

The following definitions are intended to provide a general description of each use category. Under each category, example uses are provided. These examples are not all-inclusive, but are intended to provide a sample of uses that would fit in a particular category. Uses not addressed in the Land Use Table (i.e., Table III-1) are prohibited. However, the March JPA Planning Manager has the discretion to make land use interpretations based upon the description of the proposed use and similarities with the listed uses.

INDUSTRIAL

Hazardous Waste Treatment Facility: Activities include the treatment, transfer, storage, resource recovery, disposal, or recycling of hazardous waste.

Bio-Medical Waste Treatment Facility: Activities include the treatment, transfer, storage, disposal or recycling of wastes generated during the diagnosis, treatment or immunization of patients.

Manufacturing - Custom: Activities typically include: manufacturing, processing, assembling, packaging, treatment, or fabrication of custom made products. These types of business establishments do not utilize raw materials for their finished products, but rather, may utilize semi-finished type of manufactured materials for their custom made-to-order products. The finished products from these business establishments are ready for use or consumption and may include incidental on-site display, wholesale and retail sale of the goods produced, not to exceed 25% of the building. Such uses may include: jewelry, household furniture, art objects, apparel products, small instruments (musical, electronic and photographic), stationary, signs, advertising displays, stained glass products, and leather products. The uses do not produce odors, noise, and vibration or particulate that would adversely affect uses in the same structure or on the same site.

Manufacturing - Light: Activities typically include: labor-intensive manufacturing, assembly, fabrication or repair processes which do not involve frequent large container truck traffic or the transport of large scale bulky products. The new products may be finished in the sense that it is ready for use or consumption or it may be semi-finished to become a component for further assembly and packaging. These types of business establishments are customarily directed to the wholesale market, inter-plant transfer rather than the direct sale to the consumer, however, may include incidental on-site display, wholesale and retail sale of the goods produced, not to exceed 25% of the building. Such uses may include: electronic microchip assembly, printing, publishing, food processing (such as bakeries), candy, confectionery products, canned/bottled soft drinks, bottles water, apparel, paper board containers, boxes, drugs, small fabricated metal products, such as hand tools, general hardware, architectural and ornamental metal; and, toys amusement, sports and athletic goods. The activities produce minimal odors, noise vibration, hazardous materials or particulates, and would have a limited impact on adjacent lots.

Manufacturing - Medium: Activities typically include: manufacturing, compounding of materials, processing, assembly, packaging, treatment or fabrication of materials and products which require frequent large container truck traffic or rail traffic, or the transport of heavy, bulky items. The new products are semi-finished to be a component for further manufacturing, fabrication and assembly. These types of business establishments are customarily directed to inter-plant transfer, or to order from industrial uses, rather than for direct sale to the domestic consumer. However, may include incidental on-site display, wholesale and retail sale of the goods products not to exceed 25% of the building. Such uses

may include, but not limited to: canned food, textile products; furniture and fixtures converted paper and paper board product; plastic products made from purchased rubber, plastic or resin; fabricated metal products made from sheet metals; electrical and electronic machinery, equipment and supplies; office, commuting and accounting machines. Activities may produce noise, odors, vibrations and illumination or particulate that affects the persons residing in or conducting business in the vicinity.

Manufacturing - Heavy: Activities typically include: manufacturing, compounding of material, processing, assembly, packaging, treatment or fabrication. Activities in this area may have frequent rail or truck traffic and the transportation of heavy large-scale products. Characteristics of use activities permitted within this area may include structures outside of buildings such as cranes, conveyor systems, cooling towers or open-air storage of large quantities of products including, but not limited to forge shops, metal fabricating facilities, open welding shop, lumber woodworking facilities, heavy machine shops, plastic, plants, light or vacuum casting facilities, vehicular assembly plants. All uses are subject to the screening requirements identified in Section 2.2 (Screening Plan) and Section 4.8 of the March Business Center Design Guidelines.

Mining and Extractive Industries: Activities typically include: prospecting for or exploration of minerals for commercial purposes, surface mining, and excavations or grading.

Newspaper Publishing Plants: Activities typically include the production and distribution of newspapers and related publications.

Research and Development: Activities typically include: research, design, analysis and development, and/or testing of a product. Uses typically include testing laboratories, acoustical chambers, wind tunnels, and computer services. Such uses do not promote odors, noise, vibration or particulate that would adversely affect uses in the same structure or on the same site.

Trucking/Transportation Terminals: Activities typically include the temporary storage and transfer of trailers not to include truck stops.

Wrecking and Dismantling of Motor Vehicles: Activities typically include: temporary storage and wrecking/dismantling of passenger cars and other vehicles and sales and/or distribution of salvaged parts and other materials.

WHOLESALE, STORAGE AND DISTRIBUTION

Public Storage/Mini-Warehouses: Activities include mini-warehouse or recreational vehicle storage facilities for the rental or lease of small scale enclosed storage units or parking spaces primarily to individuals rather than firms or organizations.

Business Enterprise: Activities typically include: wholesale, storage, and warehousing services and storage and wholesale to retailers from the premises of finished goods and food products. Activities under this classification are typically conducted in enclosed buildings and occupy 50,000 square feet or less of building space. May include incidental display and retail sales from the premises, not to exceed 25% of the building. Logistics warehousing uses or activities shall be prohibited in Industrial lots within the Specific Plan Amendment area, west of Meridian Parkway.

Wholesale, Storage and Distribution - Medium: Activities typically include: wholesale, storage and warehousing services, moving and storage services, storage and wholesaling to retailers from the premises of finished goods and food products, and distribution facilities for large scale retail firms. Activities under this classification are typically conducted in enclosed buildings and occupy greater than 50,000 square feet of building space. Logistics warehousing uses or activities shall be prohibited in Industrial lots within the Specific Plan Amendment area, west of Meridian Parkway.

Wholesale, Storage and Distribution - Heavy: Activities typically include: warehousing, storage, freight handling, shipping, trucking services and terminals; storage and wholesaling from the premises of unfinished, raw or semi-refined products requiring further processing fabrication or manufacturing. Typically uses include, but are not limited to, trucking firms, automotive storage or impound yards, and the wholesaling of metals, minerals and agricultural products. Logistics warehousing uses or activities shall be prohibited in Industrial lots within the Specific Plan Amendment area, west of Meridian Parkway.

OFFICE

Financial Institutions: Banks, savings and loan associations and similar establishments.

Government Offices: Offices to accommodate administrative and/or operational functions of local, county, state and federal agencies.

Medical Clinics: Activities include medical clinics, family planning, in-patient and out-patient health care, inclusive of hospitals and convalescent homes.

Offices, Business and Professional: Offices or firms or organizations providing professional, executive, management, or administrative services, such as architectural, engineering, real estate, insurance, investment, legal, and medical/dental offices. This classification includes medical/dental laboratories incidental to an office use, but excludes banks and savings and loan associations.

Regional and Corporate Headquarters: Office buildings solely occupied by a single business or entity for the purpose of managing or organizing other, affiliated units.

COMMERCIAL

Agricultural Equipment Repair Shops: Activities typically include: temporary storage and repair and maintenance of agricultural equipment, such as tractors, harvesters, irrigation equipment, etc.

Agricultural/Nursery Supplies and Services: Activities typically include: retail sale from the premises of feed and grain, fertilizers, pesticides, herbicides, and similar goods, feed and grain stores, well drilling, tree services and plant materials and nursery/landscape services.

Alcoholic Beverage Outlets: Activities typically include: retail sale from the premises of beer, wine, and other alcoholic beverages.

Animal Care/Pet Hotels: Activities typically include: provision of animal care treatment, and boarding services of large and small animals, animal clinics, large and small animal hospitals, kennels and catteries.

Assembly and Entertainment: Indoor or outdoor facilities to accommodate concerts and/or civic events. This land use will be restricted in capacity and ancillary services in order to limit potential noise and parking impacts.

Automotive Parts and Accessory Sales: Activities typically include: retail sale from the premises of automobile components, lubricants, specialized tools, and related accessories.

Automotive Fleet Storage: Activities typically include: storage of vehicles used regularly in business operations and not available for sale on-site. Such uses typically include: overnight storage of service vehicles, mobile catering trucks and taxicabs, inclusive of dispatching services.

Automotive Service Stations: Activities typically include: the sale of goods and the provision of service normally required in the day-to-day operation of motor vehicles, including the principal sale of petroleum products, the incidental sale of tires, batteries and replacement items, and the performance of minor repairs, such as tune-up, tire changes, part replacement, oil change and brake work. Activities include incidental convenience, food and beverage sales.

Automotive/Truck Repair – Major: Activities typically include: heavy automobile and truck repair such as transmission and engine repair, the painting of automobile vehicles, automotive body work, and the installation of major accessories.

Automotive/Truck Repair – Minor: Activities typically include: automotive and light truck repair, the retail sale of goods and services for vehicles, and the cleaning and washing of automotive vehicles, brake, muffler and tire shops and automotive drive-through car washes. Heavier automotive repair such as transmission and engine repair are not included.

Building and Site Maintenance Services: Activities include maintenance and custodial services, window cleaning services, disinfecting and exterminating services, pool and landscape services.

Building Contractor's Storage Yards: Activities typically include: offices and storage of equipment materials, and vehicles for contractors who are in trades involving construction activities which include: plumbing, painting, electrical, roofing, carpentry, and other services.

Building Material and Equipment Sales: Activities typically include: retail sale or rental from the premises of goods and equipment, including paint, glass, hardware, fixtures, electrical supplies, roto-tillers, small trailers and lumber.

Business Supply/Equipment Sales/Rentals: Activities include retail sales, rental or repair from the premises of office equipment, office supplies and similar office goods primarily to firms and other organizations utilizing the goods rather than to individuals. The exclude the sale of materials used in construction industry.

Business Support Services: Activities include services that support the activity of other local businesses, such as clerical, employment, protective, personal services, or minor processing, including blueprint and copying services. Activities not included in this category are the printing of books.

Child Care Facilities: Any childcare facility licensed by the State of California; includes infant care centers, preschools and extended day care facilities. Excludes family day care homes.

Churches and Place of Religious Assembly: Structures and/or assembly areas to be used for worship, related meetings, ministerial residence, and/or religious education.

Coffee Shop: A specialty food and beverage retailer specializing in the sale of coffee products, pastries, bagels, and light fare. These shops could include drive-thru service.

Communication Facilities, Antennas & Satellite Dishes: Activities typically include: broadcasting and other information relay services accomplished primarily through use of electronic and telephonic mechanisms, inclusive of television and radio studios, telegraph offices, and cable, cellular and telecommunication facilities. The use of antennas, satellite dishes and similar communication facilities shall be regulated pursuant to AICUZ the Joint Land Use Study.

Consumer Goods, Furniture, Appliances, Equipment Sales: Typically a freestanding retail store where merchandise is sold to an end user, typically in small quantities.

Convenience Sales: Activities typically include: retail sales from the premises of frequently needed small personal convenience items and professional services that are used frequently. Uses include drug stores, stores selling toiletries, tobacco, and magazines, shoe repair and apparel laundering and dry cleaning.

Energy Generation and Distribution Facilities: Activities typically include: conversion of other forms of energy, such as water power (i.e., hydroelectric), fossil fuels, nuclear power, and solar power, into electrical energy. These facilities typically produce electric energy and provide electricity to transmission systems or to electric power distribution systems.

Equestrian Show and Exhibition Facilities: Activities typically include: training and competition of horses and riders in cross-country equestrian events and the exhibition of participating horses.

Exhibit Halls and Convention Facilities: Temporary display of materials and products associated with a specific trade group, recreational organization, or other affiliation.

Fairgrounds: Large display of agricultural products, such as livestock and produce, to consumers and the general public. Fairgrounds are typically associated with county or state agricultural agencies and are held on an annual basis.

Food and Beverage Sales: Activities include retail sale from the premises of food and beverages for off-premises consumption. Including mini-markets, liquor stores and retail bakeries, catering businesses except chain type grocery stores.

Funeral and Mortuary Services: Activities include services involving the care, preparation, and disposition of human or pet dead, inclusive funeral homes, crematories and mausoleums, inclusive of above ground and in-ground internment.

Golf Courses, Driving Ranges, and Pitch and Putt Courses: Activities typically include: recreational golfing, driving range, short game practice, and tournament competition.

Heavy Equipment Sales & Rentals: Activities typically include: the sale or rental from the premises of heavy construction equipment, farm equipment, trucks and aircraft together with maintenance, including aircraft, farm equipment, heavy truck, large boats and heavy construction equipment dealers.

Horticultural Nurseries and Greenhouses: Activities typically include the cultivation of various indoor and outdoor plants for sale to the public.

Hospitals, Intermediate Care Facilities and Nursing Facilities: A hospital is a freestanding institution where the sick or injured are given medical or surgical care. Emergency medical treatment is usually provided.

Hotel/Motel: Activities typically include: lodging services to transient guests on a less-than-monthly basis, other than in the case of uses classified as residential uses, including hotels, motels, boarding houses and resorts.

Instructional Studios: Instructional studios are establishments in which skills including dance, art, and martial arts are taught to individuals or groups. Instructional studios do not include educational facilities.

Interpretive Centers: Interpretive centers are structures or facilities designed to inform and educate the public about the surrounding environment.

Laundry Services: Activities typically include: institutional or commercial linen supply and laundry services, dry cleaning plants, rug cleaning and diaper service laundries.

Maintenance and Repair: Facilities to accomplish the repair and maintenance of non-automotive devices and other appliances.

Major Transmission, Relay or Communications Switching Stations: Telecommunications facilities accommodating fiber optics, Integrated Services Digital Network (ISDN) and digital switching infrastructure.

Museums: Activities typically include the display of items, materials, and media of historical and/or cultural significance.

Bars and Grill: A restaurant or pub where food is predominately sold.

Open Air Markets for the Sale of Agriculture-Related Products and Flowers: Typically informal outdoor facilities to accommodate the sale of agricultural materials to the general public and other buyers.

Outdoor Commercial: Activities typically include: those that produce or may produce a substantial impact upon the surrounding area. Including flea markets, outdoor auction sales or swap meet activities.

Outpatient Medical Clinics: Medical facilities providing limited treatment to patients not requiring an overnight stay.

Parking Facilities as Primary Use: Paved lots to accommodate the temporary storage of passenger cars and other vehicles.

Personal Services: Activities typically include: services of a personal nature, including photography studios and barber/beauty shops.

Petroleum Products Storage: Activities include bulk storage sale, and distribution of gasoline, liquefied petroleum gas, and other petroleum products.

Pets and Pet Supplies: Activities typically include: sale of mammals, fish, reptiles and birds as pets, sales of food, toys and other pet supplies, and related services, such as pet grooming.

Private Clubs, Lodges, and Fraternal Organizations: Private clubs, lodges, and fraternal organizations are associations of persons, whether incorporated or unincorporated, for the promotion of some common social, cultural, educational, religious, or recreational objective. This use does not include *churches* or any group whose primary objective is a business customarily carried on for a profit.

Radio and Television Studios: Activities typically include: production, taping, editing, distribution, and broadcasting of various programs and/or advertisements for radio, television and other media.

Recreational Facilities: Activities include sports performed either indoor or outdoors which require a facility for conducting the recreational activity, such as health clubs, exercise studios or classes, swimming centers, skating rinks, bowling alleys, tennis courts, sports fields, golf courses and amusement parks.

Recycling Facilities: Activities include: drop-off facilities, reverse vending machines, small and large collection facilities, green materials composting facilities, mixed organics composting facilities, and tire processing facilities

Repair Services: Activities include repair services involving articles such as upholstery, furniture and large electrical appliance repair services.

Restaurant (fast food): Activities typically include: the retail sale from the premises of unpackaged food or beverages generally prepared for immediate on-premises or off-site consumption, including restaurants and delicatessens, inclusive of drive-through facilities.

Restaurant (sit down): Activities typically include: the retail sale from the premises of unpackaged food or beverages generally prepared for immediate on-premises consumption, including restaurants and bars and delicatessens, exclusive of drive-through facilities.

Sidewalk Cafes: Eating and drinking establishments with outdoor dining facilities adjacent to public street sidewalks and other pedestrian-oriented areas.

Social Service Institutions: Activities typically include organizing and executing local, regional, and national service and charitable campaigns.

Sundries, Pharmaceutical and Convenience Sales: Freestanding establishment selling food items, beverages, and other items. Sales are typically in small quantities. This use may also provide up to four vehicle fueling spaces.

Swap Meets and Other Large Outdoor Retail Facilities: Activities typically include sales of a range of specialized products to the general public, usually from designated stalls.

Theaters: Activities typically include the performance of plays or music from a stage in an indoor or outdoor venue.

Trade Schools: Activities typically include: information, instruction and similar services, including computer training, driving schools, travel bureaus, photography studios, and vocational and trade schools.

Vehicle, Boat and Trailer Sales: Activities typically include: display, retail sale, leasing, rental of new and used vehicles, boats and trailers, with incidental minor repair, body work, and sale and installation of accessories. Vehicles include automobiles, motorcycles, boats, recreational vehicles and golf carts.

Vehicle Storage: Uses include the storage of operable and inoperative vehicles, including impound yards.

Veterinary Clinics and Animal Hospitals: Activities typically include: provision of routine and emergency medical attention to domestic pets and other animals.

Zoological Parks: Wilderness areas and freestanding facilities designed to house animals that are foreign to the surrounding area. Typical zoological parks also include aquariums, aviaries, and natural wildlife areas.

Appendix B Joint Land Use Study, Chapter 3

9a 263

9a 205

Appendix C Sample Traffic Monitoring Table

9a 2660

Appendix D Standard Development Conditions of Approval

9a 267.

EXHIBIT "C"

GENERAL PLAN CONSISTENCY STATEMENTS

The Zone Change is in compliance with the California Government Code and is consistent with and furthers the objectives of the March JPA General Plan. The purpose of this appendix is to identify consistency between the policies included in the March JPA General Plan.

The Zone Change covers a selected area of a jurisdiction for the purpose of implementing a General Plan. State and local regulations require consistency between these two planning documents. Consistency is defined by the Governor's Office of Planning and Research as follows. "An action, program or project is consistent with the General Plan if, considering all its aspects; it will further the objectives and policies of the General Plan and not obstruct their attainment".

The March JPA Development Code chapter 9.02, specify the purpose, requirements, regulations, and procedures for amendments to Zoning Districts in the March JPA planning area. Section 9.02.050 states, "Amendments to this Title, including amendments to Zoning Atlas, may be made if: The proposed amendment is consistent with the General Plan and its goals, objectives, policies and programs". In response to government requirements, the Zone Change has been prepared to provide the essential link between March JPA General Plan policies and the proposed action.

LAND USE ELEMENT

Goal #1: The Land Use Plan provides for a balanced mix of land uses that contribute to the regional setting, and capitalizes on the assets of the Planning Area, while insuring compatibility throughout the Planning Area and with regional plans.

Goal #2: Manage growth and development to avoid adverse and fiscal effects.

Goal #3: Develop an identity and foster quality development within the planning area.

Goal #4: Maximize and enhance the tax base and generation of jobs through new, reuse and joint use opportunities.

Goal #5: Support the continued Military Mission of March Air Reserve Base, and preservation of the airfield from incompatible use encroachment.

Goal #6: Adequate flood control facilities shall be provided prior to, or concurrent with, development in order to protect the lives and property within the project site.

Consistency Statements for Land Use Element Goals #1 through #6: The Zone Change supports logical, balanced growth by assigning a zoning designation of Industrial to an existing warehouse facility that has been utilized by industrial users in the past. The action does not include a new development or modification to existing development; as such, no impacts to existing public facilities and land uses are anticipated.

TRANSPORTATION ELEMENT

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.

Goal #2: 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.

Goal #3: Establish vehicular access control policies in order to maintain and insure the effectiveness and capacity of arterial roadways.

Goal #4: Facilitate and develop transportation demand management and transportation systems management programs, and use of alternative transportation modes.

Goal #5: 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.

Goal #6: Develop measures which will reduce the number of vehicle miles traveled during peak travel periods.

Goal #7: Regulate the travel of trucks on March JPA Planning Area streets.

Consistency Statement for Transportation Element Goals #1 through #7: The proposed action is to apply an Industrial zoning designation to a site that is currently un-zoned. No new development, or a modification to existing development, is proposed under the action. Nonetheless, the project site is already served by major regional freeways and surrounded by developed local streets. The existing facility contains features that could help facilitate the use of alternative modes of transportation while supporting efficient and safe vehicular and non-vehicular access to and from individual uses throughout the plan area.

NOISE/AIR QUALITY ELEMENT

Noise

Goal #1: Ensure that land uses are protected from excessive and unwanted noise.

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.

Goal #3: Work toward the reduction of noise impacts from vehicular traffic, and aviation and rail operations.

Consistency Statement for Noise/Air Quality Element Goals #1 through #3: The proposed action is to assign an Industrial zoning designation to a site that is fully developed with a warehouse facility. No new development or modification to existing development is proposed as part of the Zone Change. Furthermore, the existing building was developed near an active military airport site, and was determined to be a compatible use with the airport. No new impacts to the existing environment would be generated by the proposed action.

Air Quality

Goal #1: Reduce emissions associated with vehicle miles traveled by enhancing the jobs/housing balance of the sub-region of western Riverside County.

Goal #2: Maximize the effectiveness of air quality control programs through coordination with other governmental agencies.

Goal #3: Reduce emissions associated with vehicle/engine use.

Goal #4: Reduce emissions associated with energy consumption.

Goal #5: Reduce fugitive dust and particulate matter emissions.

Consistency Statement for Air Quality Element Goals #1 through #5: The proposed action is to assign a zoning designation to a site that is fully developed in accordance with the Uniform Fire Code for construction at the time of approval in 1999. No new development is proposed as part of this action; however, any changes to the existing development would be subject to incumbent JPA regulations for air quality management, water quality management and energy efficiency.

SAFETY/ RISK MANAGEMENT ELEMENT

Goal #1: Minimize injury and loss of life, property damage, and other impacts caused by seismic shaking, fault rupture, ground failure, and landslides.

Goal #2: Minimize grading and otherwise changing the natural topography, while protecting the public safety and property from geologic hazards.

Goal #3: Minimize injury, loss of life, property damage, and economic and social disruption caused by flood hazards.

Goal #4: Reduce the potential for hazardous material exposure or contamination in the Planning Area.

Goal #5: Ensure to the fullest extent practical that, in the event of a major disaster, critical structures and facilities remain safe and functional.

Goal #6: Reduce the possible risk of upset, injury and loss of life, property damage, and other impacts associated with an aviation facility.

Consistency Statement for Safety and Risk Management goals #1 through #8: The proposed action is to assign a zoning designation to a site that is fully developed in accordance with the Uniform Fire Code for construction. No new development is proposed as part of this action. The circulation system for site has been designed to facilitate emergency access consistent with the JPA Public Services requirements. Adequate police and fire protection is available to the site, consistent with JPA requirements. The site was developed in accordance with JPA regulations and guidelines related to hazardous contamination prevention.

NOTICE OF DETERMINATION

TO:	☐ Clerk of the Board of Supervisors or ☒ County Clerk County of: County of Riverside Address: County Clerk's Office P.O. Box 751 2720 Gateway Drive Riverside, CA. 92502-0751	FROM:	Public Agency/Lead Agency: March Joint Powers Authority Address: 23555 Meyer Drive Riverside, CA. 92518 Contact: (951) 656-7000 Phone: (951) 656-7000

TO:	☒ Office of Planning and Research P. O. Box 3044 Sacramento, CA 95812-3044	Lead Agency (if different from above) Address:
	☐ 1400 Tenth Street (overnight or hand delivery) Sacramento, CA 95814	Contact: 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: General Plan Amendment (GPA 14-01); Specific Plan Amendment (SP-5, A2); and Plot Plan Amendment (PP 13-02, A1)

Project Applicant: Newcastle Partners, Inc.

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): 22000 Opportunity Way, Riverside, CA. 92518; east of Meridian Parkway and west of the I-215 Freeway:

General Project Location (City and/or County): The proposed Project ("Project") is located on Meridian Unit 4, Lot F, east of Opportunity Way and Meridian Parkway within the Meridian Specific Plan. The proposed Project Site is currently designated Public Facility in the General Plan and is zoned Public Facility in the Meridian Specific Plan. The Project Site is bounded by Sysco and Opportunity Way to the west, Meridian Unit 4 Lots 1 and 2 (Approved Project PP13-02) to the north, a rail line and the I-215 to the east, and Meridian Unit 4 Lot 3 to the south.

Project Description: The proposed Project would provide an additional 106 employee parking spaces on a 1.19 acre parcel directly south of the previously approved 510,000 sq. ft. speculative building (PP13-02). Plot Plan 13-02 was required to provide 224 parking stalls, including some truck trailer parking spaces. The

proposed Project would provide additional employee parking stalls to the overall site plan. The parking spaces would be 9 feet by 18 feet (standard parking space dimension). Truck loading and trailer parking stalls would not be provided with this Project. There is an existing Western Municipal Water District (WMWD) sewer easement on the lot. In a letter dated April 14, 2014, WMWD granted permission to the applicant to construct a concrete or asphalt parking lot on and over the easement area.

The Project Site is currently designated Public Facility in the General Plan. The Project Site's existing zoning designation is also Public Facility. The Public Facility designation allows for public, quasi-public and private uses, including a sewer system pump station and a fire station. The Project, however, proposes a parking lot and therefore, would not be consistent with the existing General Plan designation or the current zoning designation. No increased passenger vehicular traffic or truck traffic counts are anticipated as part of this Plot Plan Amendment. The trip generation set forth within the former Plot Plan 13-02 shall remain the same. 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). Based on the foregoing, the proposed Project would be consistent with traffic related impacts previously analyzed within the Meridian SP-5 SEIR.

The Project proposes a General Plan Amendment to change the land use designation from Public Facility to Industrial and a Specific Plan Amendment to rezone the 1.19 acre site from Public Facility to Industrial to allow for the construction of a parking lot to serve the adjacent facility. Following the rezone, the proposed Project would conform to all of the development standards outlined in the Meridian Specific Plan and the March Business Center Design Guidelines for the Industrial zone. The proposed Project provides 17,977 sq. ft. of landscaping compared to the minimum requirement of 10% (which equates to 5,184 sq. ft. for this Project) listed on Table III-2 of the Specific Plan. The adjacent 510,000 sq. ft. speculative building provided approximately 11.6 percent of landscaping. Landscaped areas would be maintained by the individual parcel tenant and in accordance with the standards for common area maintenance. Moreover, irrigation systems are designed to maintain the proposed vegetation and comply with the MJPA Development Code and Meridian Design Guidelines.

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. **Newcastle Partners, Inc.**

This is to advise that the (☒ Lead Agency or ☐ Responsible Agency) has approved the above described project on December 3, 2014 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 Addendum to a previously certified Environmental Impact Report was prepared and adopted 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 in connection with the previously certified SEIR and applies to 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 Addendum and the Final SEIR with comments and responses and record of project approval, or the Negative Declaration, is available to General Public at:	
	Custodian: March Joint Powers Authority	Location: 23555 Meyer Drive Riverside, CA. 92518

Date: _____	_____ **Signature:**
Date Received for Filing: _____	_____ **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 Operations - Ordinance Adoption
Agenda Item No. 9a

Meeting Date: December 17, 2014

Action: **APPROVE THE FOLLOWING ACTIONS REGARDING A REQUEST BY NEWCASTLE PARTNERS, INC. FOR A 1.19-ACRE PARKING LOT ADDITION TO A PREVIOUSLY APPROVED 510,000 SQUARE FOOT SPECULATIVE WAREHOUSE BUILDING AT 22000 OPPORTUNITY WAY WITHIN THE MERIDIAN BUSINESS PARK; 1) WAIVE THE SECOND READING AND ADOPT ORDINANCE #JPA 14-02 APPROVING SPECIFIC PLAN 5, AMENDMENT #2 AND AMENDING THE MARCH JPA ZONING MAP TO REFLECT SPECIFIC PLAN 5, AMENDMENT #2 ON THE A 1.19-ACRE SITE**

Motions:
Waive the Second Reading and Adopt Ordinance #JPA 14-02, approving Specific Plan-5, Amendment #2 and amending the JPA Zoning Map to reflect Specific Plan 5, Amendment #2 on the for the 1.19-acre site.

Applicant: Newcastle Partners, Inc.

Site/Location:
The project site is 1.19-acres located on Lot F of Meridian Unit 4, located northeast of the intersection of Opportunity Way and Van Buren Boulevard within the Meridian Specific Plan. The Project Site is bounded by Sysco and Opportunity Way to the west, Meridian Unit 4 Lots 1 and 2 (Approved Design Plan PP13-02) to the north, a detention basin and RCTC rail line to the east, and Meridian Unit 4 Lot 3 to the south.

Prior Design Plan Approval:
Plot Plan 13-02 appeared before the March Business Center Design Implementation Committee ("Committee") and was approved in November of 2013. Under the approved Plot Plan, LNR Riverside II, LLC proposed a 510,000 square foot speculative warehouse / distribution building on 25.74-acres. The building is designed as a front loading industrial building with approximately 88 truck dock doors on the west elevation screened by a 12' screening wall. The building is consistent with the land use type and intensity found in Tables III-1 and III-2 of the Meridian Specific Plan. The Ministerial Review Checklist indicated the facility will be used as a warehouse, and will not involve the use of hazardous substances, toxic

substances, or flammables. The proposed Design Plan was found consistent with the Meridian Specific Plan, March Business Center Design Guidelines and the Settlement Agreement between March JPA, LNR Riverside, CAREE and CCAEJ, as the use is located easterly of Meridian Parkway and more than 4,000 feet east of existing residential uses. As identified by the Meridian EIR, the site is not within close proximity to riparian or sensitive habitat. The specific tenant(s) have not been identified for the building.

Prior March Joint Powers Commission Hearing Regarding Ordinance #JPA 14-02
The public hearing and first reading of the subject Ordinance to amend Specific Plan SP-5 and to amend the Zoning Map was scheduled on December 3, 2014. No public input was provided at that meeting. At that time, the JPC approved related items including the addendum to the Subsequent EIR, approval of General Plan Amendment GP 14-01 to amend the General Plan from Public Facility to Industrial, and approval of Plot Plan 13-02, Amendment #1 for the development of the parking expansion to the previously approved plot plan for a warehouse facility on 25.74 acres to include an additional 106 passenger cars.

Surrounding Area/Land Use:

Location	GP Designation/Zoning	Existing Land Use
North	Specific Plan/Industrial	Fresh & Easy food production and distribution facility
West	Specific Plan/Industrial	Sysco
South	Specific Plan/Business Park	Vacant
East	Specific Plan/Open Space	Master Drainage Facility

Proposed Project:
The proposed Project, SP-5 Amendment #2 will amend the Specific Plan land use designation from Public Facility to Industrial to match that of the proposed GPA 14-01. The new Industrial designation will require that all developments within the 1.19 acre parcel be consistent with Industrial standards within the Meridian Business Park designation. As approved in other applications, the 1.19-acre expansion area is planned for an additional 106 employee parking spaces. The application will also amend the JPA Zoning Map to reflect Specific Plan 5, Amendment #2 on the 1.19-acre site.

Prior Action on the Addendum to the Certified Subsequent EIR:
On December 3, 2014, the JPC adopted an Addendum to the certified EIR for Meridian (SCH#2009071069) as the project was determined to be consistent with the overall Project evaluated in the Meridian SP-5 Subsequent EIR, and major changes to that Project were not proposed. The Addendum found that the proposed Project does not require major revisions to the Final EIR due to new significant impacts or substantial increases in the severity of previously identified significant impacts. The anticipated environmental impacts of the proposed Project were fully analyzed and mitigated accordingly in the Final EIR, 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 mitigation measures that have been previously identified would adequately reduce impacts to less than significant levels.

Staff Recommendations:

Staff recommends that the March Joint Powers Commission take the following actions:

1) Waive the Second Reading and Adopt Ordinance #JPA 14-02, approving Specific Plan-5, Amendment #2 and amending the JPA Zoning Map to reflect SP-5, Amendment #2 for the Project.

Attachments:

1) Ordinance #JPA 14-02. Adopting the Specific Plan Amendment (SP-5, Amendment #2).

ORDINANCE #JPA 13-04

AN ORDINANCE OF THE MARCH JOINT POWERS AUTHORITY ADOPTING MARCH BUSINESS CENTER SPECIFIC PLAN AMENDMENT #4, AMENDING SECTION VII D (b) (1) (A) OF THE MARCH BUSINESS CENTER SPECIFIC PLAN (SP1) TO REPLACE A REPRESENTATIVE OF THE MASTER DEVELOPER ON THE MARCH BUSINESS CENTER IMPLEMENTATION COMMITTEE WITH AN APPOINTEE OF THE MARCH JOINT POWERS COMMISSION

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;

WHEREAS, the March JPA is composed of the member entities of the County of Riverside, the City of Riverside, the City of Moreno Valley, and the City of Perris;

WHEREAS, the approximately 6,500 acres formerly known as March Air Force Base ("MJPA Planning Area") was placed under the jurisdiction of the March JPA pursuant to the Retrocission 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;

WHEREAS, on February 26, 2003, the March Joint Powers Authority ("March JPA") adopted Ordinance #JPA 03-01, adopting the March Business Center Specific Plan (SP1);

WHEREAS, the March Business Center Specific Plan required the creation of an Implementation Committee which has jurisdiction in the approval of ministerial design/development applications consistent with the March Business Center Specific Plan, the March Business Center Design Guidelines and the Focused EIR for March Business Center (SCH#2002071089);

WHEREAS, the March Business Center Implementation Committee is currently composed of three members: one member is a representative of the master developer and two at-large members appointed by the March JPA Commission, one of which serves as the committee chair;

WHEREAS, the March JPA Commission has found and determined that it is in the best interest of the implementation of the March Business Center Specific Plan if the representative of the master developer is replaced by an at-large member appointed by the March JPA Commission;

WHEREAS, the new composition of the March Business Center Implementation Committee would be three at-large members appointed by the March Joint Powers Commission, one of which shall serve as committee chair;

WHEREAS, the area of responsibility/jurisdiction for the March Business Center Implementation Committee under Ordinance #JPA 13-04 is depicted in Exhibit A contained herein;

WHEREAS, all of the procedures of the California Environmental Quality Act have been met with respect to the amendment to the March Business Center Specific Plan in that the proposed amendment is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. It can be seen with certainty that there is no possibility that this proposed amendment may have a significant effect on the environment, therefore, this activity is not subject to CEQA; and

WHEREAS, on June 21, 2013, the March Joint Powers Commission introduced this Ordinance through a first reading of this Ordinance.

NOW THEREFORE, THE COMMISSION OF THE MARCH JOINT POWERS AUTHORITY, DOES ORDAIN AS FOLLOWS:

SECTION 1. Based on the entire record before the March Joint Powers Commission and all written and oral evidence presented to it, the Commission finds that this Ordinance promotes the public health, safety and welfare of the community because the composition of the March Business Center Implementation Committee will be able to more efficiently provide feedback and comments on various development proposals implementing the March Business Center Specific Plan consistent with the vision of the March JPA for the area surrounding the member jurisdictions.

SECTION 2. The March Joint Powers Commission hereby incorporates by reference the Recitals set forth herein and adopts those recitals as its own in this Ordinance. Further, the March JPA finds and determines that the proposed amendment to the March Business Center Specific Plan is consistent with the goals and policies of the General Plan and March Business Center Specific Plan because the amendment will facilitate the development of the area consistent with the objectives of the General Plan and Specific Plan.

SECTION 3. Section VII (D)(b)(1)(A) of the March Business Center Specific Plan is hereby amended to read as follows (**New Text**, ~~Deleted Text~~):

(b) March Business Center Implementation Committee.
(1) March Business Center Implementation Committee.

(A) It is hereby created the March Business Center Implementation Committee (the "Committee") which shall be composed of three members~~ who shall serve without compensation~~. The members shall **consist of** ~~be one representatives of the master developer, and t~~**hree**~~wo~~ at-large member**s** appointed by the March JPA Commission. One of the t**hree**~~wo~~ at-large members shall serve as the Committee Chair.

SECTION 4. The March Joint Powers Commission hereby directs the March Business Center Specific Plan Amendment #4 to be codified within the March Business Center Specific Plan (SP1), along with previous Specific Plan Amendments: #1 (March Business Center Implementation Committee: Ord. #JPA 05-08); #2 (School Overlay Zone: Ord. #JPA 08-01); and #3 (Truck Route: Ord. #JPA 09-01); and

SECTION 5. The Chairperson shall sign this Ordinance and the Clerk shall attest thereto and shall within fifteen (15) days of its adoption cause it, or a summary of it, to be

published in a newspaper published and circulated in the March JPA's territory, and thereupon and thereafter this Ordinance shall take effect and be in force according to law.

SECTION 6. This Ordinance shall take effect and be in force thirty (30) days after its passage.

INTRODUCED the 21st day of June 2013, and formally adopted July 3, 2013.

State of California)
County of Riverside)

Daryl R. Busch, Chairman
March Joint Powers Commission

ATTEST:

I, Carey L. Allen, CMC, Clerk to the March Joint Powers Authority, do hereby certify that the foregoing ordinance was duly introduced at the hearing of June 21, 2013 and subsequently adopted by the March Joint Powers Commission at its regularly scheduled meeting on July 3, 2013.

Ayes: Yarbrough, Jeffries, Davis, Co (2 Votes), Gardner, Ashley, Busch
Noes: None
Abstain: None
Absent: Molina

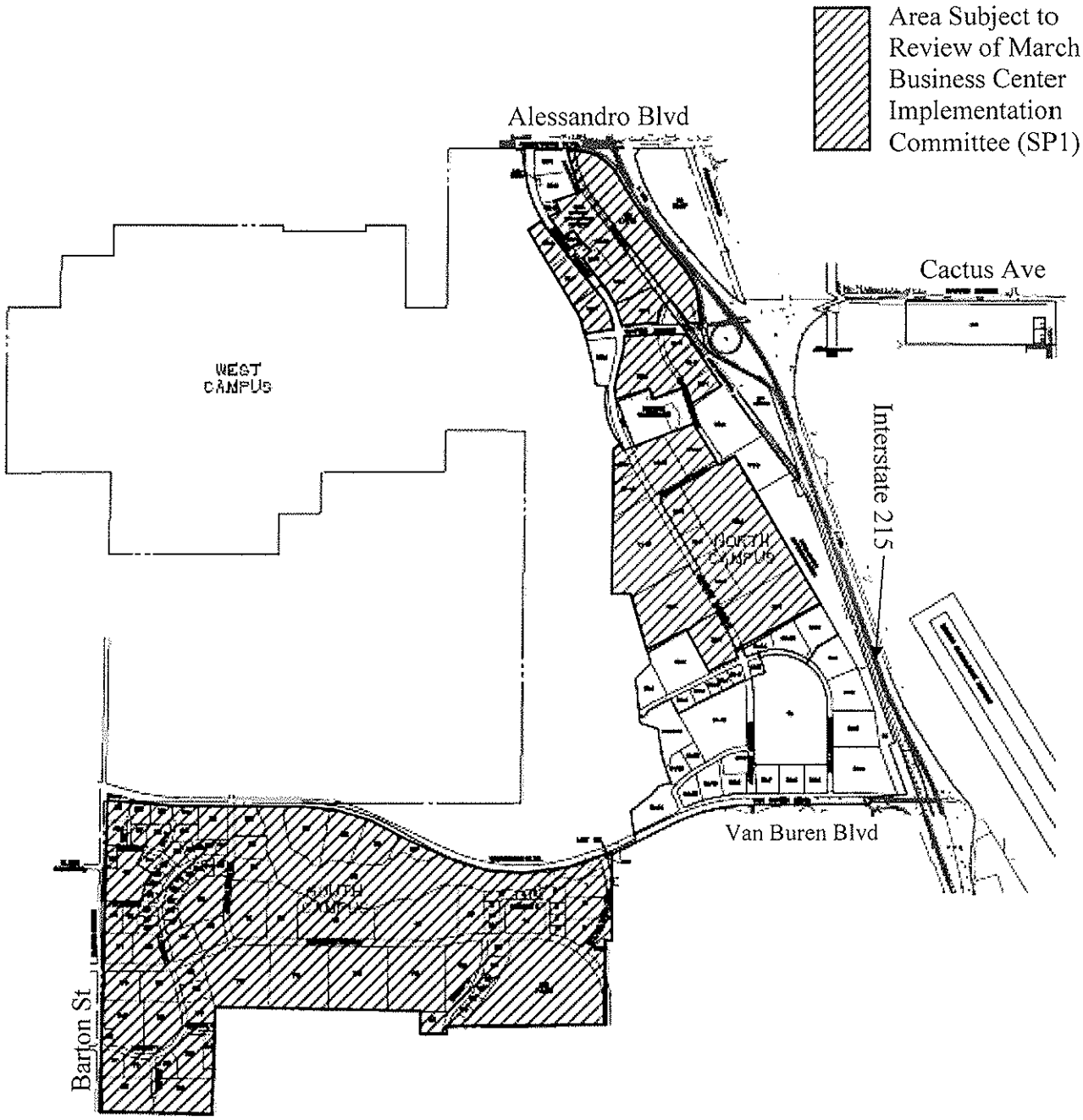
Date: July 3, 2013

Carey L. Allen, Secretary
March Joint Powers Commission

ORDINANCE #JPA 13-04

Exhibit "A"

Applicable Jurisdiction of the
March Business Center Implementation Committee (SP1)


Area Subject to Review of March Business Center Implementation Committee (SP1)
Alessandro Blvd
Cactus Ave
WEST CAMPUS
Interstate 215
NORTH CAMPUS
Van Buren Blvd
SOUTH CAMPUS
Barton St

MARCH JOINT POWERS COMMISSION

OF THE

MARCH JOINT POWERS AUTHORITY

MJPA Consent Calendar – Ordinance Adoption
Agenda Item No. 7b (1)

Meeting Date: July 3, 2013

Action: **WAIVE THE SECOND READING AND ADOPT ORDINANCE #JPA 13-04 AN ORDINANCE OF THE COMMISSION OF THE MARCH JOINT POWERS AUTHORITY, CALIFORNIA, APPROVING SP-1 AMENDMENT #4 TO AMEND THE TEXT OF SECTION VII D (b)(1)(A) OF THE MARCH BUSINESS CENTER SPECIFIC PLAN TO CLARIFY THAT THE MEMBERSHIP OF THE MARCH BUSINESS CENTER IMPLEMENTATION COMMITTEE CONSISTS OF THREE APPOINTEES BY THE MARCH JOINT POWERS COMMISSION**

Motion: Waive the Second Reading and adopt Ordinance #JPA 13-04, an Ordinance of the Commission of the March Joint Powers Authority, California, Approving SP-1 Amendment #4 to Amend the Text of Section VII D (b)(1)(A) of the March Business Center Specific Plan to Clarify that the Membership of the March Business Center Implementation Committee consists of Three Appointees by the March Joint Powers Commission.

Applicant: March Joint Powers Authority

Background:

The March Business Center Implementation Committee reviews design applications that are fully consistent with the March Business Center Specific Plan (SP-1) and that are fully within the environmental analysis of the Focused Environmental Impact Report (FEIR) for March Business Center (SCH# 2002071089). Applications that are not consistent with these entitlements are scheduled before the full March Joint Powers Commission.

If approved, this request would amend Section VII D (b)(1)(A) of the March Business Center Specific Plan (SP-1) to clarify that the March Business Center Implementation Committee consists of three appointees, all of which are appointed by the March Joint Powers Commission. At present, SP-1 identifies that a representative of the committee will be appointed by the master developer.

The following text amendment would eliminate the appointee by the master developer and replace it with an appointee of the March Joint Powers Commission. The amendment also includes a revision to allow the committee members to receive the standard stipend for meeting attendance, consistent with all other JPC subcommittees.

Section VII D (b)(1)(A) of the March Business Center Specific Plan (SP-1) is hereby amended to read as follows (**New Text**, ~~Deleted Text~~):

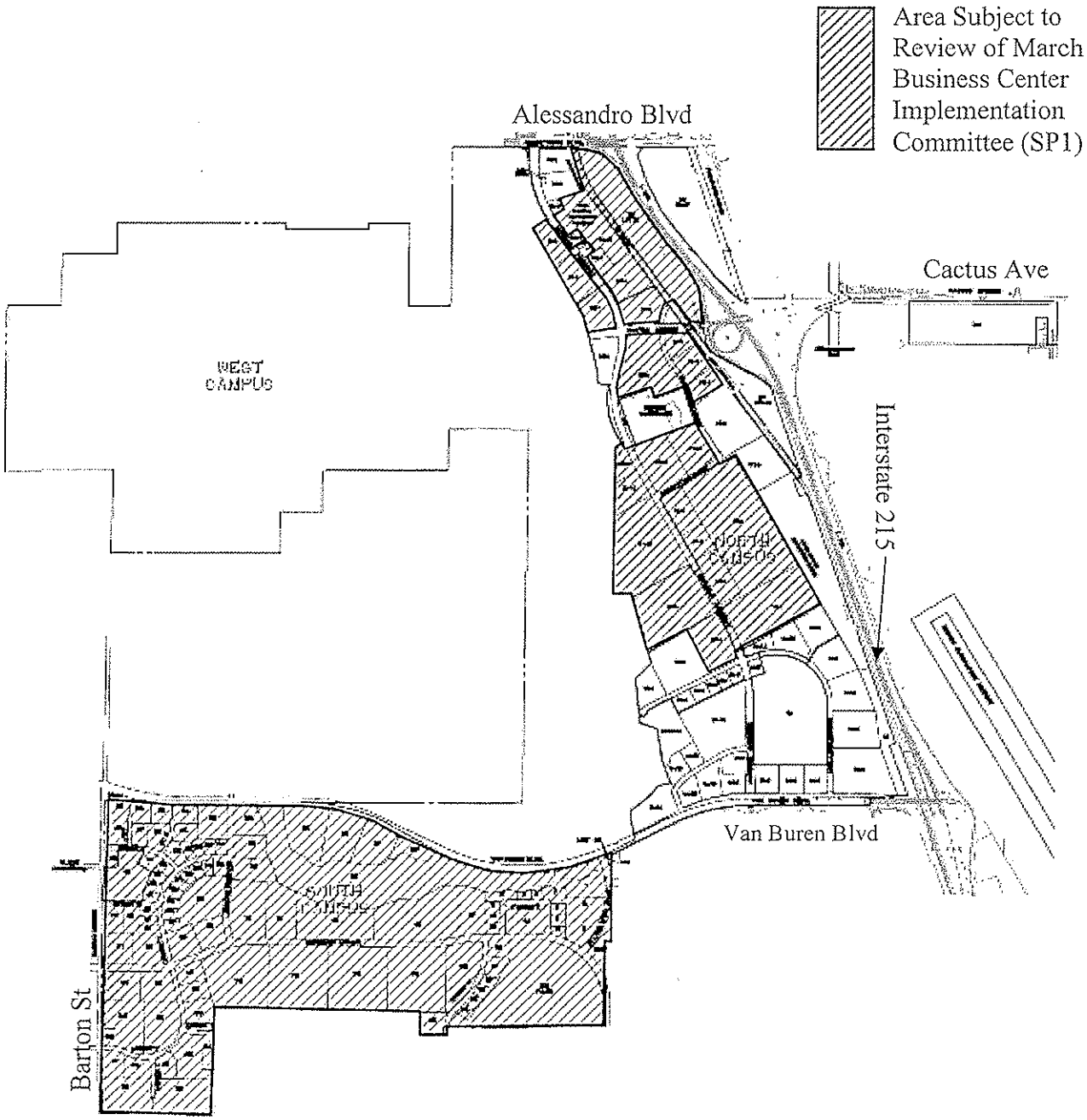
(b) March Business Center Implementation Committee.
(1) March Business Center Implementation Committee.

(A) It is hereby created the March Business Center Implementation Committee (the "Committee") which shall be composed of three members ~~who shall serve without compensation~~. The members shall **consist of** ~~be one representatives of the master developer, and t~~**hree**~~wo~~ at-large member**s** appointed by the March JPA Commission. One of the t**hree**~~wo~~ at-large members shall serve as the Committee Chair.

Previous Action:

On June 21, 2013, the JPC held the public hearing on this item and directed that Ordinance #JPA 13-04 be placed on a future hearing for formal adoption. At that time, the Commission also approved a Resolution appointing Commission Members Jeffries, Melendrez and Co to the March Business Center Implementation Committee (SP-1) - subject to approval of this Ordinance. Finally, the Commission also directed staff to file a Notice of Exemption relating to this item.

Attachment: 1) Ordinance #JPA 13-04.


Area Subject to Review of March Business Center Implementation Committee (SP1)
Alessandro Blvd
Cactus Ave
WEST CAMPUS
Interstate 215
NORTH CAMPUS
SOUTH CAMPUS
Van Buren Blvd
Barton St

76(1) 27

RESOLUTION # JPA 04-20

A RESOLUTION OF THE MARCH JOINT POWERS AUTHORITY, CALIFORNIA, APPROVING A PLOT PLAN FOR A RESTAURANT (PLOT PLAN 04-02)

WHEREAS, the March Joint Powers Authority ("March JPA") is a joint powers authority created pursuant to Article 1, Chapter 5, Division 7, Title 1 (commencing with section 6500) of the Government Code, is composed of the member entities of the County of Riverside, the City of Riverside, the City of Moreno Valley, and the City of Perris;

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 Retrocission 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;

WHEREAS, pursuant to Government Code Section 6502, the March JPA is vested with the capacity to exercise any and all powers common to the member entities including the power to create a joint area planning agency under Section 65101 of the Government Code;

WHEREAS, pursuant to Article XI, Section 7, of the California Constitution, each member entity possesses the general police power to make and enforce all regulations and ordinances to protect the public health, safety, and welfare, including the power to enact land use, planning, building, construction, and safety regulations;

WHEREAS, pursuant to Title 7, Division 1, Chapter 4, Article 2, Section 65850 of the Government Code of the State of California, the March JPA may adopt by ordinance regulations affecting the use of buildings, structures and land, the location, height, bulk, number of stories and size of buildings, the size of lots, yards, courts and other open spaces, the percentage of a lot that may be occupied by a building or structure, the intensity of land use, and requirements for off-street parking and loading and building setback lines;

WHEREAS, James Hill has applied for the subject plot plan ("Plot Plan 04-02"), pursuant to Section 9.02.070 of the March JPA Development Code, to utilize an existing 3388-square foot vacant restaurant. The property itself is located within a former Air Force Base, whereby the entire base consists of one parcel. The property itself, if a standard parcel would consist of 1.8 acres.

WHEREAS, the Commission considered Plot Plan 04-02 on the 20th day of October 2004, at which time, after hearing all testimony offered, the Commission approved and adopted this Resolution;

WHEREAS, Plot Plan 04-02 has been presented to the Commission and each member having reviewed and considered the information contained therein, and the Commission finds that Plot Plan 04-02 is consistent with the General Plan as set forth more fully herein;

WHEREAS, Plot Plan 04-02 has been presented to the Commission and each member having reviewed and considered the information contained therein, and the Commission having

determined that Plot Plan 04-02 will not have a significant effect on the environment and therefore was adopted by the March JPA;

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. Plot Plan 04-02 is hereby approved by the Joint Powers Commission of the March Joint Powers Authority, subject to the conditions of approval attached hereto as Exhibit "A" and incorporated by reference herein.

SECTION 2. Based on the entire record before the March JPA and all written and oral evidence presented to the March JPA, the March JPA finds this Resolution promotes the public health, safety and welfare of the community because it will facilitate the orderly and proper development of the subject property for dining purposes, which is consistent with the existing and planned uses surrounding the subject property.

SECTION 3. The Governing Board directs March JPA staff to file a Notice of Exemption with the Riverside County Clerk within five (5) working days of approval of the restaurant by March JPA.

SECTION 4. Environmental Review. The Joint Powers Commission finds that the project qualifies for a Class 1 Categorical Exemption, as the use of this facility as a restaurant is consistent with the prior use. This determination reflects the independent judgment of the March Joint Powers Commission and is in compliance with CEQA, the State CEQA Guidelines, and the March JPA's local CEQA Guidelines.

SECTION 5. This Resolution shall be effective immediately upon its adoption.

ADOPTED, by the members of the March Joint Powers Commission of the March Joint Powers Authority this 20th day of October, 2004.

Daryl Busch, Vice Chairman
March Joint Powers Commission

I, Carey Allen, Clerk of the March Joint Powers Commission of the March Joint Powers Authority, do hereby certify that the foregoing Resolution #JPA 04-20 was duly and regularly introduced, passed, and adopted by the March Joint Powers Commission of the March Joint Powers Authority at the regular meeting thereof held on the 20th day of October, 2004, and the foregoing is a full, true, and correct copy of said Resolution, and it has not been amended or repealed.

Ayes: White, Venable, Stewart, Buster, Adkison (2 votes), Vice Chairman Busch (2 votes)

Noes:	None
Abstain:	None
Absent:	Yarbrough, Chairman Schiavone

Date: October 20, 2004

Clerk
March Joint Powers Commission

EXHIBIT "A"
PLOT PLAN 04-04
CONDITIONS OF APPROVAL

(ATTACHED)

CONDITIONS OF APPROVAL FOR PLOT PLAN PP 04-02

PLANNING DIVISION

1. The site shall be developed in accordance with the approved plot plan 04-02 on file in the Planning Division, the JPA Development Code regulations, General Plan, and the conditions contained herein. Prior to any use of the project site or business activity being commenced thereon, all Conditions of Approval shall be completed to the satisfaction of the Planning Manager or designee. (MJPA 9.14.020)

2. All uses shall comply with the restrictions on use and interior noise level requirements contained within the approved March Air Reserve Base Air Installation Compatibility Use Zone Study (AICUZ).

3. 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.

4. Any signs indicated on the submitted plans are not included with this approval. All signs proposed for this development shall be designed in conformance with the sign provisions of the Development Code or approved sign program, if applicable, and shall require separate application and approval by the Planning Division. (MJPA 9.12.020)

5. Prior to the issuance of a certificate of occupancy, the building shall be repainted, the parking lot shall be repaved and restriped, and new landscaping shall be installed to supplement the existing landscaping.

6. A permit from the Alcohol and Beverage Control is required prior to the sale of alcohol.

OPERATIONAL REQUIREMENTS

1. 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. (MJPA 9.02.030)

2. Any graffiti located onsite shall be removed within 72 hours. The site shall be maintained in a graffiti-free state at all times.

3. The disposal and servicing of any hazardous materials shall be conducted by a hazardous materials certified handler and disposal service.

BUILDING SAFETY DIVISION

1. The site shall be developed in compliance with all current model codes to include: Uniform Building Code (UBC), Uniform Plumbing Code (UPC), Uniform Mechanical Code (UMC), National Electrical Code (NEC), as well as Title 24 and ADA and all other applicable State and Federal codes. (State and Federal Codes)

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

1. Prior to project development or sale to an entity exempt from the Subdivision Map Act, the project proponents shall convey an Avigation Easement MARB/MIP Airport.

2. Incorporate noise attenuation measures into the building construction to ensure interior noise levels are at or below 45-decibel levels.

3. Install hooded or shielded outdoor lighting measures into the building construction to ensure that all light is below the horizontal plane.

4. The following uses 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 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.
   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.

5. The above ground storage of explosive or flammable materials is prohibited.

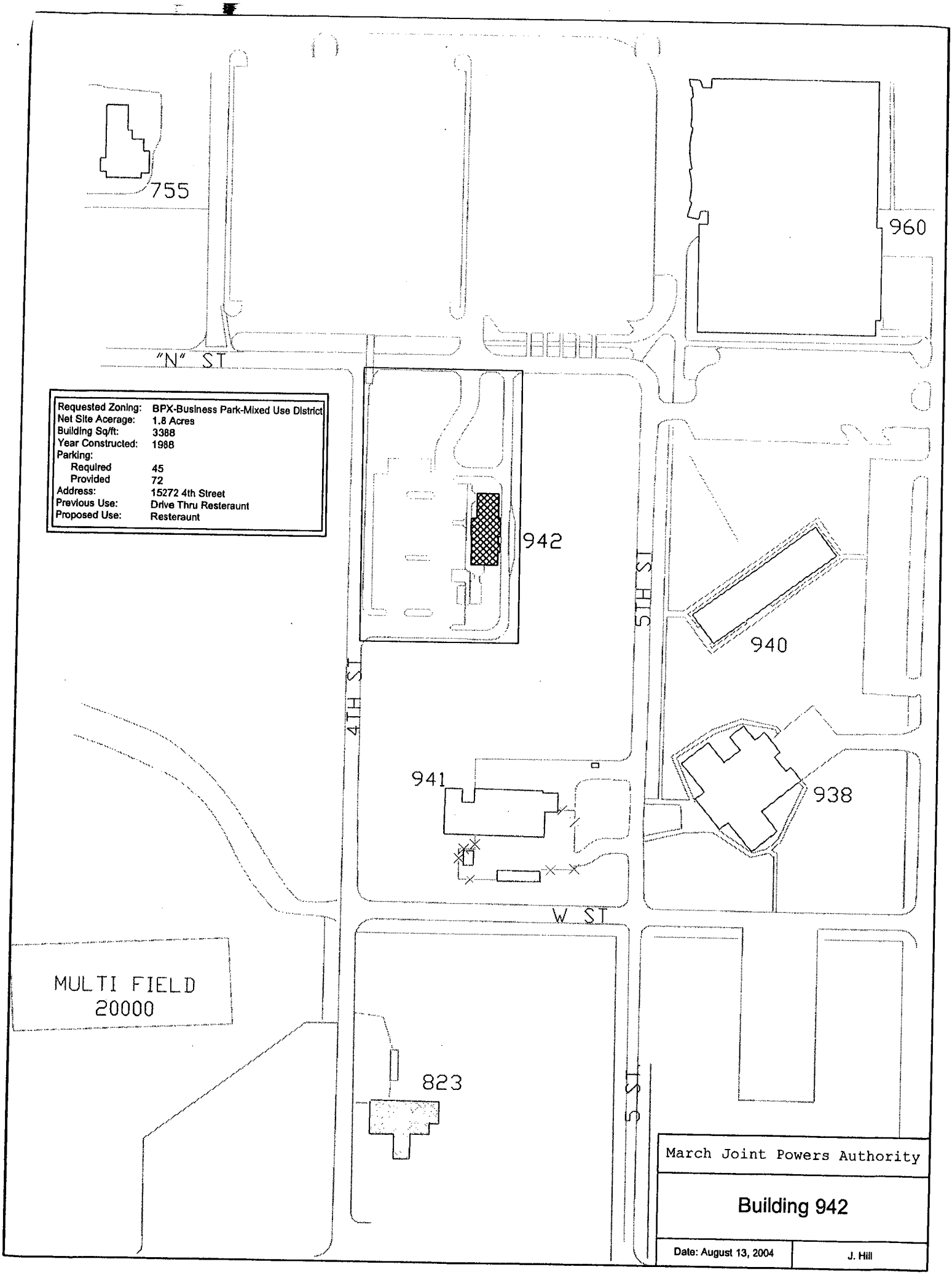
6. The attached Notice shall be provided to all potential purchasers and tenants.

UNITED STATES POSTAL SERVICE

1. 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.

EXHIBIT "B"
PLOT PLAN 04-04

(ATTACHED)



Requested Zoning:	BPX-Business Park-Mixed Use District
Net Site Acerage:	1.8 Acres
Building Sq/ft:	3388
Year Constructed:	1988
Parking:	
Required	45
Provided	72
Address:	15272 4th Street
Previous Use:	Drive Thru Resteraunt
Proposed Use:	Resteraunt

March Joint Powers Authority

Building 942

Date: August 13, 2004 | J. Hill

JOINT POWERS PLANNING COMMISSION AND JOINT POWERS COMMISSION
OF THE
MARCH JOINT POWERS AUTHORITY

Action Item –Joint Public Hearing
Agenda Item No. 13(a)

Meeting Date: October 20, 2004

Subject: **DIRECT STAFF TO FILE A NOTICE OF EXEMPTION; WAIVE THE FIRST READING OF ORDINANCE JPA #04-05 AND APPROVE REZONING REQUEST Z 04-02, AND ADOPT RESOLUTION JPA #04-20 APPROVING PLOT PLAN 04-02, THESE REQUESTS ALLOW DEVELOPMENT OF THE 1.8 ACRE VACANT RESTAURANT LOCATED AT 15272 4TH STREET**

Planning Commission Motions:

1) The Planning Commission finds that the project qualifies for a Class 1 Categorical Exemption, as use of this facility as a restaurant is consistent with the prior use;
2) Adopt the Planning Commission findings;
3) Recommend approval of rezoning the 1.8-acre site from "Undesignated" to Business Park Mixed Use to the March Joint Powers Commission.
4) Recommend approval of the plot plan for the 1.8-acre site and the 3388 square foot single story building.

March Joint Powers Commission Motions:

1) The Joint Powers Commission finds that the project qualifies for a Class 1 Categorical Exemption, as use of this facility as a restaurant is consistent with the prior use;
2) Waive the first reading and approve Ordinance #JPA 04-05, approving the rezoning of a 1.8-acre site from "Undesignated" to Business Park Mixed Use;
3) Direct Staff to file a Notice of Exemption in accordance with the Authority's CEQA Guidelines.
4) Adopt Resolution #JPA 04-20, approving Plot Plan 04-02 for a restaurant located at 15272 4th Street, based upon the required findings and conditions of approval.

Background:
The site is a vacant drive thru restaurant. The applicant requests to operate the former Burger King restaurant, which is a permitted use in the General Plan MU (Mixed Use) Land Use District. Rezoning of the site to Business Park Mixed Use allows implementation of the March JPA development code, including signage, parking and landscape standards. The proposed use is consistent with the requirements of the Development Code. Minor tenant improvements are required to accommodate the restaurant. The tenant improvements will be included in the conditions of this approval.

Surrounding Area/Land Use:

Location	GP Designation	Existing Land Use
North	Mixed Use	Base Exchange Retail Store
West	Park/Recreation Open Space	Vacant property (formerly park area)
South	Mixed Use	Public Works Storage
East	Mixed Use	Vacant Dormitories

Conformance with the General Plan:

- The General Plan land use map designates this property as Mixed Use, which is implemented by the Mixed Use Zoning District.

- Policy 1.2 of the General Plan land use element requires the development and use of zoning districts to implement the General Plan land use designations.

Approved Uses Within the Business Park Zoning District:
The Business Park-Mixed Use Zoning District permits a wide range of uses, including: offices, schools, day care, financial institutions, manufacturing, recycling and repair, as well as uses that are not accommodated by the Business Park and Industrial District Zones. A restaurant use would be permitted within this zone.

ALUC Review:
On September 16, 2004 the Riverside County Airport Land Use Commission reviewed this item and determined that the rezoning action was consistent with the 1984 Airport Land Use Plan, with 1986 interim boundaries. Conditions recommended by the ALUC are incorporated in the Plot Plan conditions of approval.

Environmental:
The use of this site as a restaurant qualifies as a Class 1 Categorical Exemption as the use is consistent with the previous restaurant.

Notification:
Public notice was sent to 18 interested parties on September 20, 2004, inclusive of all property owners within 300', all servicing utilities, all public service providers, applicable school districts and adjacent jurisdictions. This hearing was advertised in the Press Enterprise on September 30, 2004.

Attachments:

1) Site Map
2) Plot Plan
3) JPA Zoning map
4) Planning Commission Findings
5) Ordinance #JPA 04-05
6) Resolution # JPA 04-20 with Conditions of Approval

RESOLUTION #JPA 14-18

A RESOLUTION OF THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY ADOPTING AN ADDENDUM TO THE CERTIFIED SUBSEQUENT EIR FOR MARCH BUSINESS CENTER (SCH #2009071069) UNDER CEQA; ADOPTING GENERAL PLAN AMENDMENT GPA #14-01; AND APPROVING PLOT PLAN AMENDMENT PP # 13-02, AMENDMENT #1 AND CONDITIONS OF APPROVAL

WHEREAS, the March Joint Powers Authority ("March JPA"), a joint powers authority created pursuant to Article 1, Chapter 5, Division 7, Title 1 (commencing with section 6500) of the Government Code, is composed of the member entities of the County of Riverside, the City of Riverside, the City of Moreno Valley, and the City of Perris;

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 Retrocission 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;

WHEREAS, pursuant to Government Code Section 6502, the March JPA is vested with the capacity to exercise any and all powers common to the member entities including the power to create a joint area planning agency under Section 65101 of the Government Code;

WHEREAS, pursuant to Article XI, Section 7, of the California Constitution, each member entity possesses the general police power to make and enforce all regulations and ordinances to protect the public health, safety, and welfare, including the power to enact land use, planning, building, construction, and safety regulations;

WHEREAS, pursuant to Title 7, Division 1, Chapter 4, Article 2, Section 65850 of the Government Code of the State of California, March JPA may adopt by ordinance regulations affecting the use of buildings, structures and land, the location, height, bulk, number of stories and size of buildings, the size of lots, yards, courts and other open spaces, the percentage of a lot that may be occupied by a building or structure, the intensity of land use, and requirements for off-street parking and loading and building setback lines;

WHEREAS, Newcastle Partners, Inc. ("Applicant") has applied for a General Plan Amendment ("GPA #14-01") pursuant to Chapter 9.02.040 of the March JPA Development Code; a Specific Plan Amendment ("SP #5, Amendment #2") pursuant to Chapter 9.02.050 of the March JPA Development Code; and Plot Plan Amendment ("PP #13-02, Amendment #1) pursuant to Chapter 9.02.070 of the March JPA Development Code, to add a 1.19 acre parking lot to a previously approved 510,000 square foot Industrial development in the Industrial zoning district within the March Business Center Specific Plan, located at 22000 Opportunity Way. GPA #14-01 and SP #5, Amendment #2 will allow for a re-designation of the Public Facilities parcel to Industrial, which would allow for a shift of development of 1.19-acres from Public

Facilities to Industrial. No increased passenger vehicular traffic or truck traffic counts are anticipated as part of this Project. The trip generation set forth within the former Plot Plan 13-02 shall remain the same. 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). Based on the foregoing, the proposed Project would not result in any new traffic related impacts not considered in the Meridian SP-5 SEIR. Therefore, no further environmental review is required.

WHEREAS, the Commission, acting as the planning agency, considered GPA #14-01, SP #5, AMENDMENT #2 and PP #13-02, Amendment 31 on the 3rd day of December 2014, at which time they heard all testimony offered regarding these applications;

WHEREAS, GPA #14-01 has been presented to the Commission and each member has reviewed and considered the information contained therein, and the Commission finds that GPA #14-01 is consistent with the General Plan, March Business Center Specific Plan, March Business Center Subsequent Environmental Impact Report ("SEIR") and March Business Center Design Guidelines as set forth more fully herein, and the application is consistent with the requirements for general plan amendment approval pursuant to Chapter 9.02.040 of the March JPA Development Code;

WHEREAS, SP #5, Amendment #2 has been presented to the Commission and each member has reviewed and considered the information contained therein, and the Commission finds that SP #5, Amendment #2 is consistent with the General Plan, March Business Center Specific Plan, March Business Center Subsequent Environmental Impact Report ("SEIR") and March Business Center Design Guidelines as set forth more fully herein, and the application is consistent with the requirements for general plan amendment approval pursuant to Chapter 9.02.050 of the March JPA Development Code;

WHEREAS, Plot Plan Amendment application PP #13-02, Amendment #1 has been presented to the Commission and each member has reviewed and considered the information contained therein, and the Commission finds that PP #13-02, Amendment #1 does meet the required findings for a plot plan, and the application is consistent with the requirements for plot plan approval pursuant to Chapter 9.02.070 of the March JPA Development Code;

WHEREAS, the March JPA staff has determined that the submittals are a "Project" as defined by the California Environmental Quality Act ("CEQA") and has prepared an initial study;

WHEREAS, on the basis of the initial study which indicated that all potential environmental impacts from the Project were considered in the Subsequent EIR for the March Business Center development and that no new information or changed circumstances require the preparation of supplemental or subsequent environmental documentation, staff determined that an Addendum to the certified SEIR should be prepared for the Project;

WHEREAS, General Plan Amendment GPA #14-01, Specific Plan Amendment SP #5, AMENDMENT #2, and Plot Plan Amendment PP #13-02, Amendment #1, have been presented

to the Commission and each member having reviewed and considered the information contained therein has determined that potential environmental consequences associated with the construction and operation of the Plot Plan were examined by the Subsequent EIR certified by the Commission in 2010, (SCH # 2009071069).

WHEREAS, the Commission finds that none of the circumstances specified in Public Resources Code section 21166 or State CEQA Guidelines Section 15162 have occurred and that the preparation of a subsequent or supplemental EIR or negative declaration in conjunction with the approval of the Project is not required by CEQA;

WHEREAS, the Addendum to the certified SEIR was prepared pursuant to CEQA, the State CEQA Guidelines, and the March JPA's local CEQA Guidelines;

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. Compliance with the California Environmental Quality Act. As the decision-making body for the Project, the Commission of the March Joint Powers Authority has reviewed and considered the information contained in the Addendum to the Certified SEIR, Initial Study, including any oral or written comments received for the Project in connection with the previously certified SEIR prior to making any decision on the Project. The Commission of the March Joint Powers Authority finds that the Addendum and Initial Study, attached hereto as Exhibit "A", contain a complete and accurate reporting of the environmental impacts associated with the Project. The Commission further finds that the Addendum, Initial Study and administrative record have been completed in compliance with CEQA, the State CEQA Guidelines, and March JPA's Local CEQA Guidelines.

SECTION 2. Findings on Environmental Impacts. Based on the Addendum, the Initial Study, the administrative record and all written and oral evidence presented to the Commission of the March Joint Powers Authority, the Commission finds that all environmental impacts of the Project have been addressed within the previously Certified Subsequent EIR for March Business Center, the March Business Center Mitigation Monitoring and Reporting Program ("MMRP") and the Initial Study. The March Joint Powers Authority Commission finds that, based on substantial evidence in the record, no new or additional mitigation measures or alternatives are required and that no new significant impacts or substantial increase in existing significant impacts will occur as a result of the Project. The Commission of the March Joint Powers Authority finds that the Addendum contains a complete, objective and accurate reporting of the environmental impacts associated with the Project and reflects the independent judgment and analysis of the Commission of the March Joint Powers Authority.

SECTION 3. Adoption of the Addendum to the Certified Subsequent Environmental Impact Report. The Commission hereby approves and adopts the Addendum prepared for the Project.

SECTION 4. Based on the entire record before the March Joint Powers Commission of the March Joint Powers Authority ("Commission"), all written and oral evidence presented to the Commission, and the findings made in this Resolution, the Commission hereby amends the Land Use Element of the General Plan – Land Use Map, illustrated on attached Exhibit "B", by designating the area described in the attached Exhibit "C", and illustrated on attached Exhibit "D", attached hereto and incorporated herein by this reference, as "Specific Plan-5, Amendment 2" (SP-5, Amendment #2).

SECTION 5. Adoption of General Plan Amendment GPA #14-01. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds the Amendment promotes the goals and objectives of the March JPA General Plan and establishes the General Plan as a compatible, integrated, and internally consistent statement of policies for the following reasons:

A. The Amendment is integrated and compatible with the Land Use Element in that an amendment to establish the SP-5, Amendment #2 land use designation will accommodate implementation of an Industrial use that will provide consistency between land uses within and adjacent to the Specific Plan Area and promote 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:

1. Supports the uses, amenities, and pattern of development that will be provided to create an integrated business park campus.

2. Provides for the convenient and safe movement of private and transit vehicles, pedestrians, and bicycles within the campus.

3. Supports 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.

4. 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.

5. Supports detailed development regulations for the community.

6. Supports implementation programs for the development of the Specific Plan Area.

Moreover, the Amendment 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. Further, the Amendment, coupled with the adoption of the Specific Plan's development, performance, and design standards, will govern future development of the area designated as "Specific Plan" 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.

B. The Amendment is integrated and compatible with the Transportation Element in that the density and distribution of uses within the Specific Plan Area will generate traffic that is anticipated and accommodated in the Transportation Element, the proposed street improvements, and the design of road and intersection improvements to improve the level of service of the circulation system, as illustrated on the "Circulation Plan".

C. The Amendment is integrated and compatible with the Housing Element in that it does not add building square footage devoted to residential uses. Implementation of the Specific Plan land use designation will not restrict opportunities for development in other areas of the JPA Planning Area that are aimed toward the reestablishment of the numerous jobs lost due to base realignment to balance with the conventional housing rich environment of western Riverside County.

D. The Amendment 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, and establishes standards for scenic corridors, trails and vistas that contribute to the quality of the MJPA Planning Area.

E. The Amendment is integrated and compatible with the Noise Element in that it provides a pattern of land use 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.

F. The Amendment 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 the Amendment 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 General Plan.

G. The Amendment is consistent with the applicable airport land use plan in accordance with Government Code section 65302.3 because the development proposed along with the Amendment 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; the Amendment 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 within the Subject Site with the projected military and commercial aviation uses of the airfield.

SECTION 6. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds that the General Plan Amendment is in the public interest because it will provide for the development of the Specific Plan Area as an integrated business park development that will provide employment opportunities for residents of the region.

SECTION 7. Approval of Plot Plan Application PP #13-02, Amendment #1 with Conditions of Approval. Based on the entire record before the Commission and all written and oral evidence presented, including the staff report, the Commission hereby approves PP #13-02, Amendment #1 as depicted in the attached Exhibit "C", with Conditions of Approval as outlined in the attached Exhibit "E". Therefore, the Commission makes the following findings in accordance with Chapter 9.02.070 of the March JPA Development Code as follows:

1. That the proposed project is 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; 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; and

4. The location, design and operation of the proposed project will be compatible with existing and planned land uses in the vicinity.

SECTION 8. Notice of Determination. The Commission directs March JPA staff to file a Notice of Determination with the Riverside County Clerk.

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, 23555 Meyer Drive, Riverside, CA 92518.

SECTION 10. The Chair of the March Joint Powers Commission shall sign this Resolution and the Clerk of the Commission shall certify the adoption thereof. Pursuant to Government Code Section 65357, the Clerk of the Commission shall send a copy of the adopted General Plan Amendment to all public entities specified in Government Code Section 65352 and any other public entity that submitted comments on the General Plan Amendment during its preparation. A copy of the adopted General Plan Amendment shall be made available for public review at the offices of the March JPA within one (1) working day following the date of adoption.

PASSED, APPROVED, and ADOPTED this 3rd day of December, 2014.

Marion Ashley
Chairman, March Joint Powers Commission

ATTEST:

I, Carey L. Allen, Clerk of the March Joint Powers Authority Commission, California, do hereby certify that the foregoing Resolution #JPA 14-18 was duly adopted by the Commission of the March Joint Powers Authority at the public hearing held on this 3rd day of December, 2014, by the following vote of the Commission.

AYES:	Yarbrough, Baca, Jeffries, Gardner, Busch, Molina, Melendrez, Ashley
NOES:	None
ABSENT:	None
ABSTAIN:	None

Date: December 3, 2014

Carey L. Allen, CMC, Clerk
March Joint Powers Authority Commission

EXHIBIT "A"
Addendum to the Subsequent EIR
Initial Study

[Attached on following pages]

ADDENDUM TO THE MARCH BUSINESS CENTER SPECIFIC PLAN EIR

Final Program Environmental Impact Report (SCH No. 2009071069)

1 Introduction

This document is an Addendum to the Subsequent Environmental Impact Report (EIR) prepared by March Joint Powers Authority (March JPA) (SCH #2009071069) for the March Business Center Specific Plan (SP-5). The Subsequent EIR evaluated the potential environmental effects of implementing SP-5, which modified land uses in response to changes in market conditions since the certification of the 2003 Focused EIR, and to accommodate the Sysco Distribution Facility on Lot 16 within the Specific Plan area. The Subsequent EIR was certified in July of 2010 by the March JPA Commission, which acted as the Lead Agency pursuant to the California Environmental Quality Act (CEQA) (*CEQA Guidelines* Title 14, California Code of Regulations, Section 15300 et. seq).

The proposed Project for the Parking Lot addition to a previously approved 510,000 square foot warehouse facility ("Project") will accomplish the following:

1. Amend General Plan No. 11-01 (GP11-01) to change the existing site designation on 1.19 acres from "Public Facilities" to "Industrial";

2. Establish a new Specific Plan designation on the new 1.19 acre parking lot. In accordance with the naming conventions set forth in March JPA Development Code Section 9.13.040, the new Specific Plan designation is labeled "Industrial"; and

3. Adopt Plot Plan 13-02, Amendment 1, for the development of a 1.19 acre parking lot for a 510,000 square foot industrial facility directly north of the site.

The following discussion further outlines the elements associated with proposed Project.

2 Plot Plan Amendment Proposal

The proposed Project ("Project") is located on Meridian Unit 4, Lot F, east of Opportunity Way and Meridian Parkway within the Meridian Specific Plan. The proposed Project Site is currently designated Public Facility in the General Plan and is zoned Public Facility in the Meridian Specific Plan. The Project Site is bounded by Sysco and Opportunity Way to the west, Meridian Unit 4 Lots 1 and 2 (Approved Project PP13-02) to the north, a rail line and the I-215 to the east, and Meridian Unit 4 Lot 3 to the south.

The Project site is currently undeveloped. The proposed Project would provide 106 parking spaces on 1.19 acres that would serve the adjacent to-be constructed Unit 4 Lots 1 and 2; 510,000 sq. ft. speculative building (Approved Project PP13-02). Plot Plan 13-02 was required to provide 224 parking stalls. That project provided 224 parking stalls including some truck trailer parking under its existing entitlements. The proposed Project would provide an additional 106 parking stalls. The additional parking is to provide future prospective tenants with employee parking spaces that can help accommodate transitions between employee shifts. No increased passenger vehicular traffic or truck traffic counts are anticipated as part of this Plot Plan Amendment. The trip generation set forth within the former Plot Plan 13-02 shall remain the same. 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). Based on the foregoing, the proposed Project would not result in any new traffic related impacts not considered in the Meridian SP-5 SEIR. The parking spaces would be 9 feet by 18 feet (standard parking space dimension). Truck loading and trailer parking stalls would not be provided with this Project.

Figure 1. Site Vicinity Map

Figure 2. Project Site Plan

There is an existing Western Municipal Water District (WMWD) sewer easement on the lot. In a letter dated April 14, 2014, WMWD grants permission to the applicant to construct a concrete or asphalt parking lot on and over the easement area.

Access to the Project Site is provided by one driveway to/from Opportunity Way. This driveway is shared access between the adjacent 510,000 speculative building, Unit 4 Lot 3 parcel to the south and the proposed parking lot. This driveway would provide employee, visitor and truck access to the 510,000 speculative building.

The Project Site is currently designated Public Facility in the General Plan. The Project Site's existing zoning designation is also Public Facility. The Public Facility designation allows for public, quasi-public and private uses, including a sewer system pump station and a fire station. The Project, however, proposes a parking lot and therefore, would not be consistent with the existing General Plan designation or the current zoning designation.

The Project proposes a General Plan Amendment to change the land use designation from Public Facility to Industrial and a rezone from Public Facility to Industrial to allow for the construction of a parking lot to serve the adjacent facility. Following the rezone, the proposed Project would conform to all of the development standards outlined in the Meridian Specific Plan and the March Business Center Design Guidelines for the Industrial zone. The proposed Project provides 17,977 sq. ft. of landscaping compared to the minimum requirement of 10% (which equates to 5,184 sq. ft. for this Project) listed on Table III-2 of the Specific Plan. The adjacent 510,000 sq. ft. speculative building provided approximately 11.6 percent of landscaping. Landscaped areas would be maintained by the individual parcel tenant and in accordance with the standards for common area maintenance. Moreover, irrigation systems are designed to maintain the proposed vegetation and comply with the MJPA Development Code and Meridian Design Guidelines. The following Table 1 illustrates the overall development of Unit 4, Lots 1 and 2, which would include 25.74 acres associated with the previously approved PP 13-02 development, as well as the proposed 1.19 acre employee parking area. Development specifics of the proposed Project are outlined in **Table 1**.

TABLE 1
PREVIOUSLY APPROVED + PROPOSED CHARACTERISTICS

Site Information	
Area of Site	28.12 acres
Surface Parking	330 spaces
Total Building Area	510,000 square feet
Project Area	1,224,907 square feet

As outlined in *CEQA Guidelines* Section 15164 and 15163, an Addendum to an EIR may be prepared for a project that has already been approved and when no additional significant environmental effects or a substantial increase in the severity of previously identified significant effects would occur. It has been determined that an Addendum is the appropriate level of documentation for approval of the proposed Project under CEQA.

3 Purpose of the Addendum

Under CEQA, the Lead Agency is required to prepare an Addendum to a previously-certified EIR if some changes or additions are necessary to a prior certified EIR, but none of the conditions calling for preparation of a Subsequent EIR have occurred (*CEQA Guidelines* Section 15164). Once an EIR has been certified, a subsequent or Subsequent EIR is only required when the Lead Agency determines that one of the following conditions has been met:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time of the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

A. The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration;

B. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

C. Mitigation measures or alternative previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

D. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

CEQA recommends that a brief explanation of the decision to prepare an Addendum rather than a subsequent or Subsequent EIR be included in the record for a proposed project (*CEQA*

Guidelines Section 15164(e)). This Addendum has been prepared because the General Plan Amendment (GPA 14-01), Specific Plan (SP-5, A2) and Plot Plan (PP13-02, A1), herein referred to as the "proposed Project", are consistent with the overall project evaluated in the Subsequent EIR (SCH #2009071069). The proposed Project does not require major revisions to the Subsequent EIR 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 following analysis, have been analyzed and mitigated accordingly in the previous EIR prepared for the March Business Center Specific Plan certified in July 2010, 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 Final EIR and are applicable to the proposed Project are identified within this analysis.

Per *CEQA Guidelines* Section 15163(c), an Addendum need not be circulated for public review, but can be included in or attached to the Final EIR. Prior to approval of the proposed Project, March JPA will consider this Addendum together with the Final EIR when making a decision regarding the proposed Project.

4 Overview of Environmental Analysis

As mentioned in Section 1 of this Addendum, the Project will accomplish the following actions:

1. Amend General Plan No. 14-01 (GP14-01) to change the existing site designation on 1.19 acres from Public Facilities to Industrial;

2. Establish a new Specific Plan on a 1.19 acre parking lot addition to a previously approved 510,000 square foot Industrial facility. In accordance with the naming conventions set forth in March JPA Development Code Section 9.13.040, the new Specific Plan is labeled "SP-5, A-2"; and

3. Adopt Plot Plan 13-02, A1 for the addition of a 1.19 acre parking lot to a previously approved 510,000 square foot Industrial facility, within the western Riverside County region.

The March Business Center Subsequent EIR evaluated and analyzed the potential environmental impacts associated with the implementation of SP portion known as the North Campus. This Addendum has been prepared to identify certain minor changes and additional information that March JPA would like to add to the Final EIR in connection with the proposed Project activities necessary to entitle the 510,000 square foot facility and additional parking. As further described below, the proposed Project does not involve new significant environmental effects or substantially increase the severity of a previously identified significant effect in the Final EIR.

The resource areas that were evaluated in the Subsequent EIR are presented below and evaluated in this Addendum.

- Aesthetics
- Agricultural Resources
- Greenhouse Gas Emissions
- Mineral Resources
- Population/Housing
- Recreation
- Land Use and Planning
- Geology and Soils
- Hazards & Hazardous Materials
- Hydrology/Water Quality
- Water Supply
- Cultural Resources
- Biological Resources
- Traffic and Circulation
- Air Quality
- Noise
- Public Services and Utilities

This document compares the environmental effects of implementing the proposed Project to determine the extent to which the evaluations of the Subsequent EIR adequately address the impacts of the proposed Project. This Addendum incorporates mitigation measures from the Subsequent EIR, where applicable. In summary, the proposed Project would not result in any new significant environmental impacts or substantially increase the severity of significant unavoidable impacts evaluated in the Subsequent EIR. The Environmental Checklist presented in this document summarizes the differences between the Addendum and the Subsequent EIR, and Section 6 of this Addendum provides the supporting analysis. The anticipated environmental impacts of the proposed Project are consistent with the analysis contained in the Subsequent EIR. In addition the proposed Project would not result in any additional impacts, would not require additional mitigation measures, and would incorporate and implement the mitigation measures required in the Subsequent EIR to reduce impacts to less than significant levels.

SUPPLEMENTAL ENVIRONMENTAL CHECKLIST FORM

FOR USE WHEN THE AUTHORITY IS REVIEWING SUBSEQUENT DISCRETIONARY DOCUMENTS PURSUANT TO A PREVIOUSLY APPROVED OR CERTIFIED ENVIRONMENTAL DOCUMENT

1. Project Title: Meridian Unit 4 Lot F

2. Lead Agency Name and Address:

March Joint Powers Authority
23555 Meyer Drive
Riverside, CA 92518

3. Contact Person and Phone Number: Grace Williams, Senior Planner 951-656-7000

4. Project Location: 22000 Opportunity Way, Riverside CA 92518

5. Project Sponsor's Name and Address:

Newcastle Partners, Inc.
470 Green River, Suite 118
Corona, CA 92880

6. General Plan Designation: Public Facility 7. Zoning: Public Facility

8. Previous Environmental Document: Please describe the previously adopted ND or MND or the previously certified EIR (include the date the document was adopted or certified, the date the project was approved by the Authority, the date the NOD was filed with the County of Riverside, and a summary of potentially significant effects identified in the CEQA document).

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 were no longer needed to support the ARB. The cities of Moreno Valley, Perris, Riverside, and the County of Riverside formed the March Joint Powers Authority (JPA) to oversee the dispensation and management of the surplus land. A General Plan and Master EIR were prepared for the JPA planning area which includes the March ARB. These documents were adopted/certified in 1999. The March Business Center Specific Plan and Final Environmental Impact Report (FEIR) (SCH #2002071089) which guides land use decisions within a 1,290 acre portion of the planning area were adopted/certified in February 2003. Following certification of the 2003 Focused EIR and approval of land use entitlements, development commenced on the 696.2-acre (612 acres developable) North Campus, which is located between Alessandro Boulevard to the north and Van Buren Boulevard to the south. Numerous parcels have been developed and occupied since 2003; others are in various stages of development. No development has occurred on the 628-acre of developable area within the South Campus.

Since adoption of the March Business Center Specific Plan in 2003, the Specific Plan area has become known and marketed as "Meridian". In 2010, the Meridian Specific Plan Amendment (SP-5) (amended the March Business Center Specific Plan) Subsequent EIR (SEIR) (SCH#2009071069) was prepared and certified to modify land uses in response to changes in market conditions since certification of the 2003 Focused EIR, and to accommodate the Sysco Distribution Facility on Lot 16 within the Specific Plan area. The Meridian SP-5 focused on the undeveloped lots in the North Campus. No amendments were proposed for the South Campus. The proposed Project is located in Unit 4 Lot F in the Meridian SP-5.

The following is a summary of the environmental impacts and level of significance for each resource area analyzed in the Meridian SP-5 SEIR:

- Air Quality – Significant and Unavoidable
- Biological Resources – Less than Significant
- Climate Change and Greenhouse Gases – Significant and Unavoidable
- Cultural Resources – Less than Significant
- Geology and Soils – Less than Significant
- Hazards and Hazardous Materials– Less than Significant
- Hydrology/Water Quality– Less than Significant

- Land Use and Planning – Less than Significant
- Noise – Less than Significant
- Public Services – Less than Significant
- Transportation/Traffic – Significant and Unavoidable
- Utilities and Service Systems – Less than Significant

In addition, to the Meridian SP-5, there are other planning and environmental documents that guide redevelopment within the Meridian Specific Plan and applicable to the proposed Project. These documents are summarized as follows:

- Final Environmental Impact Statement: Disposal of Portions of March Air Force Base (February 1996)
- Final Environmental Impact Report for the March Air Force Base Redevelopment Project (June 1996)
- Redevelopment Plan for the March Air Force Base Redevelopment Project (June 1996)
- March Joint Powers Authority Development Code (November 2012)
- General Plan of the March Joint Powers Authority (September 1999)
- Master Environmental Impact Report for the General Plan of the March Joint Powers Authority (September 1999)
- March Business Center Specific Plan (February 2003)
- March JPA General Plan Amendment (February 2003)
- March Business Center Focused Environmental Impact Report (February 2003)
- March Business Center Design Guidelines (November 2003)

In November 2013, Plot Plan 13-02 for the 510,000 sq. ft. speculative industrial building on Meridian Unit 4 Lots 1 and 2 was approved by the Meridian Design Implementation Committee. The March JPA determined that Plot Plan 13-02 was consistent with the Meridian SP-5, the Meridian Subsequent EIR (SCH#2009071069), the applicable portions of the March JPA Development Code, and the General Plan. The Committee determined that Plot Plan 13-02 is exempt from CEQA. Plot Plan 13-02 is north of the proposed Project.

9. Description of Project: (Describe the previously approved project and the authorized entitlements/ discretionary actions. Describe whether the subsequent discretionary action now proposed was considered in the previously approved CEQA document and describe any differences between the proposed action and the approved project.)

The proposed Project ("Project") is located on Meridian Unit 4, Lot F, east of Opportunity Way and Meridian Parkway within the Meridian Specific Plan. The proposed Project Site is currently designated Public Facility in the General Plan and is zoned Public Facility in the Meridian Specific Plan. The Project Site is bounded by Sysco and Opportunity Way to the west, Meridian Unit 4 Lots 1 and 2 (Approved Project PP13-02) to the north, a rail line and the I-215 to the east, and Meridian Unit 4 Lot 3 to the south.

The Project site is currently undeveloped. The proposed Project would provide 106 parking spaces on 1.19 acres that would serve the adjacent to-be constructed Unit 4 Lots 1 and 2; 510,000 sq. ft. speculative building (Approved Project PP13-02). Plot Plan 13-02 was required to provide 224 parking stalls. That project provided 224 parking stalls including some truck trailer parking under its existing entitlements. The proposed Project would provide an additional 106 parking stalls. The additional parking is needed since prospective tenants desire more parking spaces to assist with the transition between employee shifts. It would provide additional parking for the incoming shift prior to the outgoing shift completely departing the facility. The Project site also provides additional employee and visitor parking in close proximity to the office of the 510,000 sq. ft. speculative industrial building. No increased passenger vehicular traffic or truck traffic counts are anticipated as part of this Plot Plan Amendment. The trip generation set forth within the former Plot Plan 13-02 shall remain the same. 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). Based on the foregoing, the proposed Project would not result in any new traffic related impacts not considered in the Meridian SP-5 SEIR. Therefore, no further environmental review is required. The parking spaces would be 9 feet by 18 feet (standard parking space dimension). Truck loading and trailer parking stalls would not be provided with this Project. There is an existing Western Municipal Water District (WMWD) sewer easement on the lot. In a letter dated April 14, 2014, WMWD grants permission to the applicant to construct a concrete or asphalt parking lot on and over the easement area.

Access to the Project Site is provided by one driveway to/from Opportunity Way. This driveway is shared access between the adjacent 510,000 speculative building, Unit 4 Lot 3 parcel to the south and the proposed parking lot. This driveway would provide employee, visitor and truck access to the 510,000 speculative building.

The Project Site is currently designated Public Facility in the General Plan. The Project Site's existing zoning designation is also Public Facility. The Public Facility designation allows for public, quasi-public and private uses, including a sewer system pump station and a fire station. The Project, however, proposes a parking lot and therefore, would not be consistent with the existing General Plan designation or the current zoning designation.

The Project proposes a General Plan Amendment to change the land use designation from Public Facility to Industrial and a rezone from Public Facility to Industrial to allow for the construction of a parking lot to serve the adjacent facility. Following the rezone, the proposed Project would conform to all of the development standards outlined in the Meridian Specific Plan and the March Business Center Design Guidelines for the Industrial zone. The proposed Project provides 17,977 sq. ft. of landscaping compared to the minimum requirement of 10% (which equates to 5,184 sq. ft. for this Project) listed on Table III-2 of the Specific Plan. The adjacent 510,000 sq. ft. speculative building provided approximately 11.6 percent of landscaping. Landscaped areas would be maintained by the individual parcel tenant and in accordance with the standards for common area maintenance. Moreover, irrigation systems are designed to maintain the proposed vegetation and comply with the MJPA Development Code and Meridian Design Guidelines.

10. Surrounding Land Uses and Setting: (Briefly describe the project's surroundings.)

The Project site is bordered by vacant land to the east and the Burlington Northern Santa Fe (BNSF) railway and Interstate 215 beyond. There is vacant land to the north (to be constructed 510,000 speculative building) and south (Unit 4 Lot 3) and Sysco distribution facility to the west, which are also included within the Meridian Specific Plan boundary. Opportunity Way forms the western boundary of the Project site.

11. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

Approval in accordance with the Construction General Permit (2009-0009-DWQ as amended by Order No. 2010 0014 DWQ (NPDES No. CAS000002) on September 2, 2009, which went into effect on July 1, 2010 will be necessary prior to construction of the project.

NEW SIGNIFICANT ENVIRONMENTAL EFFECTS OR SUBSTANTIALLY MORE SEVERE SIGNIFICANT ENVIRONMENTAL EFFECTS COMPARED TO THOSE IDENTIFIED IN THE PREVIOUS CEQA DOCUMENT. The subject areas checked below were determined to be new significant environmental effects or to be previously identified effects that have a substantial increase in severity either due to a change in project, change in circumstances or new information of substantial importance, as indicated by the checklist and discussion on the following pages.

☐ Aesthetics	☐ Agriculture Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology / Soils
☐ Hazards & Hazardous Materials	☐ Hydrology / Water Quality	☐ Land Use / Planning
☐ Mineral Resources	☐ Noise	☐ Population / Housing
☐ Public Services	☐ Recreation	☐ Transportation / Traffic
☐ Utilities / Service Systems	☐ Mandatory Findings of Significance	☐ Greenhouse Gases

DETERMINATION (To be completed by the Lead Agency):

On the basis of this initial evaluation:

☐ No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous approved ND or MND or certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND or MND or previously certified EIR is adequately discusses the potential impacts of the project without modification.

☒ No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous approved ND or MND or certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND, MND or previously certified EIR adequately discusses the potential impacts of the project; however, minor changes require the preparation of an ADDENDUM.

☐ Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous ND, MND or EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However all new potentially significant environmental effects or substantial increases in the severity of previously identified significant effects are clearly reduced to below a level of significance through the incorporation of mitigation measures agreed to by the project applicant. Therefore, a SUBSEQUENT MND is required.

☐ Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However, only minor changes or additions or changes would be necessary to make the previous EIR adequate for the project in the changed situation. Therefore, a SUPPLEMENTAL EIR is required.

☐ Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, a SUBSEQUENT EIR is required.

Signature _____ Date 11/26/14

Grace I. Williams

Printed Name _____ For _____

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A finding of "No New Impact/No Impact" means that the potential impact was fully analyzed and/or mitigated in the prior CEQA document and no new or different impacts will result from the proposed activity. A brief explanation is required for all answers except "No New Impact/No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No New Impact/No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No New Impact/No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) A finding of "New Mitigation is Required" means that the project have a new potentially significant impact on the environment or a substantially more severe impact than analyzed in the previously approved or certified CEQA document and that new mitigation is required to address the impact.

3) A finding of "New Potentially Significant Impact" means that the project may have a new potentially significant impact on the environment or a substantially more severe impact than analyzed in the previously approved or certified CEQA document that cannot be mitigated to below a level of significance or be avoided.

4) A finding of "Reduced Impact" means that a previously infeasible mitigation measure is now available, or a previously infeasible alternative is now available that will reduce a significant impact identified in the previously prepared environmental document.

5) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

6) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analyses Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis. Describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the proposed action.

   c) Infeasible Mitigation Measures. Since the previous EIR was certified or previous ND or MND was adopted, discuss any mitigation measures or alternatives previously found not to be feasible that would in fact be feasible or that are considerably different from those previously analyzed and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives.

   d) Changes in Circumstances. Since the previous EIR was certified or previous ND or MND was adopted, discuss any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause a change in conclusion regarding one or more effects discussed in the original document.

7) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

8) Supporting Information Sources. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

9) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

10) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question;

   b) differences between the proposed activity and the previously approved project described in the approved ND or MND or certified EIR; and

   c) the previously approved mitigation measure identified, if any, to reduce the impact to less than significance.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact

I. AESTHETICS. Would the project:

a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Findings: The Meridian Specific Plan Amendment (SPA) Subsequent Environmental Impact Report (SEIR) was certified in July 2010. When a lead agency has already prepared an EIR, CEQA mandates that "no subsequent or supplemental environmental impact report shall be required by the lead agency or any responsible agency, unless one or more of the following events occurs: (a) substantial changes are proposed in the project which will require major revisions of the environmental impact report; (b) substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; (c) new information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available." (Cal. Pub. Res. Code, § 21166). CEQA Guidelines section 15162 clarifies that a subsequent EIR or supplemental EIR is only required when "substantial changes" occur to a project or the circumstances surrounding a project, or "new information" about a project implicates "new significant environmental effects" or a "substantial increase in the severity of previously significant effects." (State CEQA Guidelines, §15162.) The Project would provide a parking lot on a 1.19-acre site on a lot zoned Public Facility. Although the Project would require a rezone to Industrial, the proposed use would be a minor land use modification and would not generate any significant impacts not previously analyzed in the Meridian SP-5 SEIR. The Project is not seeking a variance from applicable regulations for the Industrial zone. CEQA Guidelines Appendix G Checklist is used in this Initial Study to demonstrate that the previously certified EIR adequately addresses the potential impacts of the Project; however, minor changes require the preparation of an addendum.

a, b,& c) The Site is located on a graded area (rough graded per the March Business Center Tentative Map for portions of the Meridian north campus). As a result there are no trees or rock outcroppings located on the Site. The nearest eligible state scenic highway is a portion of I-215 located approximately four miles to the south of the proposed Project area. The City of Riverside identifies Alessandro Boulevard and Van Buren Boulevard as scenic boulevards. Van Buren Boulevard is also recognized by the County of Riverside and March JPA as a scenic boulevard. The lot is not adjacent to either Alessandro Boulevard or Van Buren Boulevard. The Project is subject to the landscaping and other applicable requirements outlined in the Meridian Design Guidelines. Adherence to these requirements would reduce aesthetic impacts to a less than significant level. There are no new impacts as a result of the proposed Project, and therefore no further environmental review is required.

d) In accordance with the requirements of the existing Meridian Design Guidelines, all project lighting is required to be low or high pressure sodium lighting with full cut-off fixtures directing light into the Project site. No light would be emitted above the height of light fixture "the horizontal" and all lighting would be mounted at a maximum of 24 feet above final grade. There would be no significant impact to day or nighttime views as a result of the Project's compliance with the requirements of the approved Design Guidelines. The Project would comply with the requirements of the Specific Plan with respect to new sources of light and glare and therefore no new impact not previously addressed in

the Meridian SP-5 SEIR would result. No further environmental review is required.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 23555 Meyer Drive, Riverside, CA 92518, (951) 656-7000. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation is required.

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
II.	AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board. Would the project:				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☒	☐
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☒	☐

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
e)	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?	☐	☐	☒	☐

Findings: The Meridian SP-5 SEIR was certified in July 2010. When a lead agency has already prepared an EIR, CEQA mandates that "no subsequent or supplemental environmental impact report shall be required by the lead agency or any responsible agency, unless one or more of the following events occurs: (a) substantial changes are proposed in the project which will require major revisions of the environmental impact report; (b) substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; (c) new information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available." (Cal. Pub. Res. Code, § 21166). CEQA Guidelines section 15162 clarifies that a subsequent EIR or supplemental EIR is only required when "substantial changes" occur to a project or the circumstances surrounding a project, or "new information" about a project implicates "new significant environmental effects" or a "substantial increase in the severity of previously significant effects." (State CEQA Guidelines, §15162.) The Project would provide a parking lot on a 1.19-acre site on a lot zoned Public Facility. Although the Project would require a rezone to Industrial, the proposed use would be a minor land use modification and would not generate any significant impacts not previously analyzed in the Meridian SP-5 SEIR. The Project is not seeking a variance from applicable regulations for the Industrial zone. CEQA Guidelines Appendix G Checklist is used in this Initial Study to demonstrate that the previously certified EIR adequately addresses the potential impacts of the Project; however, minor changes require the preparation of an addendum.

a) The Project site is not designated by the California Natural Resources Agency as farmland of any type and is not the subject of a Williamson Act contract. Therefore, no impact would occur in this regard as a result of the proposed Project.

b) The Project area does not contain agricultural resources or land under Williamson Act contract. Therefore, no impact would occur in this regard as a result of the proposed Project.

c, d, & e) The Project site does not contain forest land; therefore no impact would occur in regards to changing forest-land to a non-forest use.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference. However, there are no identified impacts, and thus no corresponding mitigation measures for agricultural and forest resources. The analysis herein did not identify any additional impacts associated with the proposed Project; accordingly, no new mitigation is required.

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
III.	AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e)	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Findings: The Meridian SP-5 SEIR was certified in July 2010. When a lead agency has already prepared an EIR, CEQA mandates that "no subsequent or supplemental environmental impact report shall be required by the lead agency or any responsible agency, unless one or more of the following events occurs: (a) substantial changes are proposed in the project which will require major revisions of the environmental impact report; (b) substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; (c) new information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available." (Cal. Pub. Res. Code, § 21166). CEQA Guidelines section 15162 clarifies that a subsequent EIR or supplemental EIR is only required when "substantial changes" occur to a project or the circumstances surrounding a project, or "new information" about a project implicates "new significant environmental effects" or a "substantial increase in the severity of previously significant effects." (State CEQA Guidelines, §15162.) The Project would provide a parking lot on a 1.19-acre site on a lot zoned Public Facility. Although the Project would require a rezone to Industrial, the proposed use would be a minor land use modification and would not generate any significant impacts not previously analyzed in the Meridian SP-5 SEIR. The Project is not seeking a variance from applicable regulations for the Industrial zone. CEQA Guidelines Appendix G Checklist is used in this Initial Study to demonstrate that the previously certified EIR adequately addresses the potential impacts of the Project; however, minor changes require the preparation of an addendum.

a & b) The Project is located within the South Coast Air Basin (SCAB), which is designated under National Ambient Air Quality Standards (NAAQS) as a severe non-attainment area for ozone, a serious non-attainment (maintenance) area for carbon monoxide, and a serious non-attainment area for particulate matter less than or equal to 10 microns (PM10). The SCAB is in attainment for nitrogen oxides (NOx) and sulfur oxides (SOx).

The air quality analysis in the Meridian SP-5 SEIR analyzed potential impacts of stationary and mobile emission sources for designated land uses within the Specific Plan. The analysis addressed specific onsite stationary emissions associated with Lot 16 (constructed in 2010), freight rail service for Unit 1 lots 5 and 6; and additional equipment for the remainder of the future lots (including the proposed Project), such as truck refrigerated units, emergency generators, forklifts, yard goats, boilers, fuel station and a fuel storage facility.

Emissions from the aforementioned devices, uses and activities collectively formed an "emissions budget" for planned and assumed development within the Specific Plan. The Specific Plan's passenger car and truck traffic generation provide a second budget, with respect to mobile source emissions. The Project proposes a parking lot, which alone would not generate vehicular trips and require any special equipment. The number of employees anticipated to be working in the speculative warehouse is within the number previously analyzed in the SEIR. Therefore, the proposed Project would not result in any new air quality impacts not considered in the Meridian SP-5 SEIR.

Emissions from the construction phase of the Specific Plan assumed an initial phase involving mass grading of the entire Specific Plan and initial development activities including construction of internal roadways and fine grading, trenching, and paving. Subsequent construction activities would involve site-specific development (i.e., fine grading, trenching, and paving), building construction, architectural coatings application, and parking lot paving. The proposed Project was graded under the initial phase of construction. The second phase of construction for the Project would involve fine grading and paving. Under the Meridian SP-5, it was assumed that the Site would be a pump station for WMWD. Construction activities associated with installation of a pump station involve excavation of a vault and underground piping. The proposed Project does not involve excavation work or any underground utility work, so it is anticipated that the construction equipment and associated emissions would be less than those analyzed for Unit 4 Lot F under the Public Facility use in the Meridian SP-5 SEIR. Therefore, the proposed Project would not result in any new air quality impacts associated with construction not already considered in the previously certified Meridian SP-5 SEIR. No further environmental review is required.

The Meridian SP-5 SEIR identified significant unmitigated air quality impacts associated with the implementation of Specific Plan, and findings of over-riding considerations were adopted by the March JPA. Given the discussion above, the proposed Project would not result in any additional air quality impacts not previously considered under the Meridian SP-5 SEIR. No further environmental review is required.

c) Cumulative impacts on non-attainment criteria pollutants were addressed in the findings of over-riding considerations adopted by the March JPA. The Project would not cause additional significant environmental effects beyond those analyzed in the Meridian SP-5 SEIR, therefore no further environmental review is required.

d) The Project is located within a vacant, graded portion of the Specific Plan, adjacent to other lots developed as an industrial use (Sysco distribution facility to the west) or vacant lots that will be developed as industrial (510,000 sq. ft. speculative building) under the Meridian SP-5. These industrial uses are also included within the Meridian Specific Plan boundary. The nearest sensitive receptor, Orangecrest residential development, is located approximately 0.50 miles from the Project site. The Meridian SP-5 SEIR determined that the Specific Plan would not exceed a level of significance for potential cancer and other risks associated with car and diesel truck emissions. However, according to the Meridian SP-5 SEIR, the background excess cancer risk levels are above the significant risk thresholds. The findings of over-riding considerations adopted by the March JPA address this significant and unmitigatable impact.

The proposed Project would not increase the severity of the previously identified impact, or result in a new impact not previously identified, therefore no further environmental review is required.

e) The proposed Project is a parking lot and does not propose to include any odor inducing uses on the site. The proposed Project would not be a source of objectionable odors, no impact would occur.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 23555 Meyer Drive, Riverside, CA 92518, (951) 656-7000. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation is required.

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
IV.	BIOLOGICAL RESOURCES. Would the project:				
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b)	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?	☐	☐	☒	☐
c)	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?	☐	☐	☒	☐
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

Findings: The Meridian SP-5 SEIR was certified in July 2010. When a lead agency has already prepared an EIR, CEQA mandates that "no subsequent or supplemental environmental impact report shall be required by the lead agency or any responsible agency, unless one or more of the following events occurs: (a) substantial changes are proposed in the project which will require major revisions of the environmental impact report; (b) substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; (c) new information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available." (Cal. Pub. Res. Code, § 21166). CEQA Guidelines section 15162 clarifies that a subsequent EIR or supplemental EIR is only required when "substantial changes" occur to a project or the circumstances surrounding a project, or "new information" about a project implicates "new significant environmental effects" or a "substantial increase in the severity of previously significant effects." (State CEQA Guidelines, §15162.) The Project would provide a parking lot on a 1.19-acre site on a lot zoned Public Facility. Although the Project would require a rezone to Industrial, the proposed use would be a minor land use modification and would not generate any significant impacts not previously analyzed in the Meridian SP-5 SEIR. The Project is not seeking a variance from applicable regulations for the Industrial zone. CEQA Guidelines Appendix G Checklist is used in this Initial Study to demonstrate that the previously certified EIR adequately addresses the potential impacts of the Project; however, minor changes require the preparation of an addendum.

a & b) 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 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 Meridian 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 will be affected. In 2009, the USFWS prepared a BO FWS-WRIV-09B-221-09F1185, which addressed the increased population of LBV in the Specific Plan area. The riparian forest located in the southwestern portion of the Specific Plan is occupied by LBV. The Meridian SP-5 impacted or will ultimately impact 3.0 acres of LBV habitat. The proposed mitigation to offset impacts to LBV from the Meridian 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 Meridian SP-5 SEIR has incorporated numerous conservation measures to avoid and/or minimize potential impacts to LBV and its habitat. Vegetation clearing outside of the LBV nesting season will avoid disturbance to nesting adult LBVs and the destruction of active nests including eggs and nestlings. Taking into consideration all of the conservation measures and proposed mitigation, the USFWS concluded in the Biological Opinion that the Meridian Specific Plan is not likely to jeopardize the continued existence of the LBV.

Habitat for the Western burrowing owl was identified within the Meridian Specific Plan. This species is listed by the State as a Species of Special Concern. The Meridian SP-5 SEIR outlines measures to minimize impacts to burrowing owls including pre-construction surveys and passive relocation measures.

The proposed Project is located on a graded area (rough graded per the March Business Center Tentative Map for portions of the Meridian north campus). There is no suitable habitat for the SKR, LBV or Mountain Plover on the Site. However, there may be suitable habitat for the burrowing owl. Implementation of Mitigation IV.D.1-1 and Mitigation IV.D.1-2 in the Meridian SP-5 SEIR would result in a less than significant impact to sensitive species and habitats because pre-construction surveys and (if necessary) relocation of Burrowing Owl would occur. There are no new impacts as a result of the proposed Project, and therefore no further environmental review is required.

c) There are no Section 404 jurisdictional "waters of the U.S" identified on the Site; therefore, no riparian, marsh, vernal pools, or coastal environments would be impacted by the development. The proposed Project was rough graded in 2003 under the original Section 404 permit (No. 200201578-RRS) and the

Streambed Alteration Agreement (6-2002-291). Any jurisdictional waters of the U.S/State were removed at that time. Therefore, there are no jurisdictional areas located within the Site. Thus, no impacts would occur as a result of the Project.

d) The Site is graded; therefore, it does not provide wildlife habitat other than a potential for suitable burrowing owl habitat described above. No established native resident or migratory wildlife corridors have been identified on the subject property. Therefore, the proposed Project will not substantially interfere with the movement of any native or resident migratory species or their corridors, or impede the use of native wildlife nursery sites. There are no new impacts as a result of the proposed Project. No further environmental review is required.

e & f) As stated above, the Project is consistent with the 2009 Biological Opinion and the Project site is not part of a Habitat Conservation Plan or Natural Community Conservation Plan. Moreover, the Project is consistent with the March JPA's General Plan and land use policies. There are no new impacts as a result of the proposed Project. No further environmental review is required.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 23555 Meyer Drive, Riverside, CA 92518, (951) 656-7000. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation is required.

Issues:			New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
V.	CULTURAL RESOURCES. Would the project:					
	a)	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	☐	☐	☒	☐
	b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☒	☐
	c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
	d)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Findings: The Meridian SP-5 SEIR was certified in July 2010. When a lead agency has already prepared an EIR, CEQA mandates that "no subsequent or supplemental environmental impact report shall be required by the lead agency or any responsible agency, unless one or more of the following events occurs: (a) substantial changes are proposed in the project which will require major revisions of the environmental impact report; (b) substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; (c) new information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available." (Cal. Pub. Res. Code, § 21166). CEQA Guidelines section 15162 clarifies that a subsequent EIR or supplemental EIR is only required when "substantial changes" occur to a project or the circumstances surrounding a project, or "new information" about a project implicates "new significant environmental effects" or a "substantial increase in the severity of previously significant effects." (State CEQA Guidelines, §15162.) The Project would provide a parking lot on a 1.19-acre site on a lot zoned Public Facility. Although the Project would require a rezone to Industrial, the proposed use would be a minor land use modification and would not generate any significant impacts not previously analyzed in the Meridian SP-5 SEIR. The Project is not seeking a variance from applicable regulations for the Industrial zone. CEQA Guidelines Appendix G Checklist is used in this Initial Study to demonstrate that the previously certified EIR adequately addresses the potential impacts of the Project; however, minor changes require the preparation of an addendum.

a-d) As determined in the Meridian SP-5 SEIR, the Project would not significantly impact paleontological or archaeological resources as none were identified within the Project area. The rough grading of the Site did not expose any archaeological or paleontological resources, and no historical resources are located on the Site. If archaeological or paleontological resources are encountered at the time of final grading, project construction or any other time before project completion, all project work in the area of the resource shall cease until the area has been surveyed by a qualified archaeologist or paleontologist who can evaluate the nature and significance of the finds in conformance with the Cultural Resource Management Plan prepared for the March JPA General Plan, and in compliance with the existing mitigation measures for the Meridian SP-5 SEIR. The Coroner will be notified if human remains are located as required by the Public Resources Code and Health & Safety Code. There are no new impacts as a result of the proposed Project, and therefore no further environmental review is required.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 23555 Meyer Drive, Riverside, CA 92518, (951) 656-7000. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation is required.

Issues:			New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
VI.	GEOLOGY AND SOILS. Would the project:					
	a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:	☐	☐	☒	☐
	i)	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? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
	ii)	Strong seismic ground shaking?	☐	☐	☒	☐
	iii)	Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
	iv)	Landslides?	☐	☐	☒	☐
	b)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
	c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
	d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	☐	☐	☒	☐
	e)	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?	☐	☐	☒	☐

Findings: The Meridian SP-5 SEIR was certified in July 2010. When a lead agency has already prepared an EIR, CEQA mandates that "no subsequent or supplemental environmental impact report shall be required by the lead agency or any responsible agency, unless one or more of the following events occurs: (a) substantial changes are proposed in the project which will require major revisions of the environmental impact report; (b) substantial changes occur with respect to the circumstances under which the project is being undertaken which

will require major revisions in the environmental impact report; (c) new information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available." (Cal. Pub. Res. Code, § 21166). CEQA Guidelines section 15162 clarifies that a subsequent EIR or supplemental EIR is only required when "substantial changes" occur to a project or the circumstances surrounding a project, or "new information" about a project implicates "new significant environmental effects" or a "substantial increase in the severity of previously significant effects." (State CEQA Guidelines, §15162.) The Project would provide a parking lot on a 1.19-acre site on a lot zoned Public Facility. Although the Project would require a rezone to Industrial, the proposed use would be a minor land use modification and would not generate any significant impacts not previously analyzed in the Meridian SP-5 SEIR. The Project is not seeking a variance from applicable regulations for the Industrial zone. CEQA Guidelines Appendix G Checklist is used in this Initial Study to demonstrate that the previously certified EIR adequately addresses the potential impacts of the Project; however, minor changes require the preparation of an addendum.

a–e) The Meridian SP-5 SEIR determined that potential impacts to geology and soil resources had not changed since the 2003 March Business Center Focused EIR (which includes the proposed Project) and that the mitigation measures provided in the 2003 Focused EIR remain appropriate for the Meridian Specific Plan area. As identified by the 2003 Focused EIR, the Meridian Specific Plan, which includes the proposed Project is located on soils comprised of Cieneba-Rockland-Fallbrook association, and is located 13 miles to the north and east of the Elsinore-Whittier fault and 7 miles to the south and west of the San Jacinto fault, with no active faults in the Specific Plan area. This association has a low to medium shrink/swell potential. There are no Alquist Priolo Special Studies Zones within the Specific Plan area, and the potential for liquefaction and seismically induced dynamic settlements of soils within the Specific Plan area is low. In addition, the relatively dense and cohesive nature of the underlying alluvium results in low susceptibility of seismically induced hazards. As discussed in the 2003 Focused EIR, the Specific Plan will be served by a sewer system, so septic systems or alternative waste water disposal systems would not be required. According to the 2003 Focused EIR, there appears to be no threat of landslide or substantial soil erosion. As specified in the approved mitigation measures, the proposed Project shall be constructed in accordance with the Uniform Building Code (UBC), preliminary geotechnical investigation, and the grading requirements contained within the March JPA Development Code. With implementation of the Meridian SP-5 SEIR and 2003 Focused EIR mitigation measures, the proposed Project would not introduce any new impacts not previously analyzed in the Meridian SP-5 SEIR. Thus, no further environmental review is required.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 23555 Meyer Drive, Riverside, CA 92518, (951) 656-7000. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation is required.

Issues:	New Significant Impact, EIR Required	New Potential Significant Impact Unless Mitigation Incorporated	Impact Analyzed in Focused EIR, No New Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	☐	☐	☒	☐

Findings: The Meridian SP-5 SEIR was certified in July 2010. When a lead agency has already prepared an EIR, CEQA mandates that "no subsequent or supplemental environmental impact report shall be required by the lead agency or any responsible agency, unless one or more of the following events occurs: (a) substantial changes are proposed in the project which will require major revisions of the environmental impact report; (b) substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; (c) new information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available." (Cal. Pub. Res. Code, § 21166). CEQA Guidelines section 15162 clarifies that a subsequent EIR or supplemental EIR is only required when "substantial changes" occur to a project or the circumstances surrounding a project, or "new information" about a project implicates "new significant environmental effects" or a "substantial increase in the severity of previously significant effects." (State CEQA Guidelines, §15162.) The Project would provide a parking lot on a 1.19-acre site on a lot zoned Public Facility. Although the Project would require a rezone to Industrial, the proposed use would be a minor land use modification and would not generate any significant impacts not previously analyzed in the Meridian SP-5 SEIR. The Project is not seeking a variance from applicable regulations for the Industrial zone. CEQA Guidelines Appendix G Checklist is used in this Initial Study to demonstrate that the previously certified EIR adequately addresses the potential impacts of the Project; however, minor changes require the preparation of an addendum.

a & b) The Meridian SP-5 SEIR addressed GHGs for the Specific Plan development. The Meridian SP-5 SEIR determined that the total emissions for the Specific Plan are estimated to be 12,043 metric tons of CO2 total for the duration of construction. In addition, the SEIR analyzed operational GHG emissions under the Business As Usual (BAU) scenario, the primary source of which would be vehicular emissions. Both the state of California and the federal government have adopted GHG emission reduction measures designed to reduce the amount of GHGs emitted from vehicles. GHG emissions were calculated for the Specific Plan with implementation of the mitigation measures based on these adopted measures. However, even with implementation of the GHG reduction measures, GHG emissions would remain above both the California Air Resources Board (CARB) threshold (i.e., 7,000 metric ton of CO2E) and the SCAQMD threshold (i.e., 10,000 metric ton of CO2E) for the Specific Plan. Accordingly, the Specific Plan would result in significant and unavoidable cumulative GHG emission impacts.

GHG emissions associated with the proposed Project would be limited to the construction activities for the Site since the operational or vehicular trips using the Site are generated by the adjacent to be constructed 510,000 sq. ft. speculative industrial building. The March JPA determined that the 510,000 sq. ft. speculative industrial building impacts to air quality and GHGs were consistent with the impacts analyzed under the Meridian SP-5 SEIR. Total GHG emissions produced during the construction of the Project would not exceed those previously analyzed in the Meridian SP-5 SEIR. Impacts would remain significant and unavoidable as disclosed in the Meridian SP-5 SEIR. No further environmental review is required.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 23555 Meyer Drive, Riverside, CA 92518, (951) 656-7000. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation is required.

Issues:			New Significant Impact, EIR Required	New Potential Significant Impact Unless Mitigation Incorporated	Impact Analyzed in Focused EIR, No New Impact	No Impact
VIII.	HAZARDS AND HAZARDOUS MATERIALS. Would the project:					
	a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
	b)	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?	☐	☐	☒	☐
	c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
	d)	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?	☐	☐	☒	☐
	e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
	f)	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?	☐	☐	☒	☐
	g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

Findings: The Meridian SP-5 SEIR was certified in July 2010. When a lead agency has already prepared an EIR, CEQA mandates that "no subsequent or supplemental environmental impact report shall be required by the lead agency or any responsible agency, unless one or more of the following events occurs: (a) substantial changes are proposed in the project which will require major revisions of the environmental impact report; (b) substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; (c) new information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available." (Cal. Pub. Res. Code, § 21166). CEQA Guidelines section 15162 clarifies that a subsequent EIR or supplemental EIR is only required when "substantial changes" occur to a project or the circumstances surrounding a project, or "new information" about a project implicates "new significant environmental effects" or a "substantial increase in the severity of previously significant effects." (State CEQA Guidelines, §15162.) The Project would provide a parking lot on a 1.19-acre site on a lot zoned Public Facility. Although the Project would require a rezone to Industrial, the proposed use would be a minor land use modification and would not generate any significant impacts not previously analyzed in the Meridian SP-5 SEIR. The Project is not seeking a variance from applicable regulations for the Industrial zone. CEQA Guidelines Appendix G Checklist is used in this Initial Study to demonstrate that the previously certified EIR adequately addresses the potential impacts of the Project; however, minor changes require the preparation of an addendum.

a & b) The proposed Project consists of a parking lot and associated landscaping. Once the Project is constructed, hazardous materials would be limited to those associated with landscaping maintenance such as fertilizers and pesticides. Because these materials are used in very limited quantities, they are not considered a hazard to the public. Nonetheless, adherence to Federal, state, and local health and safety requirements regarding these substances would reduce the potential impacts to less than significant. The proposed Project would not introduce any new impacts not previously covered in the Meridian SP-5 SEIR. Thus, no further environmental review is required.

c) The proposed Project is not located within one-quarter mile of a school. As a result, no impacts are anticipated.

d) According to the Meridian SP-5 SEIR, the Project Site is not identified on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No significant adverse impacts relative to hazardous materials sites would result with project implementation. No further environmental review is required.

e) The proposed Project is located within Accident Potential Zone (APZ) II as shown in the 2005 March ARB Air Installation Compatibility Use Zone Study (AICUZ). The Meridian SP-5 land uses were evaluated in the Meridian SP-5 SEIR and determined to be in full compliance with the use limitations presented in the 2005 AICUZ. According to Table 3-1: *Land Use Compatibility* in the 2005 AICUZ, industrial uses are compatible with the APZ II depending on the variation of densities in people and structures. The proposed Project consists of a parking lot to serve the adjacent to-be constructed 510,000 sq. ft. speculative industrial building. The Project does not include a building and therefore, is compatible within APZ II. On September 12, 2013, the Riverside Airport Land Use Commission (ALUC) found PP13-02 to be conditionally consistent with the Airport Land Use Plan (ALUP). Given the nature of the proposed Project, it meets the requirements of the AICUZ and the ALUC. The proposed Project was presented to the Commission on October 9, 2014, and the proposed GPA, SP Amendment and Plot Plan Amendment wer also found to be conditionally consistent with the ALUP as it would not introduce any new impacts

not previously covered in the Meridian SP-5 SEIR. Thus, no further environmental review is required.

f) The proposed Project is not located within the vicinity of a private airstrip. As a result, no impacts are anticipated.

g) The March JPA adopted the March Area Emergency Resource Guide in 2008. The Guide provides a list of resources and contact information for emergency resources in the area including area hospitals, animal disaster resources, law enforcement, fire protection, airports/air services, emergency services for the March Inland Port, mass transportation information, nearby health care clinics, utilities providers, pharmacies, and ambulance resources. According to the Meridian SP-5 SEIR, the Specific Plan is consistent with the March Area Emergency Resource Guide because the construction of individual projects within the Specific Plan or operations would not result in a physical interference with emergency routes. Similarly, primary access to all roads within the Specific Plan would be maintained during construction of the proposed Project. The proposed Project would not introduce any new impacts not previously covered in the Meridian SP-5 SEIR. Therefore, no further environmental review is required.

h) According to the West Riverside County Natural Hazards Disclosure Map, the Meridian Specific Plan is not located within a fire hazard zone. Additionally, the proposed Project is located on a previously graded lot within a mostly developed business park. Vacant, yet graded land borders the Site to the east. The Burlington Northern Santa Fe (BNSF) railway and Interstate 215 exists beyond. There is vacant yet graded land to the north (to be constructed 510,000 speculative industrial building) and south (Unit 4 Lot 3). The Sysco distribution facility exists to the west and Opportunity Way forms the Site's western boundary. The Project would not generate any significant impacts as it relates to wildland fires not previously analyzed in the Meridian SP-5 SEIR. Therefore, no further environmental review is required.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 23555 Meyer Drive, Riverside, CA 92518, (951) 656-7000. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation is required.

Issues:			New Significant Impact, EIR Required	New Potential Significant Impact Unless Mitigation Incorporated	Impact Analyzed in Focused EIR, No New Impact	No Impact
IX.	HYDROLOGY AND WATER QUALITY. Would the project:					
	a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
	b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
	c)	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?	☐	☐	☒	☐
	d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
	e)	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
	f)	Otherwise substantially degrade water quality?	☐	☐	☒	☐

g)	Place 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?	☐	☐	☒	☐
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐
i)	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?	☐	☐	☒	☐
j)	Expose people or structures to inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

Findings: The Meridian SP-5 SEIR was certified in July 2010. When a lead agency has already prepared an EIR, CEQA mandates that "no subsequent or supplemental environmental impact report shall be required by the lead agency or any responsible agency, unless one or more of the following events occurs: (a) substantial changes are proposed in the project which will require major revisions of the environmental impact report; (b) substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; (c) new information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available." (Cal. Pub. Res. Code, § 21166). CEQA Guidelines section 15162 clarifies that a subsequent EIR or supplemental EIR is only required when "substantial changes" occur to a project or the circumstances surrounding a project, or "new information" about a project implicates "new significant environmental effects" or a "substantial increase in the severity of previously significant effects." (State CEQA Guidelines, §15162.) The Project would provide a parking lot on a 1.19-acre site on a lot zoned Public Facility. Although the Project would require a rezone to Industrial, the proposed use would be a minor land use modification and would not generate any significant impacts not previously analyzed in the Meridian SP-5 SEIR. The Project is not seeking a variance from applicable regulations for the Industrial zone. CEQA Guidelines Appendix G Checklist is used in this Initial Study to demonstrate that the previously certified EIR adequately addresses the potential impacts of the Project; however, minor changes require the preparation of an addendum.

a) The proposed Project would include the construction of approximately 33,859 square feet of impermeable surfaces (i.e., pavement and structures). To minimize water quality impacts associated with the proposed project, construction activities would be required to comply with a SWPPP consistent with the General Permit for Stormwater Discharge Associated with Construction Activity (Construction Activity General Permit). The SWPPP would incorporate best management practices (BMPs) such as gravel bags, silt fence, and fiber rolls. Preparation and implementation of a SWPPP would reduce potential impacts to water quality during construction to less than significant.

   Non-point source surface water from impervious surfaces may contain contaminants or increase sediment loads in the storm drain system. According to the Meridian Lot F and Lots 1 and 2, Unit 4 Plot Plan, implementation of the proposed Project would involve the construction of impervious surfaces for parking (0.77 acres), along with non-pervious areas for landscaping (0.42 acres). Stormwater runoff would drain into the South Channel detention basin located east of the Site. This basin would detail and treat storm water prior to discharging offsite. Discharging to the detention basin described above, would avoid violations of the water quality standards. The proposed Project would not introduce any new impacts not previously covered in the Meridian SP-5 SEIR. Therefore, no further environmental review is required.

b) Although the proposed Project does not involve the extraction of groundwater, it would reduce areas of

onsite groundwater percolation and recharge of the groundwater due to the increase of impermeable surfaces. As described above, all stormwater would be collected and discharged into the existing South Channel detention basin located east of the Site. There is no groundwater extraction near the Site. This detention basin, as analyzed in the Meridian SP-5 SEIR, allows percolation and mitigates the reduction of permeable surface due to development. Therefore, no further environmental review is required.

As discussed in the Meridian SP-5 SEIR, appropriate BMP associated with the required federal National Pollutant Discharge Elimination System (NPDES) permit, and all other existing federal and state regulations regarding water quality will be adhered to, as required through the Storm Water Pollution Prevention Plan (SWPPP). Therefore, impacts to groundwater would be less than significant.

c and d) As previously discussed, the Site is located on a graded area (rough graded per the March Business Center Tentative Map for portions of the Meridian north campus). The proposed Project would not substantially alter the existing drainage patterns of the site or vicinity. The completed project would continue to drain to the existing storm drain inlet located in the southeastern corner of the Site, which outlets to the South Campus detention basin. This basin will detain and treat storm water runoff prior to discharge to the Perris Valley Storm drain system; thus, minimizing potential for flooding to occur on- or offsite. Also, the Site does not include any streams or rivers, which could be altered by the proposed Project. Therefore, impacts to the drainage pattern and issues related to flooding would be less than significant. No further environmental review is required.

e) Refer to Response IX. (a), above. The proposed Project is required to prepare a SWPPP under the NPDES General Construction Permit to implement BMPs to minimize storm water runoff during construction. In addition, the New Development & Redevelopment Guidelines for Projects Under the March Joint Powers Authority (January 9, 2008) include post-construction management requirements to control storm water runoff. Implementation of a SWPPP and the mitigation measures listed in Section F of the Meridian SP-5 SEIR for post-construction BMPs would reduce the possible impacts of additional runoff to the storm water drainage system resulting from the proposed Project to less than significant, and therefore no further environmental review is required.

f) Water quality impacts other than those described in Response IX. (a) above are not anticipated with implementation of the proposed Project. Therefore, impacts resulting from the Project would be less than significant. No further environmental review is required.

g) The proposed Project does not include any housing; therefore, no flood hazard would occur with project implementation.

h) Refer to Response IX. (g), above. Implementation of the proposed Project would not subject structures to a 100-year flood hazard area.

i) The proposed Project is not located downstream of a levee or dam, therefore there is no significant risk of loss, injury or death involving flooding as a result of the failure of a levee or dam.

j) The proposed Project is located approximately 75 miles from the Pacific Ocean and is not downstream of any significant body of water. There is no risk of exposure to inundation by seiche or tsunami. Although areas to the west of the proposed Project are slightly higher in elevation, these areas are developed and vegetated so the potential for a mudflow is unlikely. No further environmental review is required.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 23555 Meyer Drive, Riverside, CA 92518, (951) 656-7000. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation is required.

Issues:		New Significant Impact, EIR Required	New Potential Significant Impact Unless Mitigation Incorporated	Impact Analyzed in Focused EIR, No New Impact	No Impact
X.	LAND USE AND PLANNING. Would the project:				
a)	Physically divide an established community?	☐	☐	☒	☐
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☒	☐

Findings: The Meridian SP-5 SEIR was certified in July 2010. When a lead agency has already prepared an EIR, CEQA mandates that "no subsequent or supplemental environmental impact report shall be required by the lead agency or any responsible agency, unless one or more of the following events occurs: (a) substantial changes are proposed in the project which will require major revisions of the environmental impact report; (b) substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; (c) new information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available." (Cal. Pub. Res. Code, § 21166). CEQA Guidelines section 15162 clarifies that a subsequent EIR or supplemental EIR is only required when "substantial changes" occur to a project or the circumstances surrounding a project, or "new information" about a project implicates "new significant environmental effects" or a "substantial increase in the severity of previously significant effects." (State CEQA Guidelines, §15162.) The Project would provide a parking lot on a 1.19-acre site on a lot zoned Public Facility. Although the Project would require a rezone to Industrial, the proposed use would be a minor land use modification and would not generate any significant impacts not previously analyzed in the Meridian SP-5 SEIR. The Project is not seeking a variance from applicable regulations for the Industrial zone. CEQA Guidelines Appendix G Checklist is used in this Initial Study to demonstrate that the previously certified EIR adequately addresses the potential impacts of the Project; however, minor changes require the preparation of an addendum.

a) The proposed Project is located within the Meridian Specific Plan and is zoned as Public Facility. The Site has been mass graded and is currently vacant. The Project would not expand the boundaries of the Specific Plan area or introduce land use designations that would divide an existing community. The proposed parking lot would directly support the adjacent 510,000 sq.ft speculative industrial building within the Meridian Specific Plan. No impact would occur.

b) Implementation of the proposed Project would require a General Plan Amendment (GPA) and a Specific Plan Amendment (SPA) to change the existing zoning from Public Facility to Industrial in order to

accommodate a 1.19 acre parking lot. Although the proposed Project is not consistent with the current designations, implementation of the SPA and GPA would bring the proposed Project area into consistency with all applicable March JPA land use regulations. Approval of the SPA and GPA would not result in incompatibilities since the parking lot would serve the adjacent 510,000 sq.ft speculative industrial building that was anticipated in the Meridian SP-5 SEIR. The proposed Project would not result in any conflicts with the Riverside County ALUP or March AFB Master Reuse Plan. All future development associated with the proposed Project would be required to comply with the Meridian Design Guidelines as referenced in the Meridian SP-5 SEIR. Therefore, impacts would be no greater than what was analyzed in the previously certified Meridian SP-5 SEIR. Therefore, no further environmental review is required.

c) The proposed Project is not within a designated habitat conservation plan or natural community conservation plan. Therefore, no conflict to a habitat conservation plan would occur.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 23555 Meyer Drive, Riverside, CA 92518, (951) 656-7000. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation is required.

Issues:		New Significant Impact, EIR Required	New Potential Significant Impact Unless Mitigation Incorporated	Impact Analyzed in Focused EIR, No New Impact	No Impact
XI.	MINERAL RESOURCES. Would the project:				
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒	☐

Findings: The Meridian SP-5 SEIR was certified in July 2010. When a lead agency has already prepared an EIR, CEQA mandates that "no subsequent or supplemental environmental impact report shall be required by the lead agency or any responsible agency, unless one or more of the following events occurs: (a) substantial changes are proposed in the project which will require major revisions of the environmental impact report; (b) substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; (c) new information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available." (Cal. Pub. Res. Code, § 21166). CEQA Guidelines section 15162 clarifies that a subsequent EIR or supplemental EIR is only required when "substantial changes" occur to a project or the circumstances surrounding a project, or "new information" about a project implicates "new significant environmental effects" or a "substantial increase in the severity of previously significant effects." (State CEQA Guidelines, §15162.) The Project would provide a parking lot on a 1.19-acre site on a lot zoned Public Facility. Although the Project would require a rezone to Industrial, the proposed use would be a minor land use modification and would not generate any significant impacts not previously analyzed in the Meridian SP-5 SEIR. The Project is not seeking a variance from applicable regulations for the Industrial zone. CEQA Guidelines Appendix G Checklist is used in this Initial Study to demonstrate that the previously certified EIR adequately addresses the potential impacts of the Project; however, minor changes require the preparation of an addendum.

a and b) As identified within the Meridian SP-5 SEIR, no significant mineral deposits have been identified within the Specific Plan area. The County Division of Mines and Geology identifies Mineral Resource Zones within Riverside County, but none of these exist within the Project area or adjacent Specific Plan area. No further environmental review is required.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference. However, there are no identified impacts, and thus no corresponding mitigation measures for mineral resources. The analysis herein did not identify any additional impacts associated with the proposed Project; accordingly, no new mitigation is required.

Issues:		New Significant Impact, EIR Required	New Potential Significant Impact Unless Mitigation Incorporated	Impact Analyzed in Focused EIR, No New Impact	No Impact
XII.	NOISE. Would the project result in:				
a)	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?	☐	☐	☒	☐
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f)	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?	☐	☐	☒	☐

Findings: The Meridian SP-5 SEIR was certified in July 2010. When a lead agency has already prepared an EIR, CEQA mandates that "no subsequent or supplemental environmental impact report shall be required by the lead agency or any responsible agency, unless one or more of the following events occurs: (a) substantial changes are proposed in the project which will require major revisions of the environmental impact report; (b) substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; (c) new information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available." (Cal. Pub. Res. Code, § 21166). CEQA Guidelines section 15162 clarifies that a subsequent EIR or supplemental EIR is only required when "substantial changes" occur to a project or the circumstances surrounding a project, or "new information" about a project implicates "new significant environmental effects" or a "substantial increase in the severity of previously significant effects." (State CEQA

Guidelines, §15162.) The Project would provide a parking lot on a 1.19-acre site on a lot zoned Public Facility. Although the Project would require a rezone to Industrial, the proposed use would be a minor land use modification and would not generate any significant impacts not previously analyzed in the Meridian SP-5 SEIR. The Project is not seeking a variance from applicable regulations for the Industrial zone. CEQA Guidelines Appendix G Checklist is used in this Initial Study to demonstrate that the previously certified EIR adequately addresses the potential impacts of the Project; however, minor changes require the preparation of an addendum.

a) As previously discussed, the Site is located on a graded area and proposed to be a parking lot. The parking lot would serve the adjacent to-be constructed 510,000 sq. ft. speculative industrial building (Approved Project Plot Plan 13-02). The March JPA determined that Plot Plan 13-02 was consistent with the Meridian SP-5 SEIR and the noise generated by the additional truck and passenger trips associated with that building. The Project proposes a parking lot, which alone would not generate trips. Therefore, the proposed Project would not result in any new noise related stationary or vehicular impacts not considered in the Meridian SP-5 SEIR.

   In addition and as discussed in the Meridian SP-5 SEIR, short-term noise impacts associated with demolition, excavation, earth moving, and construction activities could occur, but are accepted as the unavoidable consequences of project development and generally do not represent a significant impact if: 1) construction activities are limited to daytime hours; 2) construction equipment is equipped with noise control filters, as appropriate; and 3) construction activity is monitored to ensure that noise reduction specifications and guidelines are met. Project construction would be implemented in accordance with these conditions. It is not anticipated that construction of the improvements would result in any new impacts or increase the severity of impacts previously analyzed in the Meridian SP-5 SEIR. Therefore, no further environmental review is required.

b) The proposed Project does not involve heavy manufacturing drilling or other subterranean activities that would generate excessive ground borne vibration or ground borne noise levels. In addition, construction activities for the proposed Project are not anticipated to involve pile driving or blasting; therefore, a less than significant impact would occur. No further environmental review is required.

c) Refer to Response XII. (a), above. The March JPA determined that Plot Plan 13-02 was consistent with the Meridian SP-5 SEIR including the noise generated by the additional truck and passenger trips associated with that building. The Project proposes a parking lot, which would not generate additional vehicular traffic not previously analyzed in the Meridian SP-5 SEIR for Plot Plan 13-02, and therefore no further environmental review is required.

   As previously discussed, the Project is located within the AICUZ and the ALUC. The Site is located approximately 0.50 miles from the nearest sensitive receptor, single family housing to the west (Orangecrest residential development). There is no significant impact in terms of noise generation from this facility as the dominant background noise emissions include aircraft operations from the nearby March ARB airport. Therefore, there would be no related impact.

d) Refer to Response XII. (a), above. In accordance with the March JPA Code, construction activities would be limited to the daytime hours and construction equipment would be equipped with sound muffling equipment to assure that construction equipment does not create a temporary significant impact. The proposed Project would not introduce any new noise impacts not previously covered in the Meridian SP-5 SEIR. Therefore, no further environmental review is required.

e) According to the Meridian SP-5 SEIR, the Project is located within a 65 – 70 CNEL noise contours for the nearby March ARB airport. The location of the proposed Project within these noise contours is an acceptable use consistent with the 2005 AICUZ and ALUP. Therefore, no significant impacts relative to airport noise and the proposed land use would occur. No further environmental review is required.

f) The proposed Project is not located within the vicinity of a private airstrip. Therefore, there would be no related impact.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 23555 Meyer Drive, Riverside, CA 92518, (951) 656-7000. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation is required.

Issues:		New Significant Impact, EIR Required	New Potential Significant Impact Unless Mitigation Incorporated	Impact Analyzed in Focused EIR, No New Impact	No Impact
XIII.	POPULATION AND HOUSING. Would the project:				
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?	☐	☐	☒	☐
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Findings: The Meridian SP-5 SEIR was certified in July 2010. When a lead agency has already prepared an EIR, CEQA mandates that "no subsequent or supplemental environmental impact report shall be required by the lead agency or any responsible agency, unless one or more of the following events occurs: (a) substantial changes are proposed in the project which will require major revisions of the environmental impact report; (b) substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; (c) new information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available." (Cal. Pub. Res. Code, § 21166). CEQA Guidelines section 15162 clarifies that a subsequent EIR or supplemental EIR is only required when "substantial changes" occur to a project or the circumstances surrounding a project, or "new information" about a project implicates "new significant environmental effects" or a "substantial increase in the severity of previously significant effects." (State CEQA Guidelines, §15162.) The Project would provide a parking lot on a 1.19-acre site on a lot zoned Public Facility. Although the Project would require a rezone to Industrial, the proposed use would be a minor land use modification and would not generate any significant impacts not previously analyzed in the Meridian SP-5 SEIR. The Project is not seeking a variance from applicable regulations for the Industrial zone. CEQA Guidelines Appendix G Checklist is used in this Initial Study to demonstrate that the previously certified EIR adequately addresses the potential impacts of the Project; however, minor changes require the preparation of an addendum.

a) The proposed Project does not include new housing. As previously discussed, the Project would include the construction of a 106 space parking lot to serve the adjacent 510,000 sq. ft. speculative industrial building. Because the Project does not propose residential land uses, nor would it create jobs, it would not cause an increase in population.

b & c) The Project site consists of an already mass graded lot and as such, does not contain any housing that would need to be replaced elsewhere. The proposed Project would not remove or otherwise displace any housing or people. Accordingly, no replacement housing is required as part of the Project.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference. However, there are no identified impacts, and thus no corresponding mitigation measures for population and housing. The analysis herein did not identify any additional impacts associated with the proposed Project; accordingly, no new mitigation is required.

Issues:		New Significant Impact, EIR Required	New Potential Significant Impact Unless Mitigation Incorporated	Impact Analyzed in Focused EIR, No New Impact	No Impact
XIV.	PUBLIC SERVICES. Would the project:				
a)	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 any of the public services:	☐	☐	☒	☐
	Fire protection?	☐	☐	☒	☐
	Police protection?	☐	☐	☒	☐
	Schools?	☐	☐	☒	☐
	Parks?	☐	☐	☒	☐
	Other public facilities?	☐	☐	☒	☐

Findings: The Meridian SP-5 SEIR was certified in July 2010. When a lead agency has already prepared an EIR, CEQA mandates that "no subsequent or supplemental environmental impact report shall be required by the lead agency or any responsible agency, unless one or more of the following events occurs: (a) substantial changes are proposed in the project which will require major revisions of the environmental impact report; (b) substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; (c) new information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available." (Cal. Pub. Res. Code, § 21166). CEQA Guidelines section 15162 clarifies that a subsequent EIR or supplemental EIR is only required when "substantial changes" occur to a project or the circumstances surrounding a project, or "new information" about a project implicates "new significant environmental effects" or a "substantial increase in the severity of previously significant effects." (State CEQA Guidelines, §15162.) The Project would provide a parking lot on a 1.19-acre site on a lot zoned Public Facility. Although the Project would require a rezone to Industrial, the proposed use would be a minor land use modification and would not generate any significant impacts not previously analyzed in the Meridian SP-5 SEIR. The Project is not seeking a variance from applicable regulations for the Industrial zone. CEQA Guidelines Appendix G Checklist is used in this Initial Study to demonstrate that the previously certified EIR adequately addresses the potential impacts of the Project; however, minor changes require the preparation of an addendum.

a) The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities related to the listed public services. The following address the services identified above:

- Fire Protection: Fire protection and emergency services are provided by the Riverside County Fire Department. Substations are located on Van Buren Boulevard and Eucalyptus, with a third station to be built on a two-acre site within the Meridian Specific Plan. While land for this two-acre site has been identified, there is no specific development proposal to construct it at this time. The change in zoning from Public Facility to Industrial to accommodate a 106 space parking lot would not require the addition of fire protection services. This minor land use modification would not generate any significant impacts not previously analyzed in the Meridian SP-5 SEIR. Impacts are less than significant, and as such, no further environmental review is required.

- Police Protection: Riverside County Sheriff's Department provides law enforcement services for the Specific Plan area. Sheriff's substations are located within the cities of Perris and Moreno Valley. The March JPA contracts with the Riverside County Sheriff's Department to provide supplemental Sheriff patrols to the March JPA Planning area. The Sheriff's Department capital facilities are financed through the Public Facilities development impact fee. Operations and maintenance for police services are financed through the Law Enforcement ½ cent sales tax and property taxes. The Project would contribute its impact fees for Police Protection in accordance with March JPA regulations. Implementation of the proposed Project would not generate any new impacts that were not previously analyzed in the Meridian SP-5 SEIR. Therefore, no further environmental review is required.

- Schools: The Project would not create a demand for additional school facilities. Implementation of the proposed Project would include the construction of a 106 space parking lot. As such, school services would not be impacted since there is no increase in population connected with implementation of the Project. No impact would result, and no further environmental review is required.

- Parks: The development of a parking lot within a planned business park does not require recreation facilities; accordingly, the Project would not result in any impact to recreation.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 23555 Meyer Drive, Riverside, CA 92518, (951) 656-7000. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation is required.

Issues:		New Significant Impact, EIR Required	New Potential Significant Impact Unless Mitigation Incorporated	Impact Analyzed in Focused EIR, No New Impact	No Impact
XV.	RECREATION. Would the project:				
a)	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?	☐	☐	☒	☐
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?	☐	☐	☒	☐

Findings: The Meridian SP-5 SEIR was certified in July 2010. When a lead agency has already prepared an EIR, CEQA mandates that "no subsequent or supplemental environmental impact report shall be required by the lead agency or any responsible agency, unless one or more of the following events occurs: (a) substantial changes are proposed in the project which will require major revisions of the environmental impact report; (b) substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; (c) new information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available." (Cal. Pub. Res. Code, § 21166). CEQA Guidelines section 15162 clarifies that a subsequent EIR or supplemental EIR is only required when "substantial changes" occur to a project or the circumstances surrounding a project, or "new information" about a project implicates "new significant environmental effects" or a "substantial increase in the severity of previously significant effects." (State CEQA Guidelines, §15162.) The Project would provide a parking lot on a 1.19-acre site on a lot zoned Public Facility. Although the Project would require a rezone to Industrial, the proposed use would be a minor land use modification and would not generate any significant impacts not previously analyzed in the Meridian SP-5 SEIR. The Project is not seeking a variance from applicable regulations for the Industrial zone. CEQA Guidelines Appendix G Checklist is used in this Initial Study to demonstrate that the previously certified EIR adequately addresses the potential impacts of the Project; however, minor changes require the preparation of an addendum.

a & b) As an industrial use, the proposed Project would not generate the need for parks or recreational facilities, and would not result in any impact not previously evaluated in the Meridian SP-5 SEIR. Therefore, no further environmental review is required.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference. However, there are no identified impacts, and thus no corresponding mitigation measures for recreation. The analysis herein did not identify any additional impacts associated with the proposed Project; accordingly, no new mitigation is required.

Issues:		New Significant Impact, EIR Required	New Potential Significant Impact Unless Mitigation Incorporated	Impact Analyzed in Focused EIR, No New Impact	No Impact
XVI.	TRANSPORTATION / TRAFFIC. Would the project:				
a)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b)	Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☒	☐
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e)	Result in inadequate emergency access?	☐	☐	☒	☐
f)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐

Findings: The Meridian SP-5 SEIR was certified in July 2010. When a lead agency has already prepared an EIR, CEQA mandates that "no subsequent or supplemental environmental impact report shall be required by the lead agency or any responsible agency, unless one or more of the following events occurs:

(a) substantial changes are proposed in the project which will require major revisions of the environmental impact report; (b) substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; (c) new information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available." (Cal. Pub. Res. Code, § 21166). CEQA Guidelines section 15162 clarifies that a subsequent EIR or supplemental EIR is only required when "substantial changes" occur to a project or the circumstances surrounding a project, or "new information" about a project implicates "new significant environmental effects" or a "substantial increase in the severity of previously significant effects." (State CEQA Guidelines, §15162.) The Project would provide a parking lot on a 1.19-acre site on a lot zoned Public Facility. Although the Project would require a rezone to Industrial, the proposed use would be a minor land use modification and would not generate any significant impacts not previously analyzed in the Meridian SP-5 SEIR. The Project is not seeking a variance from applicable regulations for the Industrial zone. CEQA Guidelines Appendix G Checklist is used in this Initial Study to demonstrate that the previously certified EIR adequately addresses the potential impacts of the Project; however, minor changes require the preparation of an addendum.

a & b) The intended use of the Site under the Meridian SP-5 and General Plan was a pump station. This use had limited trips associated with the routine maintenance of the facility and therefore, vehicular trips were negligible as analyzed in the Meridian SP-5 SEIR. Additionally, the Project proposes a parking lot, which by itself would not generate trips. The March JPA determined that Plot Plan 13-02 was consistent with the Meridian SP-5 SEIR and the vehicle trips allotted for that building. The parking lot would serve the adjacent to-be constructed 510,000 sq. ft. speculative building (Approved Project Plot Plan 13-02) and would accommodate shift changes for potential industrial users in the future. No increased passenger vehicular traffic or truck traffic counts are anticipated as part of this Plot Plan Amendment. The trip generation set forth within the former Plot Plan 13-02 shall remain the same. 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). Based on the foregoing, the proposed Project would not result in any new traffic related impacts not considered in the Meridian SP-5 SEIR. Therefore, no further environmental review is required.

c) The proposed Project consists of a parking lot, which would not impact air traffic operations. Thus, no impact would occur.

d & e) The Meridian SP-5 SEIR requires all street improvements for the Meridian Specific Plan to meet all requirements of the County of Riverside in order to provide for safe street use in terms of design speed, street section, location of curb cuts and level of service. In addition, emergency access would be provided via the project driveway on Opportunity Way. Therefore, impacts are considered less than significant. Therefore, no further environmental review is required.

f) As discussed in the Meridian SP-5 SEIR, implementation of future development within the Specific Plan development would facilitate bicycle use, transit service and the shifting of traffic from the traditional peak commuting periods and drive-along modes of travel through implementation of Traffic Design Measures (TDM). The Specific Plan incorporates bicycle paths, bus pull-outs, pedestrian sidewalks, and Metrolink facilities to accommodate alternative modes of travel. Since the Project would not conflict with any adopted policies, plans or programs supporting alternative transportation, impacts are considered less than significant. Therefore, no further environmental review is required.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 23555 Meyer Drive, Riverside, CA 92518, (951) 656-7000. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation is required.

Issues:		New Significant Impact, EIR Required	New Potential Significant Impact Unless Mitigation Incorporated	Impact Analyzed in Focused EIR, No New Impact	No Impact
XVII.	UTILITIES AND SERVICE SYSTEMS. Would the project:				
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b)	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?	☐	☐	☒	☐
c)	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?	☐	☐	☒	☐
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? In making this determination, the Authority shall consider whether the project is subject to the water supply assessment requirements of Water Code Section 10910, et. seq. (SB 610), and the requirements of Government Code Section 664737 (SB 221).	☐	☐	☒	☐
e)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐

g)	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Findings: The Meridian SP-5 SEIR was certified in July 2010. When a lead agency has already prepared an EIR, CEQA mandates that "no subsequent or supplemental environmental impact report shall be required by the lead agency or any responsible agency, unless one or more of the following events occurs:

(a) substantial changes are proposed in the project which will require major revisions of the environmental impact report; (b) substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; (c) new information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available." (Cal. Pub. Res. Code, § 21166). CEQA Guidelines section 15162 clarifies that a subsequent EIR or supplemental EIR is only required when "substantial changes" occur to a project or the circumstances surrounding a project, or "new information" about a project implicates "new significant environmental effects" or a "substantial increase in the severity of previously significant effects." (State CEQA Guidelines, §15162.) The Project would provide a parking lot on a 1.19-acre site on a lot zoned Public Facility. Although the Project would require a rezone to Industrial, the proposed use would be a minor land use modification and would not generate any significant impacts not previously analyzed in the Meridian SP-5 SEIR. The Project is not seeking a variance from applicable regulations for the Industrial zone. CEQA Guidelines Appendix G Checklist is used in this Initial Study to demonstrate that the previously certified EIR adequately addresses the potential impacts of the Project; however, minor changes require the preparation of an addendum.

a) The proposed Project would not exceed wastewater treatment requirements of the Santa Ana Regional Water Quality Control Board. The wastewater system has been approved by WMWD and would flow to the existing wastewater treatment plant (WWTP) west of I-215 at Nandina Road, approximately two miles south of the site. The addition of a 1.19 acre parking lot would not create an additional demand for wastewater treatment services. Impacts would be no greater than what was previously analyzed in the Meridian SP-5 SEIR. Therefore, no further environmental review is required.

b) The Meridian Specific Plan is served by the WMWD. WMWD prepared a Water Supply Assessment (WSA) for the 2003 Focused EIR and determined that the water needs can be supplied to the entire Specific Plan through existing water entitlements. The WMWD confirmed the availability of water supplies in the updated WSA prepared for the Meridian SP-5 SEIR. The addition of a 1.19 acre parking lot would not create an additional demand for water treatment facilities. The impacts to the water service provision and waste water treatment capacity are consistent with the Meridian SP-5 SEIR. Therefore, no further environmental review is required.

c) Implementation of the proposed Project would increase the amount of impervious surfaces from approximately 0% to 64.7% (0.77 acres). The addition of impervious surfaces would increase surface runoff. However, all stormwater would discharge to an existing detention basin (South Channel) east of the Site. This detention basin was designed and constructed to accommodate Project-induced water runoff from the Specific Plan area. Thus, impacts to storm drain facilities are consistent with those addressed in the Meridian SP-5 SEIR. Therefore, no further environmental review is required.

d) The proposed Project would not demand potable water supplies, except to irrigate landscaped areas within the parking lot. According to the Meridian SP-5 SEIR, WMWD intends to operate a non-potable reclaimed water system within the Specific Plan, which would be independent from the potable system. The reclaimed water system is operational; although it currently conveys potable water. However, reclaimed non-potable water would be provided to the system following the WWTP expansion. The impacts to the reclaimed water service system are consistent with the Meridian SP-5 SEIR. Therefore, no further environmental review is required.

e) Refer to response XVII (a) above. The proposed Project would use the existing wastewater treatment

facility, which has sufficient capacity to serve the proposed Project and is being expanded to accommodate additional growth in western Riverside County. The demand for wastewater treatment capacity would not be greater than what was analyzed in the previously certified Meridian SP-5 SEIR. Therefore, no further environmental review is required.

f) The proposed Project does not include the construction of a commercial or residential building, which would generate solid waste. Therefore, there would be no impact

g) Refer to response XVII (f) above, the proposed Project would not generate solid waste.

Mitigation Measures:

Pursuant to CEQA Section 15178, all Meridian SP-5 SEIR mitigation measures pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 23555 Meyer Drive, Riverside, CA 92518, (951) 656-7000. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation is required.

Issues:		New Significant Impact, EIR Required	New Potential Significant Impact Unless Mitigation Incorporated	Impact Analyzed in Focused EIR, No New Impact	No Impact
XVIII.	MANDATORY FINDINGS OF SIGNIFICANCE				
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b)	Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☐	☒	☐
c)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.)	☐	☐	☒	☐
d)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Findings: The Meridian SP-5 SEIR was certified in July 2010. When a lead agency has already prepared an EIR, CEQA mandates that "no subsequent or supplemental environmental impact report shall be required by the lead agency or any responsible agency, unless one or more of the following events occurs: (a) substantial changes are proposed in the project which will require major revisions of the environmental impact report; (b) substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; (c) new information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available." (Cal. Pub. Res. Code, § 21166). CEQA Guidelines section 15162 clarifies that a subsequent EIR or supplemental EIR is only required when "substantial changes" occur to a project or the circumstances surrounding a project, or "new information" about a project implicates "new significant

environmental effects" or a "substantial increase in the severity of previously significant effects." (State CEQA Guidelines, §15162.) The Project would provide a parking lot on a 1.19-acre site on a lot zoned Public Facility. Although the Project would require a rezone to Industrial, the proposed use would be a minor land use modification and would not generate any significant impacts not previously analyzed in the Meridian SP-5 SEIR. The Project is not seeking a variance from applicable regulations for the Industrial zone. CEQA Guidelines Appendix G Checklist is used in this Initial Study to demonstrate that the previously certified EIR adequately addresses the potential impacts of the Project; however, minor changes require the preparation of an addendum.

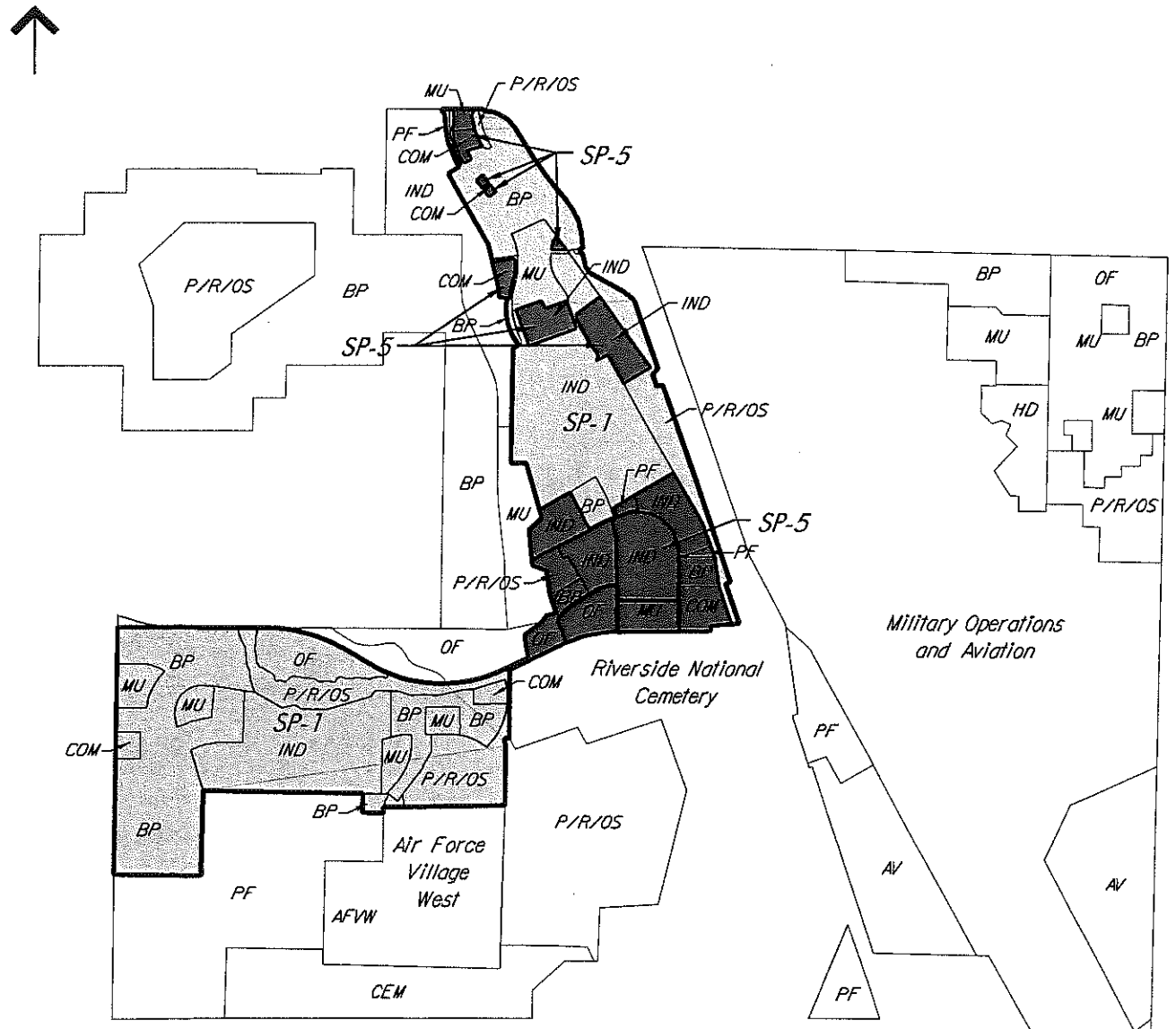
a-b) The Project is mass graded and within a partially developed business park. The development would not impact any sensitive plant or animal species, or important examples of history or prehistory. Although the proposed Project is not consistent with the current land use and zoning designations, implementation of the SPA and GPA would bring the proposed Project area into consistency with all applicable March JPA land use regulations. Approval of the SPA and GPA would not result in incompatibilities since the parking lot would serve the adjacent 510,000 sq.ft speculative industrial building that was anticipated in the Meridian SP-5 SEIR. Given that the proposed Project is a minor land use change from that analyzed in the Meridian SP-5 SEIR, its impacts were previously analyzed in the Meridian SP-5 SEIR, and its contribution toward environmental impacts has been accounted for and mitigated. Accordingly, development of the Project would contribute toward the orderly implementation of the Specific Plan, a long-term planning document regulating development of the Meridian Specific Plan, and would not achieve short term environmental goals to the disadvantage of long-term environmental goals. No further environmental review is required.

c) As discussed throughout the analysis above, the proposed Project would not result in any cumulative impacts. Therefore, impacts are considered less than significant. No further environmental review is required.

d) As described in the Air Quality, Hazards and Hazardous Materials, Noise, Public Service, Transportation/Traffic and Utilities and Service Systems sections of this Initial Study, the Project will not cause any new substantial direct or indirect adverse effects on human beings that were not previously analyzed in the Meridian SP-5 SEIR. No further environmental review is required.

EXHIBIT "B"
General Plan Land Use Map (Existing)

[attached on following pages]



Legend

Previously Adopted Specific Plan (SP-1)	
Specific Plan Amendment (SP-5)	
Business Park	BP
Commercial	COM
Industrial	IND
Mixed Use	MU
Office	OF
Public Facility	PF
Park/Recreation Open Space	P/R/OS
AFVW Expansion	AFVW
Cemetery	CEM
Aviation MIP	AV
Historic District	HD

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Figure II-4
Proposed
General Plan Land Uses

EXHIBIT "C"
Site Legal Description

[Attached on following pages]

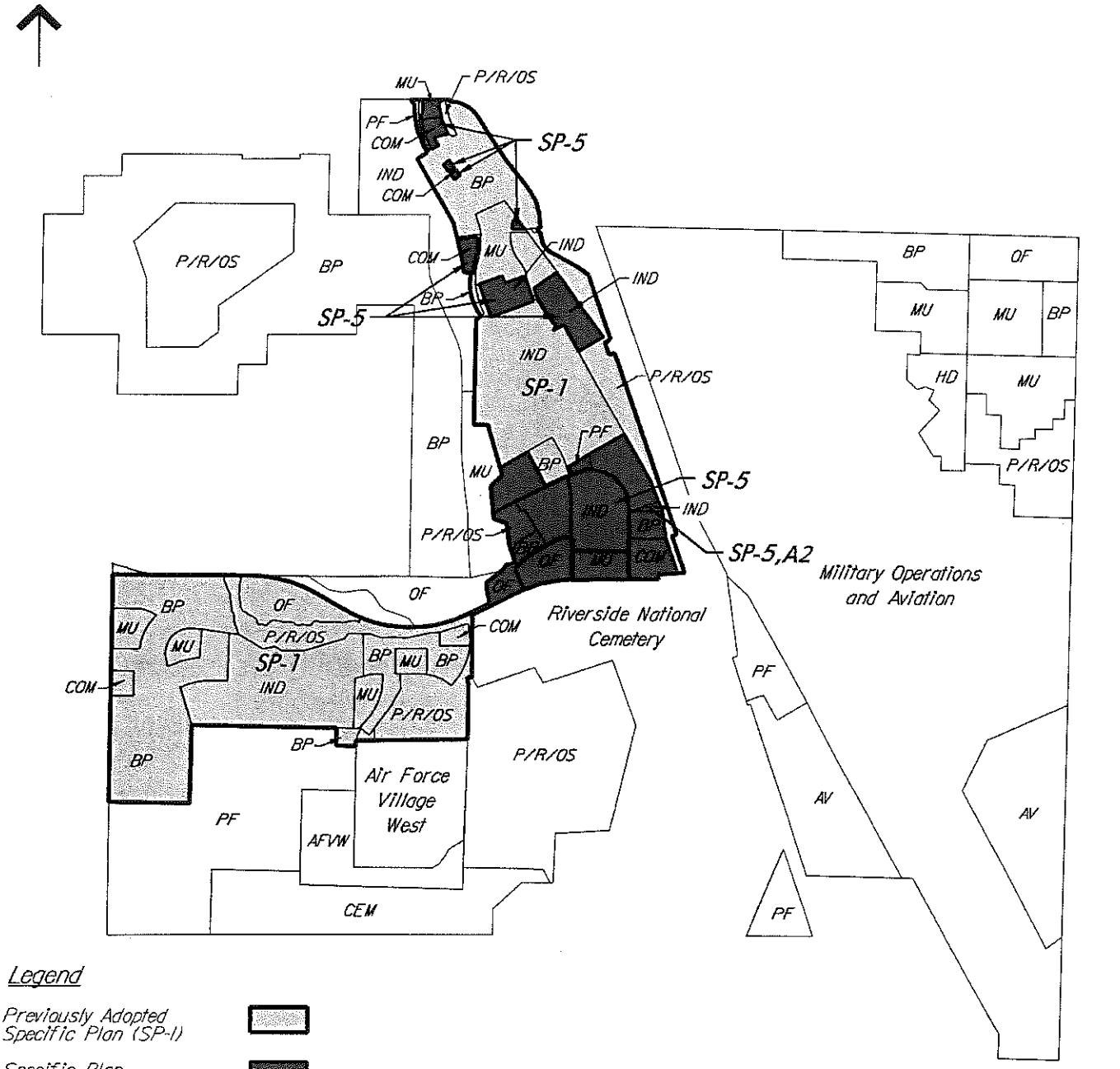
LEGAL DESCRIPTION

Real property in the unincorporated area of the County of Riverside, State of California, described as follows:

LOT F OF TRACT MAP NO. 30857-4, AS SHOWN BY MAP ON FILE IN BOOK 435 PAGES 6 THROUGH 14, INCLUSIVE, OF TRACT MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

EXHIBIT "D"
General Plan Amendment (GPA #14-01)

[Attached on following pages]



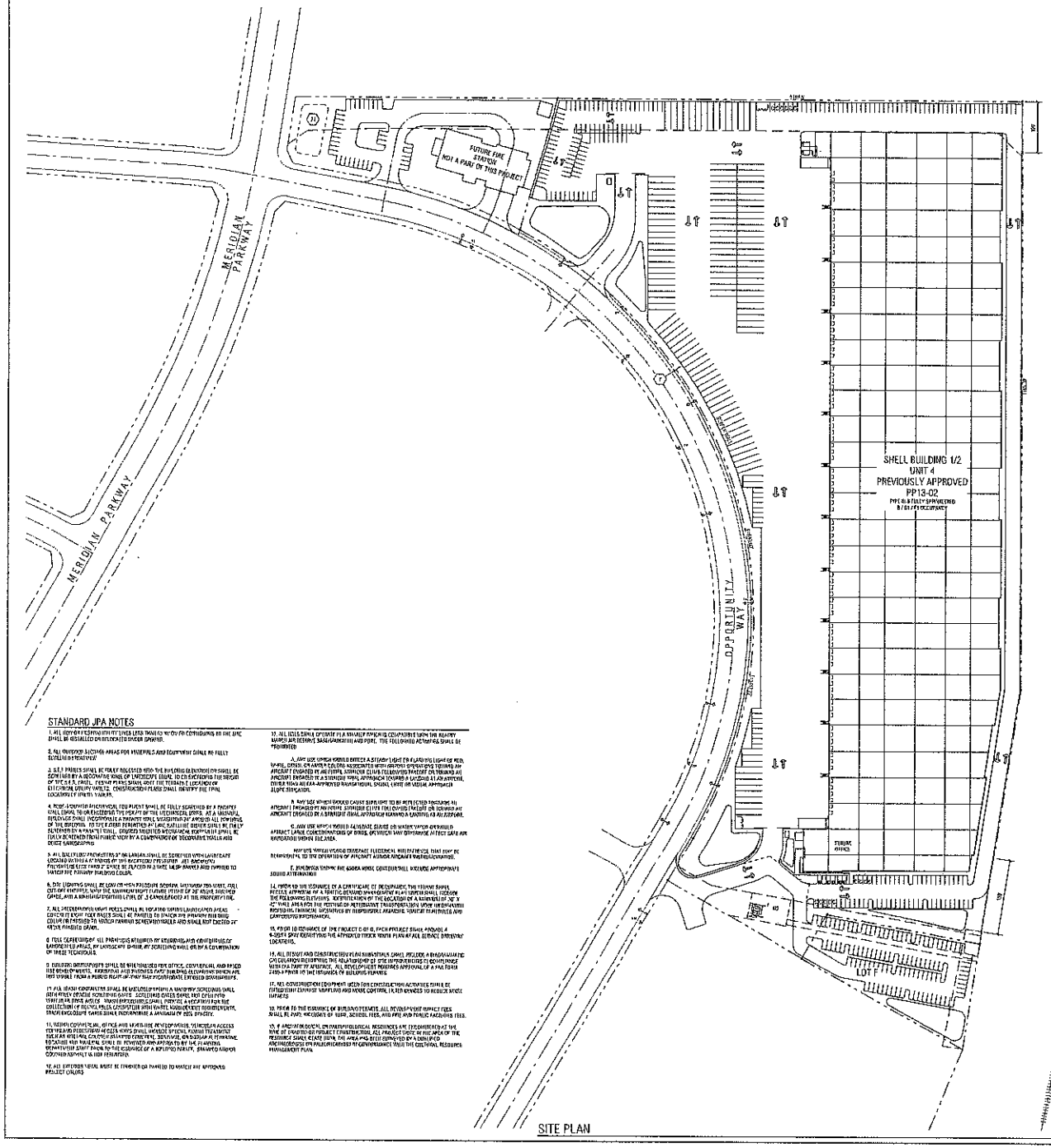
Legend

Previously Adopted Specific Plan (SP-1)	
Specific Plan Amendment (SP-5)	
Specific Plan Amendment (SP-5,A2)	
Business Park	BP
Commercial	COM
Industrial	IND
Mixed Use	MU
Office	OF
Public Facility	PF
AFVW Expansion	AFVW
Cemetery	CEM
Aviation MIP	AV
Historic District	HD
Park/Recreation Open Space	P/R/OS

Figure II-4
Proposed
General Plan Land Uses

EXHIBIT "E"
Plot Plan Amendment (PP #13-02, A1)
Site Plan
Conditions of Approval

[Attached on following pages]



SITE PLAN

STANDARD JPA NOTES

1. ALL WORK OR PREPARATION WITH LESS THAN 10 HP OR EQUIPMENT WEIGHING 80 LBS OR LESS SHALL BE RESTRICTED OR DISTRIBUTED OVER SEVERAL DAYS.

2. ALL OUTDOOR EQUIPMENT AREAS FOR WELDING AND EQUIPMENT SHALL BE FULLY SCREENED FROM VIEW.

3. ALL E. PRICES SHALL BE FINALLY ADJUSTED WITH THE BUILDING ELEVATIONS SHALL BE SCREENED BY A DECORATIVE KIND OF MATERIALS USED, OR BY EXTENDING THE HEIGHT OF THE EAST, FINISH PLANS SHALL NOTE THE TYPE AND LOCATION OF ELEVATION GROUND VALUES. CONSTRUCTION PLANS SHALL IDENTIFY THE FINAL LOCATIONS OF THESE VALUES.

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, INDIVIDUAL UNITS INCORPORATE A PARAPET WALL ASSEMBLY OF AT LEAST ALL COMPONENTS OF THE BUILDING. TO THE EXTENT PERMITTED BY LAW, SATELLITE DISHES SHALL BE FULLY SCREENED BY A PARAPET WALL. UNLESS MOUNTED MECHANICAL EQUIPMENT SHALL BE FULLY SCREENED FROM PUBLIC VIEW BY A COMBINATION OF DECORATIVE WALLS AND DENSE LANDSCAPING.

5. ALL BACK FLOW PREVENTERS AT THE LANDSCAPING SHALL BE SCREENED WITH LANDSCAPE LOCATED WITHIN 6' RADIUS OF THE BACKFLOW PREVENTER. ALL BACKFLOW PREVENTERS LESS THAN 3' SHALL BE PLACED IN A TWO 'MUD' BRICKS AND PAINTED TO MATCH THE PRIMARY BUILDING COLOR.

6. SITE LIGHTING SHALL BE LOW OR HIGH POLE(S) OF SHIELDED TYPE WHERE FULL CUT-OFF IS NOT ENTIRELY WITHIN THE MINIMUM PROPERTY FUTURE (TYPE OF 24' HIGH SHIELDED CANOE, WITH A MINIMUM MAINTAINED LEVEL OF .5 CANDLE-FEET AT THE PROPERTY LINE.

7. ALL UNDERGROUND LIGHT POLES SHALL BE LOCATED WITHIN LANDSCAPED AREAS EXCEPT IN LIGHT POLE BASES SHALL BE PAINTED TO BLEND INTO PREVAILING BACKGROUND COLOR OR PAINTED TO MATCH PLANNED SCREEN HARDSCAPE AND SHALL NOT EXCEED 20' IN HEIGHT UNLESS OTHERWISE APPROVED.

8. FINAL CORRECTION OF ALL PAINTINGS REQUIRED BY ENGINEERING CERTIFICATES OF COMPLETION AREAS, BY LANDSCAPE ARCHITECT OR BY SCREENING WALL OR BY A COMBINATION OF THESE TECHNIQUES.

9. BUILDING IDENTIFICATION SHALL BE WITH NUMBERS FOR OFFICE, COMMERCIAL AND MIXED USE BUILDINGS. INDUSTRIAL AND BUSINESS PARK BUILDING ELEVATION SHOWN ARE NOT VISIBLE FROM A PUBLIC RIGHT-OF-WAY MUST INCORPORATE EXPOSED DOWNSPOUTS.

11. ALL TRASH CONTAINERS SHALL BE ENCLOSED WITHIN A MASONRY SCREENING SHALL HAVE SOLID OPAQUE SCREENING GATES. SCREENED GATES SHALL NOT CONFLICT WITH DRIVE AISLES. TRASH ENCLOSURES SHALL PROVIDE A RECESS FOR THE COLLECTION OF RECYCLABLES. DESCRIPTION SHALL MEET CURRENT REQUIREMENTS. TRASH ENCLOSURE GATES SHALL INCORPORATE A MINIMUM OF 90% OPACITY.

11. WHERE COMMERCIAL, OFFICE AND MIXED USE DEVELOPMENTS, VEHICULAR ACCESS TO PUBLIC AND PEDESTRIAN ACCESS WAYS SHALL INCLUDE SPEED HUMPS TREATED TO CREATE AN EFFECTIVE SPEED OF NOT MORE THAN 15 MILES PER HOUR. SPEED HUMPS SHALL BE CONSTRUCTED WITH ASPHALT CONCRETE. SIGNAGE AND STRIPING SHALL BE PROVIDED AS APPROVED BY THE PLANNING DEPARTMENT STAFF PRIOR TO THE ISSUANCE OF A BUILDING PERMIT. PAVEMENT SHALL BE CONSIDERED ASPHALT OR HIGH PERFORMANCE.

12. ALL OUTDOOR METAL MUST BE PAINTED OR PAINTED TO MATCH THE APPROVED PROJECT COLORS.

13. ALL LOCAL SERVICE OPERATIONS SHALL BE CONDUCTED WITHIN THE BUILDING. NO MATERIALS, SUPPLIES OR EQUIPMENT SHALL BE STORED IN ANY AREA ON THE SITE NOT WITHIN A COMPLETELY ENCLOSED BUILDING.

14. PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY, THE DEVELOPER SHALL INSTALL A MINIMUM OF A 10-FOOT BY 10-FOOT LANDSCAPED PLANTER AT EACH CORNER OF THE BUILDING. THE PLANTERS SHALL CONTAIN A MINIMUM OF ONE SPECIMEN TREE AND SHRUBS AND GROUNDCOVER. THE SPECIMEN TREE SHALL BE A MINIMUM OF 24-INCH BOX SIZE AND SHALL BE PLANTED IN A MANNER THAT WILL ALLOW THE TREE TO REACH ITS MATURE SIZE AND SHAPE. THE SHRUBS AND GROUNDCOVER SHALL BE PLANTED IN A MANNER THAT WILL ALLOW THEM TO REACH THEIR MATURE SIZE WITHIN 3 YEARS OF PLANTING.

15. ALL ROOF AND GROUND MOUNTED MECHANICAL EQUIPMENT SHALL BE SCREENED FROM VIEW FROM ADJACENT PUBLIC RIGHTS-OF-WAY AND ADJACENT PROPERTIES AT THE TIME OF INSTALLATION. ALL ROOF MOUNTED EQUIPMENT SHALL BE SCREENED BY PARAPET WALLS OR ROOF WELLS. GROUND MOUNTED EQUIPMENT SHALL BE SCREENED BY LANDSCAPING OR SOLID WALLS OR FENCES. THE METHOD OF SCREENING SHALL BE COMPATIBLE WITH THE ARCHITECTURE IN TERMS OF MATERIALS, COLOR, SHAPE AND SIZE. THE SCREENING SHALL BE DESIGNED TO PREVENT VISUAL ACCESS TO THE EQUIPMENT BY THE SAME MEANS.

16. ALL EXTERIOR LIGHTING SHALL BE DESIGNED, LOCATED, AND LIMITED TO 25 FOOT-CANDLES OR LESS AVERAGE MAINTAINED LEVEL MEASURED AT GRADE. ALL LIGHTING SHALL BE SHIELDED AND DIRECTED AWAY FROM ADJACENT PROPERTIES AND PUBLIC RIGHTS-OF-WAY. LIGHTING SHALL BE ARCHITECTURALLY INTEGRATED WITH THE CHARACTER OF THE BUILDINGS IT ILLUMINATES. LIGHT STANDARDS AND FIXTURES SHALL BE CONSISTENT WITH THE STYLE AND MATERIAL USED ON THE BUILDINGS. LIGHTING SHALL BE DESIGNED TO MINIMIZE ENERGY CONSUMPTION, WHILE PROVIDING ADEQUATE ILLUMINATION FOR SECURITY AND SAFETY. THE LIGHTING SYSTEM SHALL BE CONTROLLED BY A COMBINATION OF TIMERS AND PHOTOCELLS.

17. ALL LOADING SPACES LOCATED ON A MAJOR OR MINOR ARTERIAL AS DESIGNATED ON THE RIVERSIDE COUNTY MASTER PLAN OF HIGHWAYS SHALL BE DESIGNED SO THAT BACKING MANEUVERS TAKE PLACE ON-SITE AND NOT WITHIN THE PUBLIC RIGHT-OF-WAY.

18. ALL OUTDOOR STORAGE SHALL BE SCREENED FROM VIEW FROM ADJACENT PROPERTIES AND PUBLIC STREETS BY A SOLID WALL OR FENCE AT LEAST 6 FEET IN HEIGHT. OUTDOOR STORAGE SHALL NOT EXCEED THE HEIGHT OF THE SCREENING WALL OR FENCE.

19. ALL ROOF MOUNTED EQUIPMENT SHALL BE SCREENED FROM VIEW BY PARAPET WALLS OR ROOF WELLS. GROUND MOUNTED EQUIPMENT SHALL BE SCREENED BY LANDSCAPING OR SOLID WALLS OR FENCES TO REDUCE NOISE IMPACTS.

20. PRIOR TO THE ISSUANCE OF BUILDING PERMITS, ALL DEVELOPMENT IMPACT FEES SHALL BE PAID, INCLUDING AT LEAST, SCHOOL FEES, AND FIRE AND PUBLIC FACILITIES FEES.

21. 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 TO DETERMINE WHETHER THE CULTURAL RESOURCE MANAGEMENT PLAN.

PROJECT DATA

SITE AREA:

EXISTING	1,121,386 SF / 25.74 AC
PROPOSED ADDED SITE AREA	51,637 SF / 1.19 AC
TOTAL SITE AREA	1,173,023 SF / 26.93 AC

BUILDING AREA (NO CHANGE):

GROUND FLOOR	500,000 SF
MEZZANINE	10,000 SF
TOTAL	510,000 SF

COVERAGE: 43.48 %

PARKING REQUIRED (NO CHANGE):

20,000 SF OFFICE @ 3.3/1000	66 STALLS
0 – 50,000 SF @ 1/1000	50 STALLS
50,000 – 200,000 SF @ 0.33/1000	50 STALLS
200,000 SF + @ 0.20/1000	58 STALLS
TOTAL STALLS REQUIRED	224 STALLS

AUTO PARKING PROVIDED:

STANDARD STALLS	313 STALLS
CARPOOL STALLS (5% MIN)	17 STALLS
TOTAL STALLS PROVIDED	330 STALLS

BIKE PARKING:

REQUIRED @ 1/20 AUTO STALLS	17 SPACES
PROVIDED	17 SPACES

LOADING DOCK POSITIONS (NO CHANGE): 86 DOCKS
TRUCK TRAILER STALLS 12' X 53' (NO CHANGE): 123 STALLS

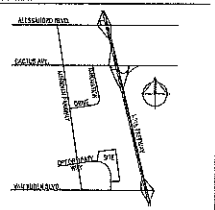
LANDSCAPE AREA PROVIDED: 145,126 SF / 12.37 %

MINIMUM SETBACKS REQUIRED (NO CHANGE):

FRONT BUILDING	20'
FRONT LANDSCAPE	15'
SIDE BUILDING	0'
SIDE LANDSCAPE	5'
REAR BUILDING	25'
REAR LANDSCAPING	5'

KEYNOTES (KN)

VICINITY MAP



LEGAL DESCRIPTION

UTILITY PROVIDERS

ELECTRICAL:	EDISON
WATER/SEWER:	TEMESCAL WATER MUNICIPAL WATER DISTRICT
TELEPHONE:	VERIZON
GAS:	SOUTHERN CALIFORNIA GAS

RGA
Office of Architectural Design
15231 Alton Parkway, Suite 100
Irvine, CA 92618
T 949-341-0920
FX 949-341-0922

CONSULTANT

PROFESSIONAL SEALS

MERIDIAN LOT F
& LOT 1&2
UNIT 4
OPPORTUNITY WAY
RIVERSIDE, CA 92518

MERIDIAN

NEWCASTLE PARTNERS, INC.
NEWCASTLE
PARTNERS, INC.
470 GREEN RIVER, SUITE
CORONA, CA 9208
CONTACT: JACKSON S
951-582-9800
jackson@newcastlepartners.com

MARK	DATE	DESCRIPTION
SD	01/02/2014	SCHEMATIC DESIGN

RGA PROJECT NO:	13-14-08
OWNER PROJECT NO:	0000-00
CAD FILE NAME:	13-14-08A1-1P
DRAWN BY:	CT
CHECKED BY:	DH

COPYRIGHT
RGA, OFFICE OF ARCHITECTURAL DESIGN

SHEET TITLE
SITE PLAN

SHEET A1-1P

CONDITIONS OF APPROVAL

1.19 ACRE EMPLOYEE PARKING LOT ADDITION TO PREVIOUSLY APPROVED 510,000 SF WAREHOUSE/DISTRIBUTION SPECULATIVE BUILDING AT 22000 OPPORTUNITY WAY, RIVERSIDE CA. 92518

File No.:	Plot Plan 13-02, A1
Associated:	General Plan Amendment (GPA #14-01); Specific Plan Amendment (SP #5, A2)
Project Name:	Lot F
Address:	22000 Opportunity Way, Riverside, CA 92518

Conditions of Approval:

PLANNING DIVISION

PLANNING DEPARTMENT (Standard and Project Specific)

1. The site shall be developed in accordance with the approved Plot Plan 13-02 on file in 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 Manager or designee. Building elevations shall comply with the color scheme and materials approved with the Plot Plan. (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 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. 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).

6. 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 will be submitted to the 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)

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 in ambient warehouses, orienting buildings to the north for natural cooling to the extent practical, and increasing insulation beyond Title 24 requirements. (MEIR)

12. 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)

13. 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)

14. 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)

15. 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)

16. 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)

17. Uses located in proximity of noise sensitive uses shall comply with the noise mitigation measures identified in the Meridian Subsequent EIR (SCH#2009071069). (MMRP)

18. All uses shall comply with the noise emission criteria identified in the March JPA Development Code. (MMRP)

Planning Conditions to be performed Prior to Issuance of Building Permits:

19. Within 60 days of Project Approval, and prior to any permit issuance, the Applicant shall provide the MJPA with six (6) clean copies of fully updated March Business Center Specific Plan documents. Submitted documents shall illustrate the originally approved Specific Plan, to include changes approved under SP-5; SP-5, Amendment No. 1, and SP-5, Amendment No. 2. Failure to complete this requirement would result in delays in the review of submitted construction plans.

20. Prior to a building permit issuance, the Applicant shall provide proof of recordation for the required Declaration of Reciprocal Access Easement, Covenant, Conditions and Restrictions, for the shared southerly access to and from the Project site.

21. 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)

22. Office areas and noise sensitive uses within the 65 dB CNEL noise contour or greater shall provide noise attenuation to provide an interior noise level of 45 dB CNEL, as certified by an acoustical engineer or architect. (MMRP)

23. 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)

24. 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)

25. Prior to issuance of building permits, the developer or developer's successor-in-interest shall pay the applicable March JPA Development Impact Fee (DIF).

26. Individual lot developers shall contribute on a fair share basis toward the cumulative off-site impacts identified in Specific Plan Chapter IIV. (MMRP)

27. 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.

28. 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)

29. 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)

30. 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.

31. 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:

32. 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)

33. 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.).

34. Prior to Certificate of Occupancy, the developer shall demonstrate that all South Coast Air Quality Management District permits have been obtained. (MEIR)

35. 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)

36. 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)

37. 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 5-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)

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 any Permit Issuance, the Applicant shall submit updated Landscape and Irrigation plans for review and approval by the March JPA LLMD Administrator.

40. 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.#09-05).

41. 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.#09-05).

42. All on-site landscape irrigation shall be designed and constructed to meet non-potable "Purple Pipe" standards for reclaimed water systems. (MMRP)

43. 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).

44. 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)

45. 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.

46. 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 seized 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.

47. 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.

48. 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.

49. 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.

50. 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)

51. 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.

52. 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.

53. 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.

54. 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.

55. 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.

56. 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).

57. 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.

58. Prior to any Permit Issuance, the Applicant shall submit updated structural BMP and WQMP Plans, covering the whole of the proposed approximate 27 acre Project. Upon approval of updated BMP and WQMP Plans, 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)

59. 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)

60. 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, onsite computer, internet connection, and other service to reduce the need for employees to leave for services during business hours. (MMRP)

61. All cold storage facilities shall install conduit to all loading dock doors accessing the cold storage warehouse in order to accommodate future use plug–in electrical outlets. Additionally, all cold storage facilities shall have a minimum of 20% of the loading dock doors activated for plug-in use prior to issuance of the certificate of occupancy. The trailer fleets of all cold storage warehouses shall be 100% plug-in ready within 10 years of the certificate of occupancy. (MMRP)

62. The operator shall cooperate with March JPA in the pursuit of Carl Moyer clean air grants. Grants shall be used to pursue clean air technology inclusive of clean burning engines, alternate fuel vehicles, diesel particulate traps, alternate fuel refrigeration units, and electrification of dock ramp positions.

63. 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). (MMRP)

64. Project shall provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances. (MMRP)

65. Project shall include permanent TMA membership per the Specific Plan Amendment. (MMRP)

66. 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)

67. Project shall install Energy Star labeled roof materials. (MMRP)

68. Developer is encouraged to use materials which are resource efficient, recycled, with long life cycles and manufactured in an environmentally friendly way. (MMRP)

69. 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)

70. 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)

71. All construction activities shall be limited to between 7:00 am and 8:00 pm as feasible. (MEIR)

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.

PUBLIC WORKS DIVISION (Standard SPA Conditions)

With respect to the Conditions of Approval for the above referenced development, 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 specific plan, MJPA and Riverside County Flood Control requirements and standards. The following drainage related conditions are the requirements of this project:

   a. New onsite publicly maintained drainage facilities located outside road right-of-way, if any, shall be constructed within dedicated easements and connected to existing drainage facilities. Existing and proposed drainage easements shall be kept free of any building, structures, and obstructions.

   b. 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.

   c. 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.

d. Supplemental hydrology report and hydraulic calculation shall be submitted to the MJPA Public Works Engineer for review and approval. The report shall address the offsite flow, accumulative onsite runoff, and the impact to adjacent downstream properties.

e. All grading and drainage improvements shall comply with NPDES and Best Management Practices. Erosion control plans and WQMP shall be prepared and submitted to MJPA and Water Quality Board as part of the grading plans.

f. The "first flush" basins shall be located onsite and properly landscaped and screened as determined by MJPA and Water Quality Board. The parkway on and offsite landscaping may be utilized for this purpose. These facilities shall be connected to existing drainage with permits from the appropriate agency.

g. 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. Additional streetlights or relocation of streetlights (as needed) shall be installed per Riverside County and Southern California Edison standards.

3. 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.

4. This project is part of the existing landscape, lighting, and drainage maintenance district established by MJPA. Owner(s) shall be responsible to pay towards maintenance of facilities as determined by the District. Additional landscaping and drainage improvements shall be maintained by owners.

5. On and offsite improvements including grading and paving plans along with hydrology shall be submitted to MJPA Public Works Engineer's office for review and approval.

6. Onsite striping, lighting, landscaping shall be reviewed and approved by Planning Department.

PUBLIC WORKS DIVISION, Trilake Engineering (Project Specific)

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. It is understood that the site plan (conceptual grading plan) exhibits correctly shows all existing easements, traveled ways and drainage courses with appropriate Q's and that their omission may require revisions to the plan 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 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 prior to start of any work. The conditions stated below are based on information as shown on the conceptual grading plans.

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 minimum requirements of this project and subject to change pending Riverside County Flood Control review of the project:

   a. Onsite drainage facilities located outside road right-of-way shall be constructed within dedicated easements and connected to existing drainage facilities. Existing and proposed drainage easements shall be kept free of any building, structures, and obstructions. The project is proposing to relocate existing drainage facilities and as such approval by JPA and Flood Control will be required.

   b. 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.

   c. 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.

   d. Final hydrology report and hydraulic calculation shall be submitted to the MJPA Public Works Engineer and Flood Control for review and approval. The report shall address the offsite flow, accumulative onsite runoff, and the impact to adjacent downstream properties. The conceptual drainage and grading plan as submitted may have to be revised to conform with RCFC requirements.

   e. 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.

f. The onsite retention basin(s) shall be designed and properly landscaped and screened as determined by Planning Department and pursuant to Water Quality Standards. The parkway(s) may also be utilized for this purpose. Final WQMP shall be submitted to JPA for review and approval prior to issuance of any permit.

g. 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.

h. Proposed improvements over RCFC drainage easement shall be reviewed and approved by Flood Control prior to issuance of any permit.

i. All building pads shall be elevated a minimum of 1' above calculated 100-year water surface elevation as determined by RCFC with building pads minimum of 8" above the pad.

j. The final design of all on and offsite improvements shall require both JPA and Flood Control approval.

k. Prior to issuance of building permits, the applicant shall pay MJPA the appropriate drainage fees.

2. Streetlights shall be installed along Opportunity Way as needed. The streetlight standards shall be pursuant to requirements of JPA and Riverside County.

3. 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. All existing utilities shall be identified and relocated/abandoned as determined by utility purveyor prior to issuance of grading permit. If utilities are to remain in place appropriate easements shall be dedicated and recorded.

4. This project shall annex to 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. Onsite basin(s) shall be maintained by owners.

5. On and offsite improvements including grading and paving plans along with hydrology shall be submitted to MJPA and Flood Control for review and approval.

6. Onsite private striping, lighting, landscaping and offsite landscaping and lighting shall be reviewed and approved by Planning Department.

7. Opportunity Way intersection at the proposed truck access shall be improved with concrete section as approved by JPA.

8. Prior to issuance of any permit, Lot Line Adjustment/Mergers must be filed and recorded.

BUILDING DEPARTMENT, WILLDAN (Standard SPA Conditions)

1. Provide 2 sets of plans and calculations along with a soils report no more than 12 months old to the building department along with a set for Planning Department review. If you choose to submit electronically, the Planning Department will require a hard copy at initial submittal for building plan check. Also provide partial submittal to the water district. Please note building permits cannot be issued without a will serve letter from WMWD.

2. Civil site work is under separate submittal and review by Engineering Department.

3. Separate buildings may be submitted under one plan check number, but will be issued separate permits at approval. Breakdown valuations for each building.

BUILDING DEPARTMENT, WILLDAN (Project Specific)

The following comments are required at the time of plan check submittal

1. The Site shall be developed in compliance with all current model codes. All plans shall be designed in compliance with the latest editions of the California Building Codes as adopted by the March Joint Powers Authority.

2. Site development and grading shall be designed to provide access to all entrances and exterior ground floor 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 warnings, signage, gates, lifts and walking surface material. 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) 11A and 11B.

   a. March Joint Powers Authority enforces the State of California provisions of the California Building Code disabled access requirements. The Federal ADA standards differ in some cases from the California State requirements. It is the building owners' responsibility to be aware of those differences and comply accordingly.

3. Commercial buildings on the site shall be accessible per California Building Code (CBC) 11B.

4. Separate submittals and permits are required for all accessory structures such as but not limited to, trash enclosures, patios, block walls and storage buildings.

FIRE MARSHALL, RIVERSIDE COUNTY FIRE DEPARTMENT (Standard SPA Conditions)

1. California Fire Code requirements to be provided by Riverside County Fire on an individual project basis.

FIRE MARSHALL, RIVERSIDE COUNTY FIRE DEPARTMENT (Project Specific)

10. GENERAL CONDITIONS

10. FIRE.999PC-#01–West Fire Protection Planning Office Responsibility IN EFFECT

It is the responsibility of the recipient of these Fire Department conditions to forward them to all interested parties. The permit number (as it is noted above) is required on all correspondence.

Additional information is available at our website: www.rvcfire.org go to the link marked "Ordinance 787". Questions should be directed to the Riverside County Fire Department, Fire Protection Planning Division at 2300 Market St. Suite 150, Riverside, CA 92501. Phone: (951) 955-4777, Fax: (951) 955-4886.

10. FIRE.999 USE-#01A – SHELL/FPE/COMM. IN EFFECT
THESE CONDITIONS ARE FOR A SHELL BUILDING ONLY. Shell building will receive a shell final only. No Certificate of Occupancy (human occupant and/or materials) will be issued until the building occupant has been identified with their occupancy classification and have been conditioned by Riverside County Fire Department. Occupant or tenant identification is imperative for orderly and prompts processing. Upon identification of the occupant or Tenant a Fire Protection Analysis report maybe required prior to establishing the requirements for the occupancy permit. Failure to provide a comprehensive data analysis and/ or technical information acceptable to the Fire Department may result in project delays. A complete commodity listing disclosing type, quantity, level of hazard and potential for "Reactivity" must be provided. The foregoing is necessary to properly classify the building (s). Failure to provide comprehensive data and/or technical information will result in project delay and requirement for a complete Fire Protection study for review.

10. FIRE.999 USE-#04-HIGH PILE/RACK STORAGE IN EFFECT
A separate permit may be required for high-pile storage and/or racks. Sprinkler Plans and/or sprinkler review must be submitted by a licensed sprinkler contractor with storage and/or rack plans to Riverside County Fire Department for review and approval of the 2010 CFC Chapter 23 compliance. Complete information re: all commodities stored, rack dimensions, placement in building, sprinkler densities, etc. must be provided with suppression system for racks and/or high-pile storage review. A complete listing of commodities, Classified using CFC Chapter 23 of the 2010 Edition and NFPA 13, 2010 Edition guidelines by a licensed Fire Protection Engineer (or other consultant approved by this jurisdiction). (Current plan check deposit base fee is $348.00)

10. FIRE.999 USE-#50-BLUE DOT REFELECTOR IN EFFECT

Blue retro reflective pavement markers shall be mounted on private street, public streets and driveways to indicate location of fire hydrants. Prior to installation, placement of markers must be approved by Riverside County Fire Department.

10. FIRE.999 USE*-#23 – MIN REQ FIRE FLOW IN EFFECT
Minimum required fire flow shall be 4000 GPM for 4 hour duration at 20 PSI residual operating pressure, which must be available before any combustible material is placed on the job site.

10. FIRE.999 USE-#20-SUPER FIRE HYDRANT IN EFFECT

10. FIRE.9999 USE-#19-ON/OFF LOOPED HYD IN EFFECT
A combination of on-site and off-site super fire hydrants, on a looped system (6" x 4" x 2 ½"), will be located note less than 25 feet or more than 210 feet from any portion of the building as measured along approved vehicular travel ways. The required fire flow shall be available from any adjacent hydrants (s) in the system.

10. FIRE.999 USE-#84 – TANK PERMITS IN EFFECT
Applicant and/or developer shall be responsible for obtaining under/aboveground fuel, chemical and mixed liquid storage tank permit, from the Riverside County Fire Department and Environmental Health Department. Plans must be submitted for approval prior to installation. Aboveground fuel/mixed liquid tank (s) shall meet the following standards: Tank must be tested and labeled to UL2085 Protected Tank Standard. The test must include the Projectile Penetration Test and the Heavy Vehicle Impact Test. A sample copy of the tank's label from an independent test laboratory must be included with your plans. Current plan check deposit base fee is $217.00 for the first Tank, each additional tank $32.00.

10. FIRE.999 USE-#89-RAPID HAZMAT BOX IN EFFECT
Rapid Entry Hazardous Material Data and Key Storage Cabinet shall be installed on outside of the building. Plans showing location of cabinet(s) shall be submitted to the Riverside County Fire Department for approval prior to installation (Current plan check deposit base fee is $126.00

10. FIRE.999 USE-#25- GATE ENTRANCES IN EFFECT
Gate entrances shall be at least two feet wider than the width of the traffic lane (s) serving that gate. Any gate providing access from a road to a driveway shall be located at least 35 feet from the roadway and shall open to allow vehicle to stop without obstructing traffic on the road. Where a one-way road with a single traffic lane provides access to a gate entrance, 40 foot turning radius shall be used.

10. FIRE.999 USE-#88A-AUTO/MAN GATES IN EFFECT
Gate (s) shall be automatic, minimum 20 feet width, with a setback of 35 feet from face of curb/flow line. Gate access shall be equipped with a rapid entry system. Plans shall be submitted to the Fire Department for approval prior to installation. Automatic/manual gate pins shall be rated with shear pin force, not to exceed 30 foot pounds. Automatic gates shall be equipped with emergency backup power. Gates activated by the rapid entry system shall remain open until closed by the rapid entry system. Current plan check deposit base fee is $126.00.

80. PRIOR TO BUILDING PERMIT ISSUANCE

80. FIRE.999 USE-#4 – WATER PLANS IN EFFECT
The applicants or developer shall separately submit two copies of the water system plans to the Fire Department for review and approval. Calculated velocities shall not exceed 100 feet per second. Plans shall conform to the fire hydrant types, location and spacing. The system shall meet the fire flow requirements. Plans shall be signed and approved by a registered civil engineer and the local water company with the following certification: "I certify that the design of the water system is in accordance with the requirements prescribed by the Riverside County Fire Department."

90. PRIOR TO BUILDING FINAL INSPECTION

90. FIRE.999 USE-#45 – FIRE LANES IN EFFECT
The applicant shall prepare and submit to the Fire Department for approval, a site plan designating required fire lanes with appropriate lane painting and/or signs.

90. FIRE.999 USE-#12A- SPRINKLER SYSTEM IN EFFECT
Install a complete fire sprinkler system per NFPA 13 2010 edition in all buildings requiring a fire flow of 1500 GPM or greater sprinkler system (s). All fire sprinkler risers shall be protected from any physical damage. The post indicator valve and fire department connection shall be located to the front, within 50 feet of a hydrant, and the minimum of 25 feet from the building (s). A statement that the building (s) will be automatically fire sprinkled must be included on the title page of the building plans. (Current sprinkler plan check deposit base fee is $614.00 per riser) applicant or developer shall be responsible to install a U.L. Central Station Monitored Fire Alarm System. Monitoring System shall monitor the fire Sprinkler system (s) water flow, P.I.V.'s and all control valves. Plans must be submitted to the Fire Department for approval prior to installation. Contact Fire Department for guideline handout (current monitoring plan check deposit base fee is $192.00)

FIRE.999 USE-#27-EXTINGUISHERS IN EFFECT
Install portable fire extinguishers with a minimum rating of 2A-10BC and signage. Fire Extinguishers located in public areas shall be in recessed cabinets mounted 48" (Inches) to center above the floor level with Maximum 4" projection from the wall. Contact Fire Department for proper placement of equipment prior to installation.

Conditions of approval may change based on Conditions hazardous to life, property or public welfare in the occupancy of structures or premises; and Fire hazards in the structure or on the premises from occupancy or operation.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION (Standard SPA Conditions)

1. Prior to the issuance of building permits, the landowner shall convey an avigation easement to the MARB/MIP Airport.

2. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

3. The following uses 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 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.

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, livestock operations, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, 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, incinerators, and landfills.)

d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

4. The following notice shall be provided to all potential purchasers and tenants:

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

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION CONDITIONS (Project Specific)

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

2. The following uses 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 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, congregate care facilities, hotels/motels, places of assembly (including churches and theaters), buildings with more than 3 aboveground habitable floors, noise sensitive outdoor nonresidential uses, and hazards to flight.

3. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.

4. The attached notice shall be given to all prospective purchasers and/or tenants of the property.

5. Any new retention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Landscaping shall utilize plant species that do not produce seeds, fruits, or berries. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature.

6. This project has been evaluated as a proposal for the establishment of an industrial warehouse with not more than 20,000 square feet of office area in any given acre. March Joint Powers Authority shall require additional review by the Airport Land Use Commission prior to the establishment of any of the following uses in this structure:

Auction rooms, auditoriums, bowling alleys, call centers, care facilities, churches and other places of worship, conference rooms larger than 1,500 square feet in area, classrooms, courtrooms, dance floors, dormitories, drinking establishments, exercise rooms, exhibit rooms, health care facilities, gymnasiums, locker rooms, lounges, retail sales, skating rinks, stages, swimming pools, and all other uses that would be

considered to have an occupancy level greater than one person per 100 square feet (minimum square feet per occupant less than 100) pursuant to California Building Code (1998) Table 10-A.

7. Noise attenuation measures shall be incorporated into the design of the office areas of the structure; to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

8. The Federal Aviation Administration has conducted aeronautical studies of the proposed building (Aeronautical Study Nos. 2013-AWP-5676-OE and 2013-AWP-5677-OE) and has determined that neither marking nor lighting of the structure 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 K Change 2 and shall be maintained in accordance therewith for the life of the project.

9. The maximum height of the proposed structure, including all roof-mounted appurtenances (if any), shall not exceed 42 feet above ground level, and the maximum elevation at the top of the structure shall not exceed 1,601 feet above mean sea level.

10. The specific coordinates, height, and top point elevation of the proposed structure shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in building height or elevation shall not require further review by the Airport Land Use Commission.

11. Temporary construction equipment used during actual construction of the structure shall not exceed the height of the structure, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

12. Within five (5) days after construction of the structure 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.

MARCH AIR RESERVE BASE (Project Specific)

1. Our review of the proposed project to construct a 500,000 square foot warehouse and distribution facility, and the proposal to consolidate the above mentioned lots into a single parcel is provided with this memorandum. The comments provided below are similar to those previously provided for the Meridian Lot I & 2 Unit 4, Lot IB & 2 Unit 6 and Lot F project (November 2012).

2. While the proposed use may be consistent with the Meridian Business Park Specific Plan zoning and land use guidelines, MARB advises that the proposed project presents a concern being located so close to the Clear Zone (CZ) at the north end of the runway. Buildings in this area should not be used for high-density functions

since the objective of the land use guidelines in and around APZ's is to restrict people-intensive use due to a greater risk of aircraft incident in these areas.

3. The site occupies an area impacted by current mission aircraft noise and existing flight paths and is located within Compatibility Zone B2 as identified in Table 2A, *Basic Compatibility Criteria* and Appendix D, *Compatibility Guidelines for Specific Land Uses* of the Riverside County Airport Land Use Commission (RCALUC) *New Compatibility Plan* (http://www.rcaluc.org/plan_new.asp). Table 2A states that a number of restrictive criteria including land use intensity, noise-sensitivity and hazards to flight are used to determine a project's compatibility.

4. The proposed building height, 40' along the eastern façade is a cause for concern. We request the latitude and longitude of the southeast and northeast corners and the ground elevation of the warehouse along this façade in order to confirm the building falls within established height restrictions. Consultation with the Federal Aviation Administration will be required and we will also need to provide a Terminal Instrument Procedures (TERPS) review. The Riverside County Airport Land Use Commission may require project review as well.

5. The project site is located in an area impacted by aircraft noise with California Noise Equivalency Levels and a Day-Night Average A-Weighted Sound Level (DNL) of65 decibels or more contributing to negatively impact compatible and reasonable use of the property. Table 2, *Land Use Compatibility in Noise Zones* in Appendix 3 to Enclosure 3, *Recommended Land Use Compatibility in Noise Zones* of DoD 4165.57, *Air Installations Compatible Use Zones* (AICUZ) states that noise events may be sufficient to periodically disrupt indoor activities. Employees and regularly received public may require protection using noise abatement into the design and construction of the facility. Additional hearing protection for employees may be required by OSHA or other agencies as it relates to safety and health in a high noise level work environment.

6. To help eliminate any potential effects on aircraft operations at MARB, we ask that materials provided in construction be of a non-reflective material such as outside ductwork, windows and roofs by means such as painting or covering. In addition, none of the project improvements shall create:

   - Distracting lights which could be mistaken for airport lights
   - Sources of dust, steam, or smoke which may impair pilot visibility
   - Sources of electronic interference with aircraft communications or navigation

7. The proposed stormwater retention basins located throughout the project site shall be properly designed and maintained to address Bird/Wildlife Aircraft Strike Hazard (BASH) concerns including proper detention/infiltration of stormwater runoff. The design shall not include landscaping that will serve to attract wildlife. Additional

information on reducing BASH hazards can be found in AFPAM 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Management Techniques,* dated February 1, 2004.

8. Thank you for the opportunity to again, review and comment on this proposed development. If you have questions please contact Ms. Denise Hauser at (951) 655-4862 or Mr. Jon Wreschinsky at (951) 655-2236.

WESTERN MUNICIPAL WATER DISTRICT (Project Specific)

1. When water or sewer service is requested for any new parcels, an individual water and sewer service will be required. Installation of water and sewer service requires payment of Western's connection fees and any other costs associated with installation of a commercial water meter assembly.

2. More detailed plans related to the following need to be submitted: proposed water connections to distribution mains (both fire and domestic; currently no laterals are shown), proposed connections to the sewer system and detailed drawings of the onsite private water, fire and sewer system. Please review Western's Commercial Plan Check Package for submittal formats and requirements..

3. The customer is responsible for installing, paying all costs, and obtaining an encroachment permit from the local jurisdiction having authority over installation of a water lateral 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.

The Western Municipal Water District (Western or District) is in receipt of the above referenced project and corresponding Plot Plan 13-02 for 20,000 SF of Office and 490,000 SF of Warehouse. Your letter to the applicant dated August 14, 2013 requested a letter in writing from the Western indicating "preliminary acceptance" of the following items:

1. Abandonment and Relocation of existing facilities and easement to their new location.

2. Redesign or Acceptance of the Automobile Parking on the Southern End of the project site due to an existing easement encroachment.

Western has reviewed the attached Plot Plan and has conceptually approved the alignment. It is mutually understood by all parties a new easement will need to be recorded to cover the new alignment of the sewer as shown on the attachments. The applicant has consented to abide by the District's policies and guidelines for the implementation of the sewer redesign.

The only concern Western has with parking over the existing Southern Easement is with overnight parking. The applicant has reached a compromise with the District to either paint the stalls or provide signage indicating overnight parking is not allowed. The applicant is also aware that Western is not responsible for pavement or curb repair resulting from the maintenance of Western facilities and shall be done at the owner's sole risk. Please contact Western's Development Services Department at (951) 571-7100 for further information.

RIVERSIDE COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT (Project Specific)

The District has not reviewed the proposed project in detail and the following checked comments do not in any way constitute or imply District approval or endorsement of the proposed project with respect to flood hazard, public health and safety or any other such issue:

The District has no objection to the proposed concept of the relocated drainage facility. District acceptance of this facility will require, but not be limited to the following: plan check or revised construction drawings designed to District standards, construction inspection of the facility, new right of way and easement documents and a new cooperative agreement.

This project proposes channels, storm drains 36 inches or larger in diameter or other facilities that could be considered regional in nature and/or a logical extension of an existing District facility. The District would consider accepting ownership of such facilities on written request of the March JPA. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection and administrative fees will be required.

An encroachment permit shall be obtained for any construction related activities occurring within District right of way or facilities. For further information, contact the Districts encroachment permit section at 951.955.1266.

GENERAL INFORMATION

This project may need to obtain an applicable National Pollutant Discharge Elimination System (NPDES) permit coverage from the State Water Resources Control Board or the California Regional Water Quality Control Board. Clearance for grading, recordation or other final approval should not be given until the City has determined that the project has been granted a permit or is shown to be exempt.

If this project involves a Federal Emergency Management Agency (FEMA) mapped flood plain, then the City should require the applicant to provide all studies, calculations, plans and other information required to meet FEMA requirements, and should further require that the applicant obtain a Conditional Letter of Map Revision (CLOMR) prior to grading, recordation or other final approval of the project, and a Letter of Map Revision (LOMR) prior to occupancy.

If a natural watercourse or mapped flood plain is impacted by this project, the City should require the applicant to obtain a Section 1602 Agreement from the California Department of Fish and Game and a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers, or written correspondence from these agencies indicating the project is exempt from these requirements. A Clean Water Act Section 401 Water Quality Certification may be required from the local California Regional Water Quality Control Board prior to issuance of the Corps 404 permit.

UNITED STATES POSTAL SERVICE (Standard SPA Condition)

1. 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.

Aforementioned project specific Conditions of Approval can be reviewed on attached agency letters that also provide agency contacts for any questions. In addition to these Conditions of Approval, all Plot Plan 13-02 Conditions of Approval, required Design Standards, Easements, Covenants and Restrictions not specifically stated within these Conditions, but attached for reference, shall remain in full effect unless otherwise superseded herein. Should you have any questions related to this correspondence you may contact me at williams@marchjpa.com or (951) 656-7000.

Attachments: Trilake Engineering (8/14/13); Willdan (7/30/13); Riverside County Fire (10/10/13); ALUC (10/14/14); WMWD (9/18/13 and 10/17/13); Declaration of Reciprocal Access Easement, Covenant, Conditions and Restrictions; Traffic Consistency Memo (9/27/13); Traffic Signal Warrant Analysis (9/26/13); March Business Center Implementation Committee Checklist

ATTACHMENTS

DRAFT
CONDITIONS OF APPROVAL

MJ-069
August 14, 2013
PP 13-02 – 500K Warehouse (Units 4 & 6)

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. It is understood that the site plan (conceptual grading plan) exhibits correctly shows all existing easements, traveled ways and drainage courses with appropriate Q's and that their omission may require revisions to the plan 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 specific plan and the design and traffic reports 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 prior to start of any work. The conditions stated below are based on information as shown on the conceptual grading plans.

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 minimum requirements of this project and subject to change pending Riverside County Flood Control review of the project:

   a. Onsite drainage facilities located outside road right-of-way shall be constructed within dedicated easements and connected to existing drainage facilities. Existing and proposed drainage easements shall be kept free of any building, structures, and obstructions. The project is proposing to relocate existing drainage facilities and as such approval by JPA and Flood Control will be required.

b. 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.

c. 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.

d. Final hydrology report and hydraulic calculation shall be submitted to the MJPA Public Works Engineer and Flood Control for review and approval. The report shall address the offsite flow, accumulative onsite runoff, and the impact to adjacent downstream properties. The conceptual drainage and grading plan as submitted may have to be revised to conform with RCFC requirements.

e. 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.

f. The onsite retention basin(s) shall be designed and properly landscaped and screened as determined by Planning Department and pursuant to Water Quality Standards. The parkway(s) may also be utilized for this purpose. Final WQMP shall be submitted to JPA for review and approval prior to issuance of any permit.

g. 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.

h. Proposed improvements over RCFC drainage easement shall be reviewed and approved by Flood Control prior to issuance of any permit

i. All building pads shall be elevated a minimum of 1' above calculated 100-year water surface elevation as determined by RCFC with building pads minimum of 8" above the pad.

j. The final design of all on and offsite improvements shall require both JPA and Flood Control approval.

k. Prior to issuance of building permits, the applicant shall pay MJPA the appropriate drainage fees.

2. Streetlights shall be installed along Opportunity Way as needed. The streetlight standards shall be pursuant to requirements of JPA and Riverside County.

3. 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. All existing utilities shall be identified and relocated/abandoned as determined by utility purveyor prior to issuance of grading permit. If utilities are to remain in place appropriate easements shall be dedicated and recorded.

4. This project shall annex to 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. Onsite basin(s) shall be maintained by owners.

5. On and offsite improvements including grading and paving plans along with hydrology shall be submitted to MJPA and Flood Control for review and approval.

6. Onsite private striping, lighting, landscaping and offsite landscaping and lighting shall be reviewed and approved by Planning Department.

7. Opportunity Way intersection at the proposed truck access shall be improved with concrete section as approved by JPA.

8. Prior to issuance of any permit, Lot Line Adjustment/Mergers must be filed and recorded.

Habib Motlagh

Habib Motlagh
Public Works Engineer

Building Division Conditions of Approval

PP13-02
Starwood
Opportunity Way
APN

Date: July 30, 2013

REQUEST: To establish a new 500,000 sf speculative warehouse and distribution facility to accommodate a future industrial user on 25.74 acres. The project site currently involves four legal parcels and the property owner desires to readjust property lines to accommodate the proposed use under Lot Line Adjustment No 13-02

The following comments are required at time of plan check submittal

1. The Site shall be developed in compliance with all current model codes. All plans shall be designed in compliance with the latest editions of the California Building Codes as adopted by the March Joint Powers Authority.

2. Site development and grading shall be designed to provide access to all entrances and exterior ground floor 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 warnings, signage, gates, lifts and walking surface material. 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) 11A and 11B.

    a. March Joint Powers Authority enforces the State of California provisions of the California Building Code disabled access requirements. The Federal ADA standards differ in some cases from the California State requirements. It is the building owners responsibility to be aware of those differences and comply accordingly.

3. Commercial buildings on the site shall be accessible per California Building Code (CBC) 11B.

4. Separate submittals and permits are required for all accessory structures such as but not limited to, trash enclosures, patios, block walls and storage buildings.

05

RIVERSIDE COUNTY FIRE DEPARTMENT
IN COOPERATION WITH
THE CALIFORNIA DEPARTMENT OF FORESTRY AND FIRE PROTECTION

2300 Market St., Ste. 150 • Riverside, California 92501 • (951) 955-4777
• Fax (95 1) 955-4886
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PROUDLY SERVING THE UNINCORPORATED AREAS OF RIVERSIDE COUNTY AND THE CITIES OF:

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INDIAN WELLS
INDIO
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PERRIS
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DISTRICT 1
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JEFF STONE
DISTRICT 3
JOHN BENOIT
DISTRICT 4
MARION ASHLEY
DISTRICT 5

CONDITIONS OF APPROVAL

CASE NUMBER:13-MJPA-PP-02 ,AMD#1

REVIEWED BY:DAN WAGNER DATE:10/10/13

510,000 SF BUILDING

PLANNER:GRACE WILLIAMS

10. GENERAL CONDITIONS

10. FIRE.999PC-#01–West Fire Protection Planning Office Responsibility IN EFFECT

It is the responsibility of the recipient of these Fire Department conditions to forward them to all interested parties. The permit number (as it is noted above) is required on all correspondence.

Additional information is available at our website: www.rvcfire.org go to the link marked "Ordinance 787".

Questions should be directed to the Riverside County Fire Department, Fire Protection Planning Division at 2300 Market St. Suite 150, Riverside, CA 92501. Phone: (951) 955-4777, Fax: (951) 955-4886.

10. FIRE.999 USE-#01A – SHELL/FPE/COMM. IN EFFECT

THESE CONDITIONS ARE FOR A SHELL BUILDING ONLY. Shell building will receive a shell final only. No Certificate of Occupancy (human occupant and/or materials) will be issued until the building occupant has been identified with their occupancy classification and have been conditioned by Riverside County Fire Department. Occupant or tenant identification is imperative for orderly and prompts processing. Upon identification of the occupant or Tenant a Fire Protection Analysis report maybe required prior to establishing the requirements for the occupancy permit. Failure to provide a comprehensive data analysis and/ or technical information acceptable to the Fire Department may result in project delays. A complete commodity listing disclosing type, quantity, level of hazard and potential for "Reactivity" must be provided. The foregoing is necessary to properly classify the building (s). Failure to provide comprehensive data and/or technical information will result in project delay and requirement for a complete Fire Protection study for review.

10. FIRE.999 USE-#04-HIGH PILE/RACK STORAGE IN EFFECT

A separate permit may be required for high-pile storage and/or racks. Sprinkler Plans and/or sprinkler review must be submitted by a licensed sprinkler contractor with storage and/or rack plans to Riverside County Fire Department for review and approval of the 2010 CFC Chapter 23 compliance. Complete information re: all commodities stored, rack dimensions, placement in building, sprinkler densities, etc. must be provided with suppression system for racks and/or high-pile storage review. A complete listing of commodities, Classified using CFC Chapter 23 of the 2010 Edition and NFPA 13, 2010 Edition guidelines by a licensed Fire Protection Engineer (or other consultant approved by this jurisdiction). (Current plan check deposit base fee is $348.00).

10. FIRE.999 USE-#50-BLUE DOT REFELECTOR IN EFFECT

Blue retro reflective pavement markers shall be mounted on private street, public streets and driveways to indicate location of fire hydrants. Prior to installation, placement of markers must be approved by Riverside County Fire Department.

10. FIRE.999 USE*-#23 – MIN REQ FIRE FLOW IN EFFECT

Minimum required fire flow shall be 4000 GPM for 4 hour duration at 20 PSI residual operating pressure, which must be available before any combustible material is placed on the job site. 10. FIRE.999 USE-#20-SUPER FIRE HYDRANT IN EFFECT

10. FIRE.9999 USE-#19-ON/OFF LOOPED HYD IN EFFECT

A combination of on-site and off-site super fire hydrants, on a looped system (6" x 4" x 2 ½"), will be located note less than 25 feet or more than 210 feet from any portion of the building as measured along approved vehicular travel ways. The required fire flow shall be available from any adjacent hydrants (s) in the system.

10. FIRE.999 USE-#84 – TANK PERMITS IN EFFECT

Applicant and/or developer shall be responsible for obtaining under/aboveground fuel, chemical and mixed liquid storage tank permit, from the Riverside County Fire Department and Environmental Health Department. Plans must be submitted for approval prior to installation. Aboveground fuel/mixed liquid tank (s) shall meet the following standards: Tank must be tested and labeled to UL2085 Protected Tank Standard. The test must include the Projectile Penetration Test and the Heavy Vehicle Impact Test. A sample copy of the tank's label from an independent test laboratory must be included with your plans. Current plan check deposit base fee is $217.00 for the first Tank, each additional tank $32.00.

10. FIRE.999 USE-#89-RAPID HAZMAT BOX IN EFFECT

Rapid Entry Hazardous Material Data and Key Storage Cabinet shall be installed on outside of the building. Plans showing location of cabinet(s) shall be submitted to the Riverside County Fire Department for approval prior to installation (Current plan check deposit base fee is $126.00

10. FIRE.999 USE-#25- GATE ENTRANCES IN EFFECT

Gate entrances shall be at least two feet wider than the width of the traffic lane (s) serving that gate. Any gate providing access from a road to a driveway shall be located at least 35 feet from the roadway and shall open to allow vehicle to stop without obstructing traffic on the road. Where a one-way road with a single traffic lane provides access to a gate entrance, 40 foot turning radius shall be used.

10. FIRE.999 USE-#88A-AUTO/MAN GATES IN EFFECT

Gate (s) shall be automatic, minimum 20 feet width, with a setback of 35 feet from face of curb/flow line. Gate access shall be equipped with a rapid entry system. Plans shall be submitted to the Fire Department for approval prior to installation. Automatic/manual gate pins shall be rated with shear pin force, not to exceed 30 foot pounds. Automatic gates shall be equipped with emergency backup power. Gates activated by the rapid entry system shall remain open until closed by the rapid entry system. Current plan check deposit base fee is $126.00.

80. PRIOR TO BUILDING PERMIT ISSUANCE

80. FIRE.999 USE-#17A-BLDG PLAN CHECK $ IN EFFECT

Building plan check deposit fee of $1,056.00 shall be paid in a check or money order to the Riverside County Fire Department after plans have been reviewed by our office.

80. FIRE.999 USE-#4 – WATER PLANS IN EFFECT

The applicants or developer shall separately submit two copies of the water system plans to the Fire Department for review and approval. Calculated velocities shall not exceed 100 feet per second. Plans shall conform to the fire hydrant types, location and spacing. The system shall meet the fire flow requirements. Plans shall be signed and approved by a registered civil engineer and the local water company with the following certification: "I certify that the design of the water system is in accordance with the requirements prescribed by the Riverside County Fire Department."

90. PRIOR TO BUILDING FINAL INSPECTION

90. FIRE.999 USE-#45 – FIRE LANES IN EFFECT

The applicant shall prepare and submit to the Fire Department for approval, a site plan designating required fire lanes with appropriate lane painting and/or signs.

90. FIRE.999 USE-#12A- SPRINKLER SYSTEM IN EFFECT

Install a complete fire sprinkler system per NFPA 13 2010 edition in all buildings requiring a fire flow of 1500 GPM or greater sprinkler system (s). All fire sprinkler risers shall be protected from any physical damage. The post indicator valve and fire department connection shall be located to the front, within 50 feet of a hydrant, and the minimum of 25 feet from the building (s). A statement that the building (s) will be automatically fire sprinkled must be included on the title page of the building plans. (Current sprinkler plan check deposit base fee is $614.00 per riser) applicant or developer shall be responsible to install a U.L. Central Station Monitored Fire Alarm System. Monitoring System shall monitor the fire Sprinkler system (s) water flow, P.I.V.'s and all control valves. Plans must be submitted to the Fire Department for approval prior to installation. Contact Fire Department for guideline handout (current monitoring plan check deposit base fee is $192.00)

FIRE.999 USE-#27-EXTINGUISHERS IN EFFECT

Install portable fire extinguishers with a minimum rating of 2A-10BC and signage. Fire Extinguishers located in public areas shall be in recessed cabinets mounted 48" (Inches) to center above the floor level with Maximum 4" projection from the wall. Contact Fire Department for proper placement of equipment prior to installation.

Conditions of approval may change based on Conditions hazardous to life, property or public welfare in the occupancy of structures or premises; and Fire hazards in the structure or on the premises from occupancy or operation.

AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY

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Rancho Mirage

VICE CHAIRMAN
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County Administrative Center
4080 Lemon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

October 14, 2014

Ms. Grace Williams, Senior Planner
March Joint Powers Authority
23555 Meyer Drive
Riverside CA 92518

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW
File No.: ZAP1098MA14
Related File No.: Plot Plan 13-02 A1, GPA 14-01, SP-5, Amendment No. 2
APN: 294-070-036

Dear Ms. Williams:

On October 9, 2014, the Riverside County Airport Land Use Commission (ALUC) found March Joint Powers Authority (March JPA) Case No. GPA 14-01, a proposal to change the General Plan land use designation of a 1.19-acre property located northerly and easterly of Opportunity Way, easterly of Meridian Parkway, westerly of Interstate 215, and northerly of Van Buren Boulevard from Public Facility to Industrial and to alter the building area allocated to the Public Facility and Industrial designations in the Land Use Element of the March JPA General Plan, **CONSISTENT** with the 1984 Riverside County Airport Land Use Plan, as applied to the Airport Influence Area of March Air Force Base (now March Air Reserve Base/Inland Port Airport).

On October 9, 2014, the Riverside County Airport Land Use Commission found March JPA Case No. SP-5 Amendment No. 2, a proposal to change the zoning classification of the above-referenced 1.19-acre property from Public Facility to Industrial and to amend the text of the Meridian Specific Plan to reflect the change in use for this parcel, **CONSISTENT** with the 1984 Riverside County Airport Land Use Plan, as applied to the Airport Influence Area of March Air Force Base (now March Air Reserve Base/Inland Port Airport),

On October 9, 2014, the Riverside County Airport Land Use Commission (ALUC) found March JPA Case No. Plot Plan 13-02 A1, a proposal to amend previously approved Plot Plan 13-02, which authorized development of a 510,000 square foot industrial warehouse building on 25.74 acres, by expanding the project area with an additional 1.19 acres for 106 additional parking spaces, bringing the total project area to 26.93 acres and the total number of automobile parking spaces to 330, **CONSISTENT** with the 1984 Riverside County Airport Land Use Plan, as applied to the Airport Influence Area of March Air Force Base (now March Air Reserve Base/Inland Port Airport), subject to the following conditions:

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

2. The following uses shall be prohibited:

RECEIVED
OCT 16 2014
By

(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, congregate care facilities, hotels/motels, places of assembly (including churches and theaters), buildings with more than 3 aboveground habitable floors, noise sensitive outdoor nonresidential uses, and hazards to flight.

3. Prior to issuance of any building permits, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.

4. The attached notice shall be given to all prospective purchasers and/or tenants of the property.

5. Any new retention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Landscaping shall utilize plant species that do not produce seeds, fruits, or berries. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature.

6. This project has been evaluated as a proposal for the establishment of an industrial warehouse with not more than 20,000 square feet of office area in any given acre. March Joint Powers Authority shall require additional review by the Airport Land Use Commission prior to the establishment of any of the following uses in this structure:

Auction rooms, auditoriums, bowling alleys, call centers, care facilities, churches and other places of worship, conference rooms larger than 1,500 square feet in area, classrooms, courtrooms, dance floors, dormitories, drinking establishments, exercise rooms, exhibit rooms, health care facilities, gymnasiums, locker rooms, lounges, retail sales, skating rinks, stages, swimming pools, and all other uses that would be considered to have an occupancy level greater than one person per 100 square feet (minimum square feet per occupant less than 100) pursuant to California Building Code (1998) Table 10-A.

7. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

8. The Federal Aviation Administration has conducted aeronautical studies of the proposed building (Aeronautical Study Nos. 2013-AWP-5676-OE and 2013-AWP-5677-OE) and has determined that neither marking nor lighting of the structure 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 K Change 2 and shall be maintained in accordance therewith for the life of the project.

9. The maximum height of the proposed structure, including all roof-mounted appurtenances (if any), shall not exceed 42 feet above ground level, and the maximum elevation at the top of the structure shall not exceed 1,601 feet above mean sea level.

10. The specific coordinates, height, and top point elevation of the proposed structure shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in building height or elevation shall not require further review by the Airport Land Use Commission.

11. Temporary construction equipment used during actual construction of the structure shall not exceed the height of the structure, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

12. Within five (5) days after construction of the structure 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.

If you have any questions, please contact Russell Brady, ALUC Contract Planner, at (951) 955-0549 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Edward C. Cooper, Director

RB:bks

Attachments: Notice of Airport in Vicinity
FAA Aeronautical Study Nos. 2013-AWP-5676-OE and 2013-AWP-5677-OE

cc: Newcastle Partners, Jackson Smith (applicant)
LNR Riverside II, c/o Michael Morris (Meridian SP)
Gary Gosliga, Airport Manager, March Joint Powers Authority
Dan Fairbanks, March Joint Powers Authority
Denise Hauser or Sonia Pierce, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1098MA14\ZAP1098MA14.LTR.doc

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)

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76137

Aeronautical Study No.
2013-AWP-5676-OE
Prior Study No.
2013-AWP-4797-OE

Issued Date: 11/12/2013

James Camp
LNR Riverside II
4350 Von Karman Avenue Ste. 200
Newport Beach, CA 92660

**** 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 510 KSF LNR Building
Location:	Moreno Valley, CA
Latitude:	33-53-46.72N NAD 83
Longitude:	117-16-35.20W
Heights:	1559 feet site elevation (SE)
	42 feet above ground level (AGL)
	1601 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 I)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

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 and maintained in accordance with FAA Advisory circular 70/7460-1 K 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 05/12/2015 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

DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

8 August 2013

MEMORANDUM FOR MARCH JOINT POWERS AUTHORITY
ATTN: GRACE WILLIAMS, SENIOR PLANNER
23555 MEYER DRIVE
RIVERSIDE, CA 92518

FROM: 452d Mission Support Group/Civil Engineers
Base Operating Support
610 Meyer Drive, Bldg. 2403
March ARB CA 92518-2166

SUBJECT: Meridian 500K Warehouse, Units 4 and 6 (Lots 1 and 2)

1. Our review of the proposed project to construct a 500,000 square foot warehouse and distribution facility, and the proposal to consolidate the above mentioned lots into a single parcel is provided with this memorandum. The comments provided below are similar to those previously provided for the Meridian Lot 1 & 2 Unit 4, Lot 1B & 2 Unit 6 and Lot F project (November 2012).

2. While the proposed use may be consistent with the Meridian Business Park Specific Plan zoning and land use guidelines, MARB advises that the proposed project presents a concern being located so close to the Clear Zone (CZ) at the north end of the runway. Buildings in this area should not be used for high-density functions since the objective of the land use guidelines in and around APZ's is to restrict people-intensive use due to a greater risk of aircraft incident in these areas.

3. The site occupies an area impacted by current mission aircraft noise and existing flight paths and is located within Compatibility Zone B2 as identified in Table 2A, *Basic Compatibility Criteria* and Appendix D, *Compatibility Guidelines for Specific Land Uses* of the Riverside County Airport Land Use Commission (RCALUC) *New Compatibility Plan* (http://www.rcaluc.org/plan_new.asp). Table 2A states that a number of restrictive criteria including land use intensity, noise-sensitivity and hazards to flight are used to determine a project's compatibility.

4. The proposed building height, 40' along the eastern façade is a cause for concern. We request the latitude and longitude of the southeast and northeast corners and the ground elevation of the warehouse along this façade in order to confirm the building falls within established height restrictions. Consultation with the Federal Aviation Administration will be required and we will also need to provide a Terminal Instrument Procedures (TERPS) review. The Riverside County Airport Land Use Commission may require project review as well.

5. The project site is located in an area impacted by aircraft noise with California Noise Equivalency Levels and a Day-Night Average A-Weighted Sound Level (DNL) of 65 decibels or more contributing to negatively impact compatible and reasonable use of the property. Table 2, *Land Use Compatibility in Noise Zones* in Appendix 3 to Enclosure 3, *Recommended Land Use Compatibility in Noise Zones* of DoDI 4165.57, *Air Installations Compatible Use Zones* (AICUZ) states that noise events may be sufficient to periodically disrupt indoor activities. Employees and regularly received public may require protection using noise abatement into the design and construction of the facility. Additional hearing protection for employees may be required by OSHA or other agencies as it relates to safety and health in a high noise level work environment.

6. To help eliminate any potential effects on aircraft operations at MARB, we ask that materials provided in construction be of a non-reflective material such as outside ductwork, windows and roofs by means such as painting or covering. In addition, none of the project improvements shall create:

- Distracting lights which could be mistaken for airport lights
- Sources of dust, steam, or smoke which may impair pilot visibility
- Sources of electronic interference with aircraft communications or navigation

7. The proposed stormwater retention basins located throughout the project site shall be properly designed and maintained to address Bird/Wildlife Aircraft Strike Hazard (BASH) concerns including proper detention/infiltration of stormwater runoff. The design shall not include landscaping that will serve to attract wildlife. Additional information on reducing BASH hazards can be found in AFPAM 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Management Techniques*, dated February 1, 2004.

8. Thank you for the opportunity to again, review and comment on this proposed development. If you have questions please contact Ms. Denise Hauser at (951) 655-4862 or Mr. Jon Wreschinsky at (951) 655-2236.

Pamela M. Hann

PAMELA M. HANN
Base Civil Engineer

Attachment: Proposed project site with MARB Clear Zone and Airfield Imaginary Surface Area overlays

WESTERN MUNICIPAL WATER DISTRICT

John V. Rossi
General Manager

Securing Your Water Supply

Charles D. Field, Division 1
Thomas P. Evans, Division 2
Brenda Dennstedt, Division 3
Donald D. Galleano, Division 4
S.R. "Al" Lopez, Division 5

September 18, 2013

Mr. Greg Dellenbach
Riverside County Department of Environmental Health
P.O. Box 1206
Riverside, CA 92502

WATER AND SEWER AVAILABILITY
22200 OPPORTUNITY WAY - APNs 297-070-029,-030; 294-050-039,-040,-041,-042
WESTERN'S GRID # 38044/39044
ID-MARB WEST, T3S, R4W, SECTION 23
39.7 EDUs

This Will Serve letter is for 22200 Opportunity Way consisting of warehouse and office space, and is located in Western's retail service area and eligible to receive domestic water and sewer service upon payment of all applicable fees and charges. **If other use besides warehouse and office space is intended for this property, a new Will Serve letter will be required.** The owner and/or developer should contact Western's Engineering Department to establish the exact facility or other improvements needed for the project. The applicant should be prepared to provide the following information:

- Water and sewer plans
- Irrigation and landscaping needs
- Fire protection requirements.
- Grading and street improvement plans

Western's review and approval is required prior to issuing construction permits.

Depending on the size, occupancy, or water requirements of the project, additional studies including but not limited to: 1) a Water Supply Assessment as stipulated in California Water Code §10910 *et. seq.*, and/or 2) distribution system hydraulic analysis (modeling) may be required of the applicant prior to approving service. Please note

that additional fees are associated with these tasks.

Water supply for the subject parcel originates in northern California and is transported to the region via the State Water Supply Project. It is then treated for domestic service at Metropolitan Water District's (MWD) Henry J. Mills Water Treatment Plant. Western purchases the treated water from MWD and provides retail domestic water service to customers within its service area.

Water service is contingent upon prompt payment of all charges as specified in the current ordinance (*An Ordinance of the Board of Directors of Western Municipal Water District of Riverside County Setting Rules and Regulations Governing Water Service and Water Users and Establishing and Reaffirming Rates and Charges for Water Service*). Charges that may be assessed prior to water meter installation and service include but are not limited to:

- Added Facilities Charges (AFC)
- Participation in existing or proposed water pipelines
- Distribution System Fees (DSF)
- Meter assembly cost
- Billing deposit

If other substantial development occurs first, it may then be necessary to construct additional pumping plants, storage tanks, and transmission waterlines in order to deliver sufficient water to the subject parcel.

Western's retail water facilities are intended for normal domestic use only and will be sufficient in quality and quantity for this purpose. Western cannot issue a guarantee of water availability for fire protection as Western does not operate a fire protection district.

Western will provide sewer treatment for these parcels at the March Air Reserve Base (MARB) wastewater treatment plant. The owner and/or developer is will be responsible to construct and maintain the sewer conveyance pipeline system until such time Western issues a Notice of Final Inspection and accepts ownership of the sewer pipeline system.

Western's sanitary sewer facilities are intended primarily for normal sanitary sewer use only and will be sufficient in capacity for this purpose. All requirements referred to in this letter are subject to change without notice.

All requirements referred to in this letter are subject to change without notice. This "Will Serve" letter shall remain in effect for twelve months; any improvements not

completed within that period shall require reevaluation.

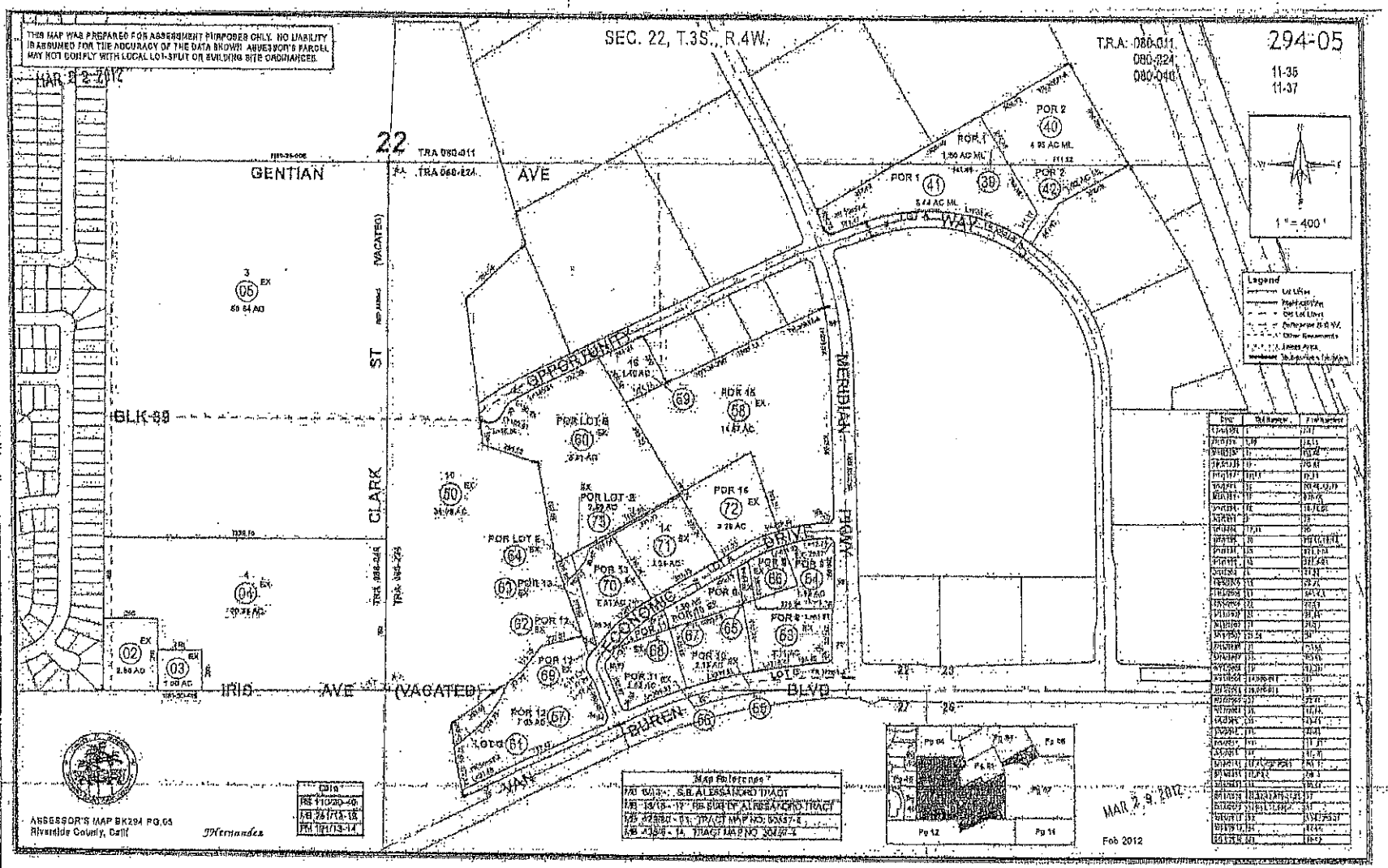
Should you have any questions regarding this letter, please contact Development Services at
(951) 571-7100.

TAMMY MARTIN
Engineering Department

Enc. Map

cc: Grace Williams via e-mail @ williams@marchjpa.com
Adam Corral via e-mail @ adam.corral@kimley-horn.com
Brett Anderson via e-mail @ banderson@starwood.com

Riverside, CA 2013-2014 - 294-050-039, Sheet 1 of 1



WESTERN MUNICIPAL WATER DISTRICT

John V. Rossi
General Manager

Securing Your Water Supply

Charles D. Field, Division 1
Thomas P. Evans, Division 2
Brenda Dennstedt, Division 3
Donald D. Galleano, Division 4
S.R. "Al" Lopez, Division 5

October 17, 2013

Ms. Grace Williams
March Joint Powers Authority
23555 Meyer Drive
Riverside, California 92518

PLOT PLAN 13-02; STARWOOD 510,000 SF PLOT PLAN – UNIT 4 LOTS 1 & 2 AND UNIT 6 LOTS 1 & 2

Dear Ms. Williams:

The Western Municipal Water District (Western or District) is in receipt of the above referenced project and corresponding Plot Plan 13-02 for 20,000 SF of Office and 490,000 SF of Warehouse. Your letter to the applicant dated August 14, 2013 requested a letter in writing from the Western indicating "preliminary acceptance" of the following items:

1. Abandonment and Relocation of existing facilities and easements to their new location.
2. Redesign or Acceptance of the Automobile Parking on the Southern End of the project site due to an existing easement encroachment.

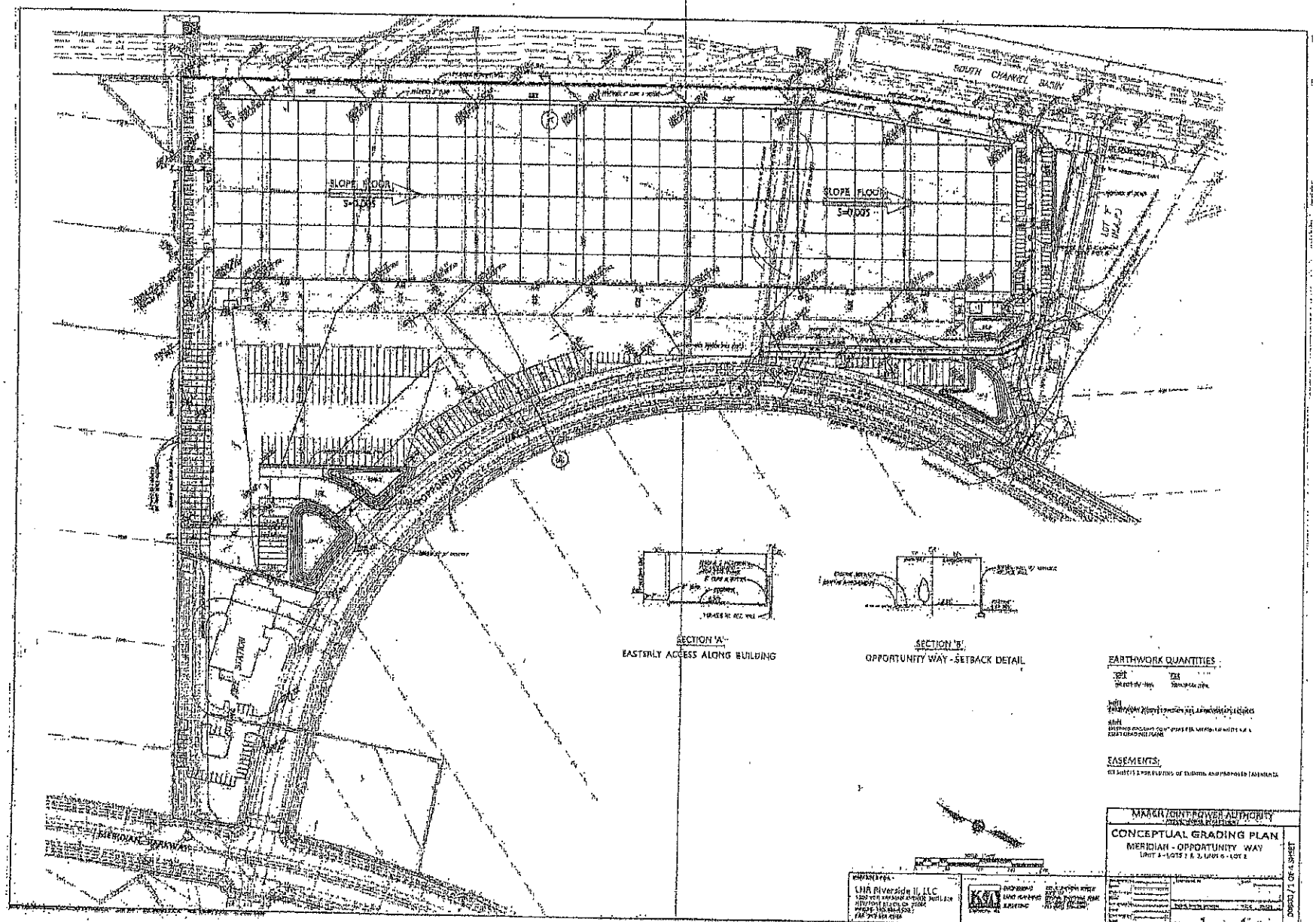
The Western has reviewed the attached Plot Plan and has conceptually approved the alignment. It is mutually understood by all parties a new easement will need to be recorded to cover the new alignment of the sewer as shown on the attachments. The applicant has consented to abide by the District's policies and guidelines for the implementation of the sewer redesign.

The only concern Western has with parking over the existing Southern Easement is with overnight parking. The applicant has reached a compromise with the District to either paint the stalls or provide signage indicating overnight parking is not allowed. The applicant is also aware that Western is not responsible for pavement or curb repair resulting from the maintenance of Western facilities and shall be done at the owner's sole risk.

SONIA HUFF
Development Services Supervisor
Western Municipal Water District

SH:sc

Attachments: Current Plot Plan Noting Current Alignment


SOUTH CHANNEL BASIN
SLOPE FLOOR
S=0.005
SLOPE FLOOR
S=0.005
OPPORTUNITY WAY
MERIDIAN PARKWAY
SECTION 'A'
EASTERLY ACCESS ALONG BUILDING
SECTION 'B'
OPPORTUNITY WAY - SETBACK DETAIL
EARTHWORK QUANTITIES :
EASEMENTS:
MARCH JOINT POWER AUTHORITY
CONCEPTUAL GRADING PLAN
MERIDIAN - OPPORTUNITY WAY
LHA Riverside II, LLC

WARREN D. WILLIAMS
General Manager-Chief Engineer

1995 MARKET STREET
RIVERSIDE, CA 92501
951.955.1200
FAX 951.788.9965
www.rcflood.org

RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

March JPA
Planning Department
23555 Meyer Drive
Riverside, CA 92518

Attention: Grace Williams, Senior Planner

Ladies and Gentlemen: Re: Plot Plan 13-02

The District does not usually review land divisions/land use cases or provide State Division of Real Estate letters/flood hazard reports for projects that are located within incorporated cities. Exceptions are made for cases with items of specific interest to the District including District Master Drainage Plan facilities, other regional flood control and drainage facilities which could be considered a logical component or extension of a master plan system, and District Area Drainage Plan fees (development mitigation fees).

The District has not reviewed the proposed project in detail and the following checked comments do not in any way constitute or imply District approval or endorsement of the proposed project with respect to flood hazard, public health and safety or any other such issue:

X The District has no objection to the proposed concept of the relocated drainage facility. District acceptance of this facility will require, but not be limited to the following: plan check of revised construction drawings designed to District standards, construction inspection of the facility, new right of way and easement documents and a new cooperative agreement.

____ This project may involves District Master Plan facilities. The District will accept ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection and administrative fees will be required.

X This project proposes channels, storm drains 36 inches or larger in diameter or other facilities that could be considered regional in nature and/or a logical extension of an existing District facility. The District would consider accepting ownership of such facilities on written request of the March JPA. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection and administrative fees will be required.

X An encroachment permit shall be obtained for any construction related activities occurring within District right of way or facilities. For further information, contact the District's encroachment permit section at 951.955.1266.

GENERAL INFORMATION

This project may need to obtain an applicable National Pollutant Discharge Elimination System (NPDES) permit coverage from the State Water Resources Control Board or the California Regional Water Quality Control Board. Clearance for grading, recordation or other final approval should not be given until the City has determined that the project has been granted a permit or is shown to be exempt.

If this project involves a Federal Emergency Management Agency (FEMA) mapped flood plain, then the City should require the applicant to provide all studies, calculations, plans and other information required to meet FEMA requirements, and should further require that the applicant obtain a Conditional Letter of Map Revision (CLOMR) prior to grading, recordation or other final approval of the project, and a Letter of Map Revision (LOMR) prior to occupancy.

If a natural watercourse or mapped flood plain is impacted by this project, the City should require the applicant to obtain a Section 1602 Agreement from the California Department of Fish and Game and a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers, or written correspondence from these agencies indicating the project is exempt from these requirements. A Clean Water Act Section 401 Water Quality Certification may be required from the local California Regional Water Quality Control Board prior to issuance of the Corps 404 permit.

Very truly yours,

HENRY GLOVA
Engineering Project Manager

Date: 9/17/2013

c: Riverside County Planning Department
Attn: Kristi Lovelady

Ewr

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

ALLEN MATKINS LECK GAMBLE
MALLORY & NATSIS LLP
1900 Main Street, 5th Floor
Irvine, California 92614-7321
Attention: Matthew Fogt, Esq.

(Space Above For Recorder's Use)

DECLARATION OF RECIPROCAL EASEMENTS, COVENANTS, CONDITIONS, AND RESTRICTIONS

This DECLARATION OF RECIPROCAL EASEMENTS, COVENANTS, CONDITIONS, AND RESTRICTIONS ("**Declaration**") is made as of this ___ day of _____ 2013, by LNR RIVERSIDE II, LLC, a California limited liability company ("**Declarant**"), with respect to the following:

RECITALS:

A. Declarant is the owner of that certain real property located in the City of Riverside (the "**City**"), County of Riverside ("**County**"), State of California (the "**State**"), as more particularly described on Exhibit A attached hereto ("**North Property**").

B. Declarant is also the owner of that certain real property located in the City and adjacent to the North Property, as also more particularly described on Exhibit B attached hereto ("**South Property**").

C. The North Property and the South Property are sometimes herein each individually referred to as a "**Property**" and collectively as the "**Properties.**"

D. Declarant intends to sell one or both Properties and desires (i) to establish for its own benefit and for the benefit of future owners and their successors and assigns (individually, "**Owner**" and collectively, "**Owners**") of each Property and their employees, tenants, customers, licensees and invitees and the customers, licensees and invitees of such tenants (collectively, "**Owner Related Parties**") certain reciprocal easement rights (collectively, "**Easements**") for purposes of ingress and egress in and to the Properties over that certain ingress/egress area depicted on Exhibit C attached hereto ("**Common Driveway Area**") and (ii) obligate the owner of the North Property to improve the Common Driveway Area with certain driveway improvements depicted on Exhibit C attached hereto (the "**Driveway Improvements**"), all as more particularly described herein.

NOW, THEREFORE, in consideration of the foregoing recitals, the mutual covenants and conditions hereinafter set forth, Declarant hereby declares as follows:

1. Grant of Easements.

(a) Access. Subject to the terms of this Declaration, Declarant, as grantor for each Property, does hereby grant and convey for the benefit of the other Property, for the benefit of

the Owner(s) thereof as grantees, and for the benefit of the Property, a nonexclusive easement for ingress and egress by vehicular and pedestrian traffic upon, over and across the Common Driveway Area. No walls, fences or barriers, of any sort or kind, shall be constructed or maintained in or on the Common Driveway Area, which shall prevent or impair the use or exercise of any of the easements granted herein, or the free access and movement, including, without limitation, pedestrian and vehicular traffic between the Properties; provided however that reasonable traffic controls, as may be necessary to guide and control the orderly flow of traffic, may be installed so long as any access driveways to the Property are not closed or blocked and the traffic circulation pattern of the Common Driveway Area, is not changed or affected is a substantial way.

(b) Construction of the Driveway Improvements. The Owner of the North Property shall be obligated, at its sole cost and expense, to improve the Common Driveway Area with the Driveway Improvements. Such Driveway Improvements shall be constructed in accordance with improvement plans to be approved in writing by the City and the Owner of the South Property (the "**Driveway Specifications**"). If the Owner of the North Property has not completed the Driveway Improvements by the date of City's issuance of a grading permit to the Owner of the South Property for the grading of the South Property, the Owner of the South Property may elect, but is not required, to construct the Driveway Improvements in accordance with the Driveway Specifications. The Owner of the South Property may make such election by providing written notice of the same to the Owner of the North Property no less than thirty (30) days prior to commencing any work within the Common Driveway Area, and provided that the owner of the North Property does not commence work on the Driveway Improvements within such thirty (30)-day period, then, the owner of the South Property shall have the right to perform such work in accordance with this Agreement. The party that actually constructs, or causes the construction of, the Driveway Improvements is referred to herein as the "**Constructing Party**".

(c) Construction Access. Declarant, on behalf of each Owner, hereby grants to Constructing Party and any of its contractors a temporary, non-exclusive license (the "**License**") for entry onto the Property of the granting Owner that is reasonably necessary to enable the Constructing Party and any of its contractors to construct the Driveway Improvements under this Agreement. The Constructing Party covenants to remove any debris from the Common Driveway Area and each party's Property and leave those areas in a clean, safe and sanitary condition.

(d) Runs with the Land. The foregoing easements and obligations (i) shall be binding upon the Declarant and the Owners and shall attach to and run with each respective Property and shall be for the benefit and burden of and shall be limitations upon any future Owners; (ii) shall be appurtenant to the applicable portions of the Property constituting the dominant estate, and none of the easements, obligations and rights may be transferred, assigned or encumbered, except as an appurtenance to the Property; and (iii) are nonexclusive, and the promises, covenants, conditions, restrictions and encumbrances created herein shall be covenants running with the land. For the purpose of the easements, obligations and rights granted or created herein, the Property benefited will constitute the dominant estate, and the Property burdened will constitute the servient estate. Each of easements, obligations and rights contained in this Declaration (whether affirmative or negative in nature) are made for the direct mutual and reciprocal benefit of each Property, and will create mutual, equitable servitudes upon each Property in favor of the other Property, to the extent set forth in this Section 1.

2. Maintenance of Easement Areas.

(a) Maintenance of Each Owner's Property. Each Owner shall be responsible for and shall pay all costs and expenses incurred in connection with the maintenance and repair (ordinary or extraordinary) of its Property, including, without limitation, any portion of the easement areas located on such Owner's Property.

(b) Failure to Maintain. If an Owner fails to maintain the easement area for which it is responsible hereunder in accordance with this Agreement ("Deficient Owner"), the other Owner ("Curing Owner") shall be entitled to provide written notice to the Deficient Owner, which notice shall include a detailed description of the maintenance deficiency. If the maintenance deficiency does not create an "emergency condition" as defined below, and the Deficient Owner fails to remedy the deficiency within fifteen (15) days after receipt of such notice (or with respect to deficiencies that cannot be reasonably remedied within such fifteen (15) day period, if the Deficient Owner has not begun to remedy such deficiency within the fifteen (15) day period and/or fails to diligently continue such remedy through completion) then the Curing Owner, shall, without waiving any other remedies the Curing Owner has under this Agreement or otherwise, be entitled to hire qualified and licensed parties to enter the portion of the Property of the Deficient Owner and remedy such deficiency, and the Deficient Owner shall reimburse the Curing Owner for half of all third party direct costs of curing such deficiency based on written third party invoices provided by the Curing Owner to the Deficient Owner. As used herein, "emergency condition" shall mean a condition or circumstance that could reasonably result in injury to persons or property.

(c) Reimbursement Obligation. Any amounts due hereunder shall be paid by each Owner to the other Owner within fifteen (15) days following receipt of written demand therefore (accompanied by the applicable and reasonably complete third party invoices). Interest, at the lesser of fifteen percent (15%) or the maximum rate allowed by law, shall accrue and be payable on any such reimbursement not paid from the date due until paid.

3. Damage or Changes to Easement Areas. If all or any portion of the easement areas are damaged or destroyed by fire or other casualty, the Owner of such Property shall promptly, at its sole cost and expense, restore such easement areas (including all improvements thereon) to the condition it was in immediately prior to the damage or destruction, so as to provide for the benefit of the other Property and its Owners continued access to their Property equivalent to that provided as of the date of this Declaration.

4. Insurance.

(a) Casualty Insurance. Each Owner shall insure its Property and the improvements thereon, against physical loss or damage by fire, lightning and other risks and supplementary perils included under all risk broad form policies, with standard and broad form extended coverage or all risk endorsement, for the full replacement cost thereof without deduction for depreciation or coinsurance. All such insurance maintained pursuant to this Section 4(a) shall comply with the requirements of Sections 4(d) and 4(e) below.

(b) Liability Insurance. Each Owner shall maintain in full force and effect liability insurance against claims for personal injury, bodily injury, death and property damage occurring in and about the easement areas with a "Combined Single Limit" (covering personal injury liability, bodily injury liability, and property damage liability) of not less than One Million Dollars ($1,000,000) for total claims for any one occurrence and not less than Two Million

Dollars ($2,000,000) for total claims in the aggregate during any policy year, with an annual deductible not to exceed Ten Thousand Dollars ($10,000).

(c) Insurance for Constructing Party. Prior to the entry by the Constructing Party or its contractors onto the Property of the other Owner, the Constructing Party and its contractors shall deliver to the owner of the Property a certificate showing that the Constructing Party and its contractor has in force a policy of commercial general liability insurance with liability coverage, covering actions by the Constructing Party or contractor, and its subcontractors, consultants or agents with respect to the work to be performed by such Constructing Party and which satisfies the terms of this Section 4 and reflects that the Owner that is not the Constructing Party is named as an additional insured under such policy.

(d) Waiver of Subrogation. All policies of physical damage insurance maintained by any Owner with respect to its Property and the improvements thereon, including, without limitation, the insurance maintained pursuant to Section 4(a) above, shall provide, if reasonably possible, for waiver of: (1) any defense based on coinsurance; (2) any right of setoff, counterclaim, apportionment, proration or contribution by reason of other insurance not carried by the other Owner; (3) any invalidity, other adverse effect or defense on account of any breach of warranty or condition caused by any Owner or any occupants, tenants, subtenants, invitees of any Owner, or arising from any act, neglect, or omission of any named insured or the respective agents, contractors and employees of any insured; or (4) notice of the assignment by any Owner of its interest in the insurance by virtue of a conveyance of any Property. As to each policy of property insurance maintained by the Owner with respect to its Property or required to be maintained pursuant to Section 4(a) above, the insured hereby waives and releases all claims against the other Owner and such Owner's agents, officers and employees, with respect to any loss covered by such insurance, whether or not caused by negligence of or breach of any agreement by such persons, but only to the extent that insurance proceeds are received in compensation for such loss. The foregoing waiver shall be enforceable against the Owner, regardless of whether the Owner carries the insurance it is required to carry under this Declaration.

(e) Other Insurance Requirements. All insurance required under this Section 4 shall be procured from companies with a financial standing equal to or better than the financial standing of companies issuing comparable insurance to that being maintained by prudent commercial property owners in the Silicon Valley area. Subject to Section 4(d) above, all polices maintained or required to be maintained hereunder by each Owner shall not adversely affect or diminish any liability under any insurance obtained by or on behalf of any other Owner. Upon request of an Owner, the other Owner shall cause certificates of insurance reasonably evidencing compliance with the requirements of this Section 4 to be delivered to the requesting Owner.

5. Taxes. Each Owner shall pay before delinquency all taxes and assessments which may be levied upon or assessed against its Property, including any portion burdened by the Easements herein.

6. Not a Public Dedication. Nothing herein contained shall be deemed to be a gift or dedication of any portion of the Properties to the general public or for any public purposes whatsoever, it being the intention of the parties hereto that this Declaration shall be strictly limited to and for the purposes herein expressed. Notwithstanding any other provisions contained herein to the contrary, an Owner may periodically restrict ingress and egress from its Property to the extent necessary in order to prevent a prescriptive easement from arising by reason of continued public use.

7. Effect of Breach. No breach, whether or not material, of the provisions of this Declaration shall entitle any Owner to cancel, rescind, or otherwise terminate this Declaration or excuse the performance of such Owner's obligations hereunder.

8. Reasonable Care. The Owners shall each exercise reasonable care in the use and enjoyment of the Easements.

9. Compliance with Law. The Owners shall comply with all applicable laws, ordinances, rules, regulations and requirements of governmental authorities in connection with the Owner's use and enjoyment of the Easements.

10. Rights of Mortgagees. No amendment or breach of this Declaration shall defeat or render invalid the rights of the beneficiary of any deed of trust encumbering any portion of the Property made in good faith and for value, provided that any person acquiring an interest in the Property through foreclosure of any deed of trust (or deed in lieu thereof), shall take title subject to the terms and conditions of this Declaration.

11. Indemnity. Except to the extent inconsistent with Section 4(d) above, each Owner shall indemnify, defend, protect and hold the other Owner, its officers, directors, partners, shareholders, agents and employees harmless from and against any and all claims, proceedings, law suits, liabilities, damages, injuries, deaths, losses, fines, penalties, judgments, liens (including mechanics and materialman's liens) awards, costs and expenses including, without limitation, reasonable attorney's fees and costs, that arise out of, or relate to, the use of the Easements by such Owner and its Owner Related Parties.

12. General Provisions.

(a) Any provisions of this Declaration which shall prove to be invalid, void or illegal, shall in no way affect, impair or invalidate any other provision hereof and such other provision shall remain in full force and effect.

(b) This Declaration shall be construed in accordance with and governed by the laws of the State of California.

(c) This Declaration may be executed in any number of counterparts, each of which shall be deemed an original, but all such counterparts together shall constitute one Declaration.

(d) In the event any action is instituted with respect to the subject matter of this Declaration, the party prevailing in such action, whether by final judgment or out of court settlement, shall be entitled to recover from the other party thereto reasonable attorneys' fees and costs of such suit.

(e) Failure by an Owner to enforce any covenant, condition or restriction contained herein or in any certain instance or on any particular occasion shall not be deemed to be a waiver of such right on any such future breach of the same or any other covenant, condition or restriction.

(f) None of the Easements granted herein shall merge with the fee estate of any lands benefited by such Easement(s) notwithstanding the unity of title in one party, it being the intent of Declarant hereunder that all easements and other interests granted hereunder shall be separate and distinct estates.

(g) The provisions of this Declaration shall be liberally construed to effect its purpose. The section headings have been inserted for convenience only and shall not be considered or referred to in resolving questions of interpretation or construction.

(h) This Declaration may not be modified in any respect whatsoever, or rescinded in whole or in part, except by written instrument executed by the Owners of Properties and recorded in the Official Records of the County.

(i) The exhibits attached hereto are incorporated herein by reference and made a part hereof.

[Signature Page Follows]

IN WITNESS WHEREOF, Declarant has executed this Declaration as of the date first set forth above.

"DECLARANT"

LNR RIVERSIDE II, LLC,
a California limited liability company

By: LNR Riverside, LLC,
a California limited liability company
Its: Member

By: LNR Riverside Holdings, LLC
a California limited liability company
Its: Sole Member

By:_____
Name:_____
Title:_____

ACKNOWLEDGMENT

State of California)
County of _____)

On _____, before me, _____,
(insert name of notary)
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 and official seal.

Signature_____ (Seal)

EXHIBIT A

LEGAL DESCRIPTION OF THE NORTH PROPERTY

[TO BE SUPPLIED FOLLOWING THE RECORDATION OF THE LOT LINE ADJUSTMENT AND PARCEL MERGER]

EXHIBIT B

LEGAL DESCRIPTION OF THE SOUTH PROPERTY

[TO BE SUPPLIED FOLLOWING THE RECORDATION OF THE LOT LINE ADJUSTMENT AND PARCEL MERGER]

EXHIBIT C

DEPICTION OF THE COMMON DRIVEWAY AREA AND THE DRIVEWAY IMPROVEMENTS

Kimley-Horn
and Associates, Inc.

Memorandum

Suite 600
401 B Street
San Diego, California
92101

To: Grace Williams

From: Adam Corral, P.E.

Date: September 27, 2013

Subject: Meridian Unit 4, Lots 1&2 Traffic Consistency

Kimley-Horn and Associates, Inc. has prepared this letter to provide an assessment of the proposed 510,000 square-foot 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. 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. This holds true for the proposed development as it is consistent with the land use assumed in the Meridian SPA (industrial).

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 traffic monitoring spreadsheet is provided as an attachment. Unit 4, Lots 1&2 and Unit 6, Lots 1&2 fall within Planning Region C, Planning Area 5 of the Meridian SPA. As shown in the traffic monitoring spreadsheet, the only other developed parcel within Planning Region C, Area 5 is Lot 16 (Sysco), which generated 2,689 external ADT and 607 truck trips. Therefore, without the proposed project, 3,391 external ADT and 1,153 truck trips remain within the Planning Area allowance.

Trip generation for the proposed development was calculated in accordance with the Meridian SPA, which used the Institute of Transportation Engineers, Trip

[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

TEL 619 234 9411

Generation Manual, 8th Edition (ITE, 2008) and the Fontana Truck Trip Generation Study (2003). 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.

Of the three potential land uses that fall under the industrial land use designation indicated in the Meridian SPA: warehousing, high-cube warehouse, and manufacturing, the proposed project is specifically applying for a warehousing land use. Approximately 20,000 square feet of the development is dedicated as office which would be considered part of the Warehousing land use per the ITE manual. A trip generation analysis has been prepared for the applied use and is provided as an attachment. A summary of the external ADT and truck trips for a 510,000-square foot development is as follows:

	External ADT	Truck Trips
Existing Remaining Planning Area Allowance	3,391	1,153
510,00-SF Warehousing with Office Component	1,627	367
Remaining Planning Area Allowance After Project	1,764	786

In conclusion, the proposed development would be consistent with traffic planning documents and mitigation measures identified in the Meridian SPA SEIR if a warehousing facility with office component is developed. If any other use is applied for, additional analysis may be required.

Please feel free to contact me if you have any questions.

Sincerely,

Adam M. Corral P.E.
Project Manager
CA PE 71034

Attachments:
Meridian SPA Land Use Plan
Trip Generation Calculations
Meridian SPA Traffic Monitoring Spreadsheet

K:\Meridian\TO\LNR\2013-09-27 Updated Planning Region C Traffic Memo\Traffic Consistency memo - 2013 09 27.doc

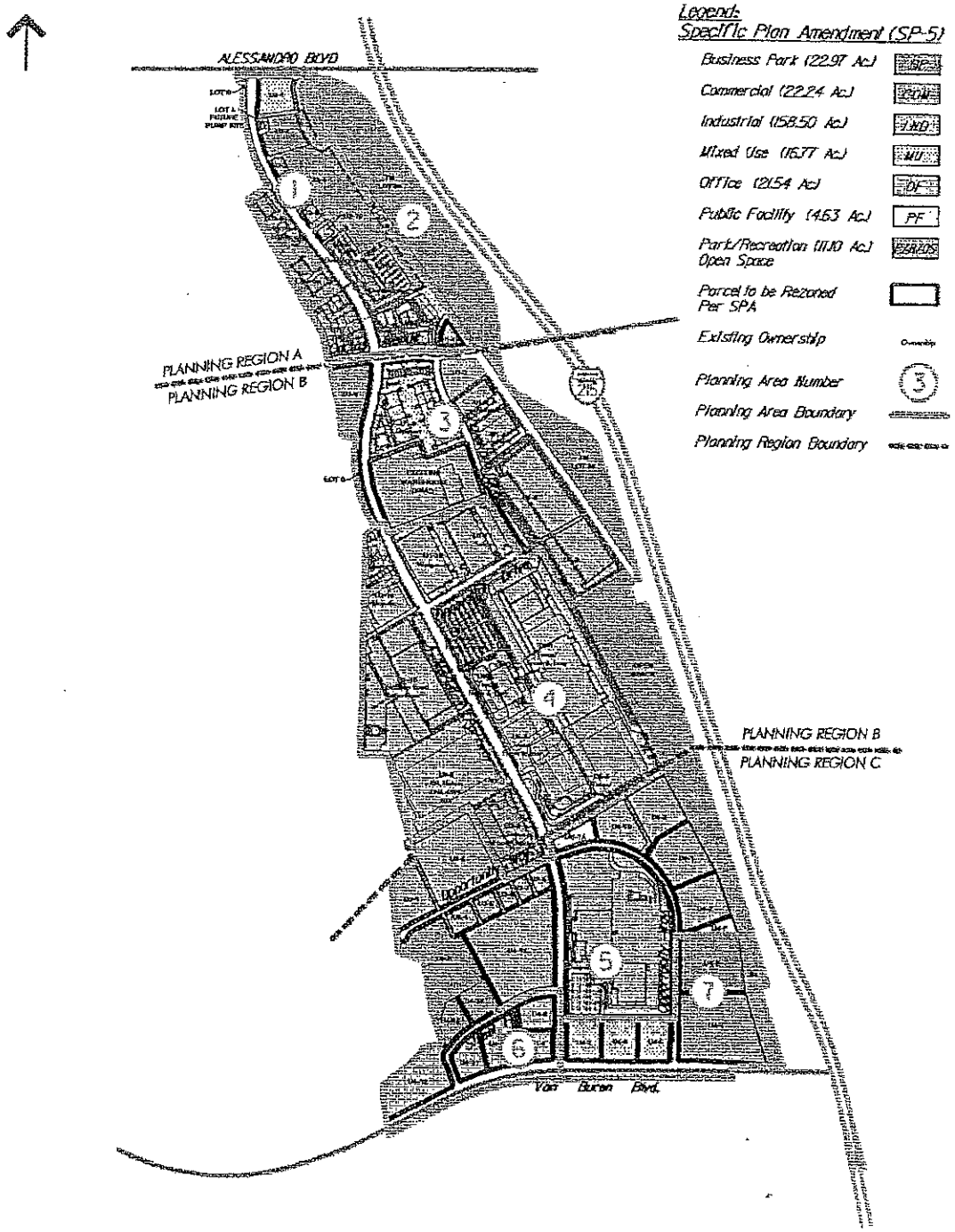


Figure 1

LOT AND PROPERTY OWNER

DETAILED TRIP GENERATION SUMMARY
WITH PCE CALCULATIONS

Land Use	Units	Trip Rate	Internal Capture Daily Trips	In	Out	Daily Trips with Internal Capture	Heavy Vehicle Adjustment: Percent Trucks	Number of Trucks	Passenger Car Equivalent (PCE's)	Total Vehicles PHV PCE	AM Peak-Hour: Trip Rate	In/Out Ratio	No Adjustment for PCE: In	Out	Total	With PCE Adjustment: In	Out	Total	PM Peak-Hour: Trip Rate	In/Out Ratio	No Adjustment for PCE: In	Out	Total	With PCE Adjustment: In	Out	Total
Withdrawn	330 KSF	5.240 / 1KF	1,814																							
Passenger Cars			1,448	706	742	1,448			1.0	1448	0.570 / Veh	0.73 : 0.27	153	54	207	117	14	131	0.570 / Veh	0.35 : 0.65	54	112	167	54	112	167
Trucks - Total		0.780 / Veh	367	175	192	367																				
Trucks - Across 7 Axle							12.5%	62	3.0	186	0.824 / Veh	0.49 : 0.51	1	3	4	2	3	4	0.824 / Veh	0.49 : 0.51	1	1	2	3	3	6
Trucks - 5 Axle							13.5%	93	3.0	187	0.824 / Veh	0.49 : 0.51	1	1	2	3	3	6	0.824 / Veh	0.49 : 0.51	1	1	2	3	3	6
Trucks - 6+ Axle							69.0%	707	3.0	863	0.824 / Veh	0.49 : 0.51	4	4	8	11	12	23	0.824 / Veh	0.49 : 0.51	4	4	8	11	12	23
Subtotal			1,814			1,814		862		1496			159	62	221	133	32	164			60	117	177	68	127	195

Notes:
1. KSF = Thousand Square Feet
2. The peak hour generation rate for the Shopping Center (Land Use 820) and Passenger Truck, Single Unit, and Combination Trucks (Land Use 220) were taken from the Trip Generation Handbook, Institute of Traffic Engineers, Second Edition, June 2004.
3. The multiple regression equation was taken from the Trip Generation Handbook, Institute of Traffic Engineers, Second Edition, June 2004.
4. A truck trip generation rate of 2% was assumed for the peak hours when truck information was available.
5. Truck mix was calculated using the City of Dublin Truck Trip Generation Study and the Caltrans guidelines.

Meridian SPA Traffic Monitoring Spreadsheet

Planning Area	Lot	Land Use Designation	User	External ADT	Truck Trips	Notes
Planning Region A						
1	U1-19	MU				
	U2-1	MU				
	U2-2	BP				
	U2-3	BP				
	U2-9	COM				
	U2-10	COM				
			Calculated Trip Generation:	-	-	
			Planning Area Allowance:	7,333	-	
			Remaining Trips:	7,333	-	
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				
			Calculated Trip Generation:	1,914	432	
			Planning Area Allowance:	8,303	1,836	
			Remaining Trips:	6,389	1,404	
Planning Region C						
5	U3-1	IND				
	U3-2	IND				
	U3-4	IND				
	U3-5	IND				
	U3-6	IND				
	U3-7	IND				
	U3-8	IND				
	U4-15	IND				
	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				
	Lot 16	IND	Sysco	2689	607	
			Calculated Trip Generation:	2,689	607	
			Planning Area Allowance:	6,080	1,760	
			Remaining Trips:	3,391	1,153	

Meridian SPA Traffic Monitoring Spreadsheet

Planning Area	Lot	Land Use Designation	User	External ADT	Truck Trips	Notes
6	U4-8	OF				
	U4-9	OF				
	U4-10	OF				
	U4-11	OF				
	U4-12	OF				
	U4-13	BP				
	U4-14	BP				
			Calculated Trip Generation:	-	-	
			Planning Area Allowance:	7,539	294	
			Remaining Trips:	7,539	294	
7	U4-3	BP				
	U4-4	COM				
	U4-5	MU				
	U4-6	MU				
	U4-7	MU				
			Calculated Trip Generation:	-	-	
			Planning Area Allowance:	16,164	-	
			Remaining Trips:	16,164	-	
			GRAND TOTAL, ALL PLANNING AREAS			
			Calculated Trip Generation:	4,604	1,039	
			Planning Area Allowance:	45,419	3,890	
			Remaining Trips:	40,815	2,851	

Kimley-Horn
and Associates, Inc.

Suite 600
401 B Street
San Diego, California
92101

Memorandum

To: Dan Fairbanks

From: Adam Corral, P.E.

Date: September 26, 2013

Subject: Meridian Unit 4, Lots 1&2 Driveway Signal Warrant Analysis

Per your request, a comprehensive signal warrant analysis was conducted for the planned driveway for the proposed development for Unit 4, Lots 1 & 2 of the Meridian Specific Plan. A separate, independent development (Sysco) has constructed its driveway directly across from this project's driveway location. This intersection is planned to be a stop-controlled intersection, with Opportunity Way running freely and both driveways being stop-controlled. This intersection is located approximately 600 feet east of the signalized intersection of Meridian Parkway and Opportunity Way.

Volumes

It was assumed the site is being developed as a 510,000 square-foot development classified with a Manufacturing land use. Daily and peak hour trip generation was determined using the Institute of Transportation Engineers (ITE)'s Trip Generation Manual, 8th Edition. Further analysis of truck trips was completed based on the methodology in the Fontana Truck Trip Generation Study (August 2003) for a Heavy Industrial land use. The methodology is consistent with the Meridian Specific Plan Amendment (SPA) Traffic Impact Analysis, dated March 2010. The Manufacturing land use generates more trips than the other land uses being considered (Warehousing and High-Cube Warehousing) and therefore represents the most conservative scenario. It was assumed that there would be an equal split in traffic between the site's two main driveways along Opportunity Way.

It should be noted that the 9th Edition of the ITE Trip Generation Manual has been released since the completion of the Meridian SPA Traffic Impact Analysis, which used the 8th Edition. There was no change in trip rates for the manufacturing or warehouse land uses between the 8th and 9th edition. The high-cube warehouse did increase slightly with the release of the 9th edition, but the

TEL 619 234 9411

Manufacturing land use would still be the highest generator and is used in this analysis.

The traffic volumes originally planned for the lots that this site is developing were removed from the estimated volumes along Opportunity Way and the trips calculated for this specific development were then applied to the roadway network. Volumes for the truck entrance to the property on the west side of Opportunity Way located at the intersection with this development were estimated using volume data was obtained from the Meridian SPA Traffic Impact Analysis. All volumes from that study and in this supplemental evaluation represent ultimate build-out of the Meridian SPA. Most of the development in this area of the Meridian SPA is not yet completed so these volumes do not represent the current traffic conditions. The volumes used in this analysis would be higher than current traffic conditions.

Signal Warrant Analysis

This signal warrant analysis was conducted using methodology outlined in the 2012 Manual on Uniform Traffic Control Devices California Edition (CA-MUTCD). Chapter 4C of the CA-MUTCD, *Traffic Control Signal Needs Studies*, lists ten warrants for the installation of a traffic signal at an intersection. Generally, when an intersection meets one or more of the above signal warrants, it should be considered for signalization. A brief summary of each of the ten warrants is provided with the corresponding calculations for the Opportunity Way and proposed driveway intersection when applicable.

Warrant 1, Eight-Hour Vehicular Volumes. Analyzes whether the minimum traffic volumes are met for each of any eight hours during an average day. This intersection is at the planning level stage and only peak hour volumes were estimated. Volume data for eight hours is not available; therefore, **this warrant could not be conducted.** Currently, there is no development completed south of the driveway location and the intersection of Opportunity Way and Van Buren Boulevard is closed. Thus, it is reasonable to assume there would be minimal traffic at this intersection.

Warrant 2, Four-Hour Vehicular Volumes. Analyzes whether the minimum traffic volumes are met for each of any four hours during an average day. This intersection is at the planning level stage and only peak hour volumes were estimated. Volume data for four hours is not available; therefore, **this warrant could not be conducted.** Currently, there is no development completed south of the driveway location and the intersection of Opportunity Way and Van Buren Boulevard is closed. Thus, it is reasonable to assume there would be minimal traffic at this intersection.

Warrant 3, Peak-Hour. Analyzes whether the minor street approach experiences undue delay in crossing or entering the major approach for a minimum of one

hour on an average day. This warrant has two parts, and if either one of the parts is met then the warrant is met.

This warrant was conducted using Traffix software and the estimated peak hour volumes. The highest peak hour volume would be during the afternoon peak period, which generally occurs for one hour between 4:00 and 6:00 p.m. The estimated number of trips generated by the proposed development was calculated consistent with the methodology used in the Meridian Specific Plan Amendment (SPA) Traffic Impact Analysis and results in 182 inbound trips and 274 outbound trips during the afternoon peak hour. These volumes include using passenger car equivalent adjustments for truck traffic. The total volume project to enter the intersection during the afternoon peak is 1,367 vehicles with 137 vehicles exiting at the driveway.

For Part A, the volumes exceed the minor street movement (in one-direction) and total volume requirements. However, the delay experienced by traffic on the minor street approach was found to be 1.4 vehicle-hours. To meet Part A of the warrant, both the volume thresholds must be exceeded and the total delay for the minor movement must exceed four vehicle-hours. Thus, Part A of this warrant was not met.

For Part B, the major street through volumes and one direction minor street volume for both the morning and afternoon peak were plotted on Figure 4C-3 of the CA-MUTCD and both fell below the "1 lane & 1 lane" curve. Thus, Part B of this warrant was not met.

Since both Part A and Part B are not met, **this warrant is not met.**

Warrant 4, Pedestrian Volumes. Analyzes whether pedestrians experience excessive delay in crossing the major street due to heavy traffic volumes. Pedestrian volume data is not available for this intersection; therefore, **this warrant could not be conducted.** It can be reasonably assumed that there would be little desire for pedestrians to cross at this location when there is no pedestrian attraction on either side and there is a signalized intersection 600 feet away.

Warrant 5, School Crossing. Determines whether school children crossing of the major roadway would warrant signal installation. Special California criterion is provided for this warrant in the CA-MUTCD. This warrant did not apply to this intersection since there is not a school located at or near this intersection. Therefore, **this warrant was not conducted.**

Warrant 6, Coordinated Signal System. Under special conditions, a traffic signal may be considered when the major street is operated with a coordinated signal system. This warrant should not be applied where the resultant spacing of traffic

control signals would be less than 1,000 feet. Therefore, **this warrant was not conducted.**

Warrant 7, Crash Experience. Frequency and severity of accidents may justify the installation of a traffic signal. Crash data was not available since the development is only at the planning level stage; therefore, **this warrant could not be conducted.**

Warrant 8, Roadway Network. Under special conditions, a traffic signal may be considered at the intersection of two major through routes or regionally significant roadways. This warrant does not apply since the intersection does not include two major through routes or regionally significant roadways. Therefore, **this warrant was not conducted.**

Warrant 9, Intersection Near a Grade Crossing. A traffic signal may be considered if the proximity to the intersection of a grade crossing is the principal reason to consider installing a traffic signal and none of the conditions described in the other eight traffic signal warrants are met. There is not a grade crossing in proximity to the intersection which would justify a reason to consider a traffic signal. Therefore, **this warrant was not conducted.**

California Special Warrant, Bicycle Signal Warrant. Analyzes whether bicycle volumes or collisions are considerable or special geometrics apply. The geometric warrant did not apply to this intersection and bicycle data was not available; therefore, **this warrant could not be conducted.** It can be reasonably assumed that there would be little desire for bicyclists to cross at this location when there is no planned interaction between the two industrial sites.

Summary and Recommendations

A traffic signal should not be considered at this intersection based on the projected volumes. The intersection of Opportunity Way and the proposed driveway for Unit 4, Lots 1 & 2 was evaluated for a traffic signal control primarily using CA-MUTCD Warrant 3 because the data required for analysis of the other warrants does not exist at this time or the warrant did not apply to this intersection. Warrant 3 was not met based on projected volumes.

Please feel free to contact me if you have any questions.

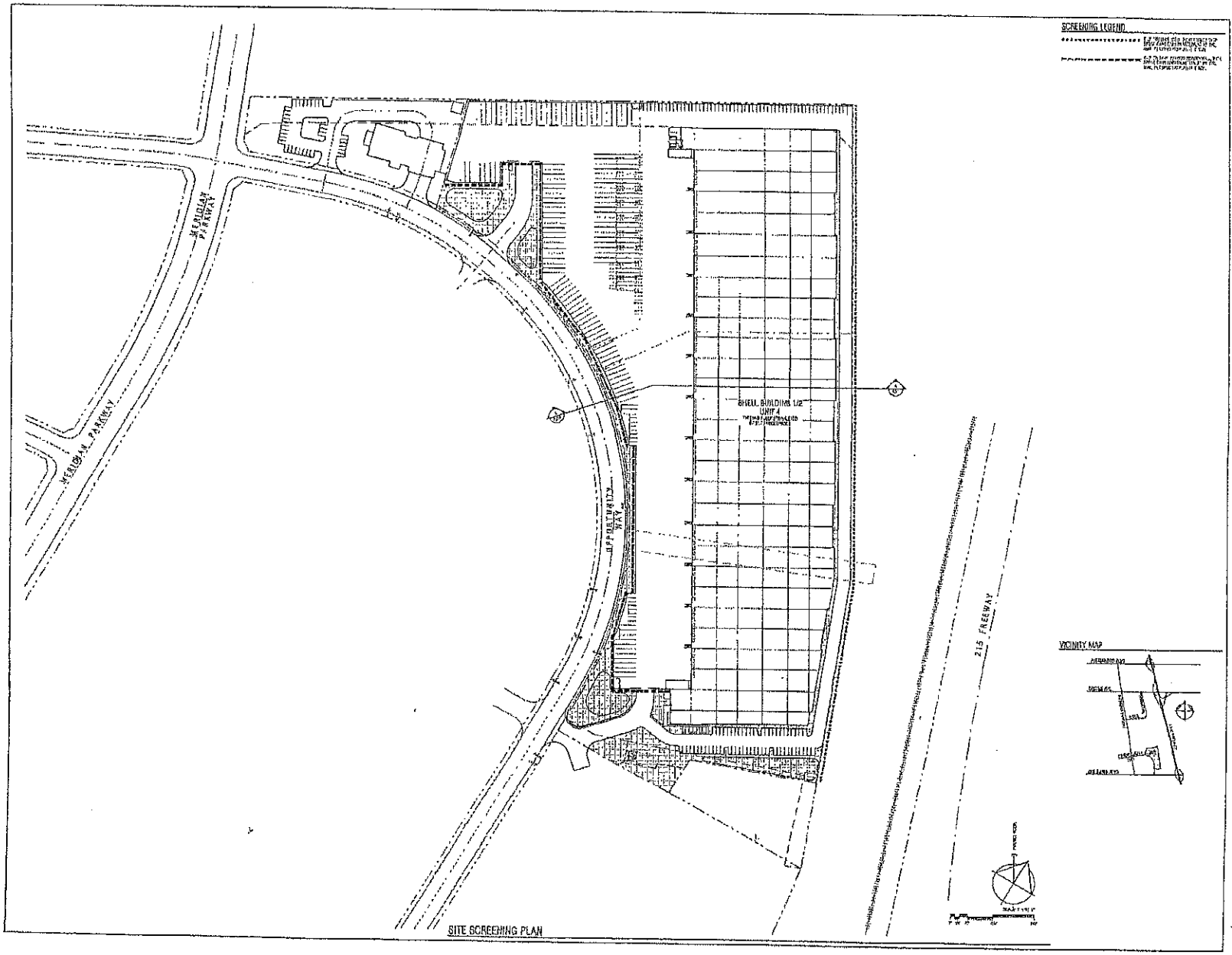
Sincerely,

Adam M. Conral P.E.
Project Manager
CA PE 71034

Kimley-Horn
and Associates, Inc.

Attachments:
Site Plan
Trip Generation Calculations
Trip Assignment Figure
Peak-Hour Signal Warrant Calculations
Meridian SPA Traffic Study Excerpts:
- Internal Peak-Hour Traffic Volumes Figure
- Trip Generation Assumptions for Approved Projects on these Parcels

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RGA

MERIDIAN LOT 1&2
UNIT 4

OPPORTUNITY WAY
RIVERSIDE, CA 92518

MERIDIAN

HARVARD

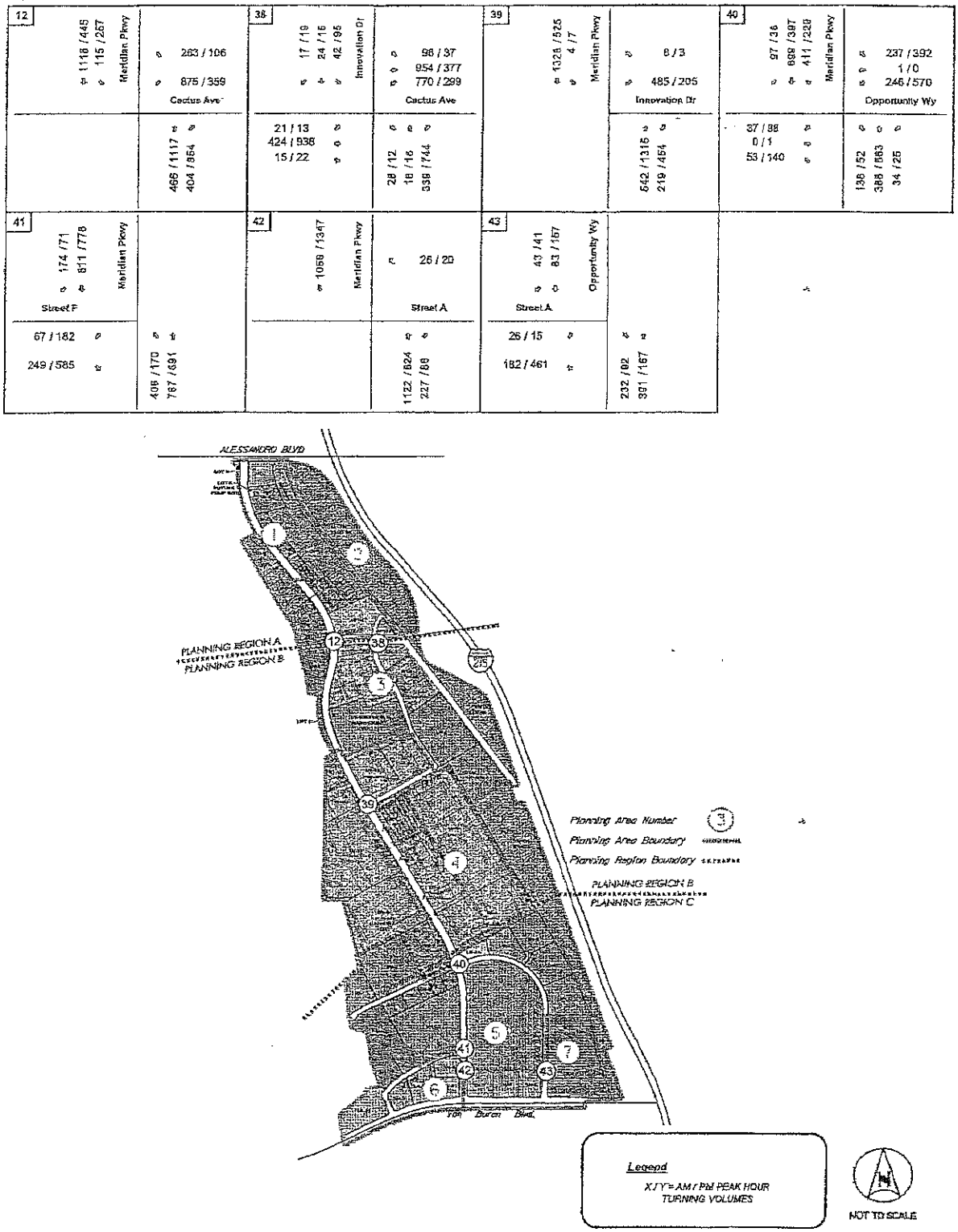
CPG OPERATIONS, LLC

LMR RIVERSIDE II, LLC
4350 VON KARMAN AVE, SUITE 200
NEWPORT BEACH, CA 92660
949-863-1000
949-863-1001 FAX

SCREENING PLAN

A1-2P

Meridian SPA



Kimley-Horn and Associates, Inc.

FIGURE 9-3

Internal Peak-Hour Traffic Volumes

Trip Generation for Approved Used

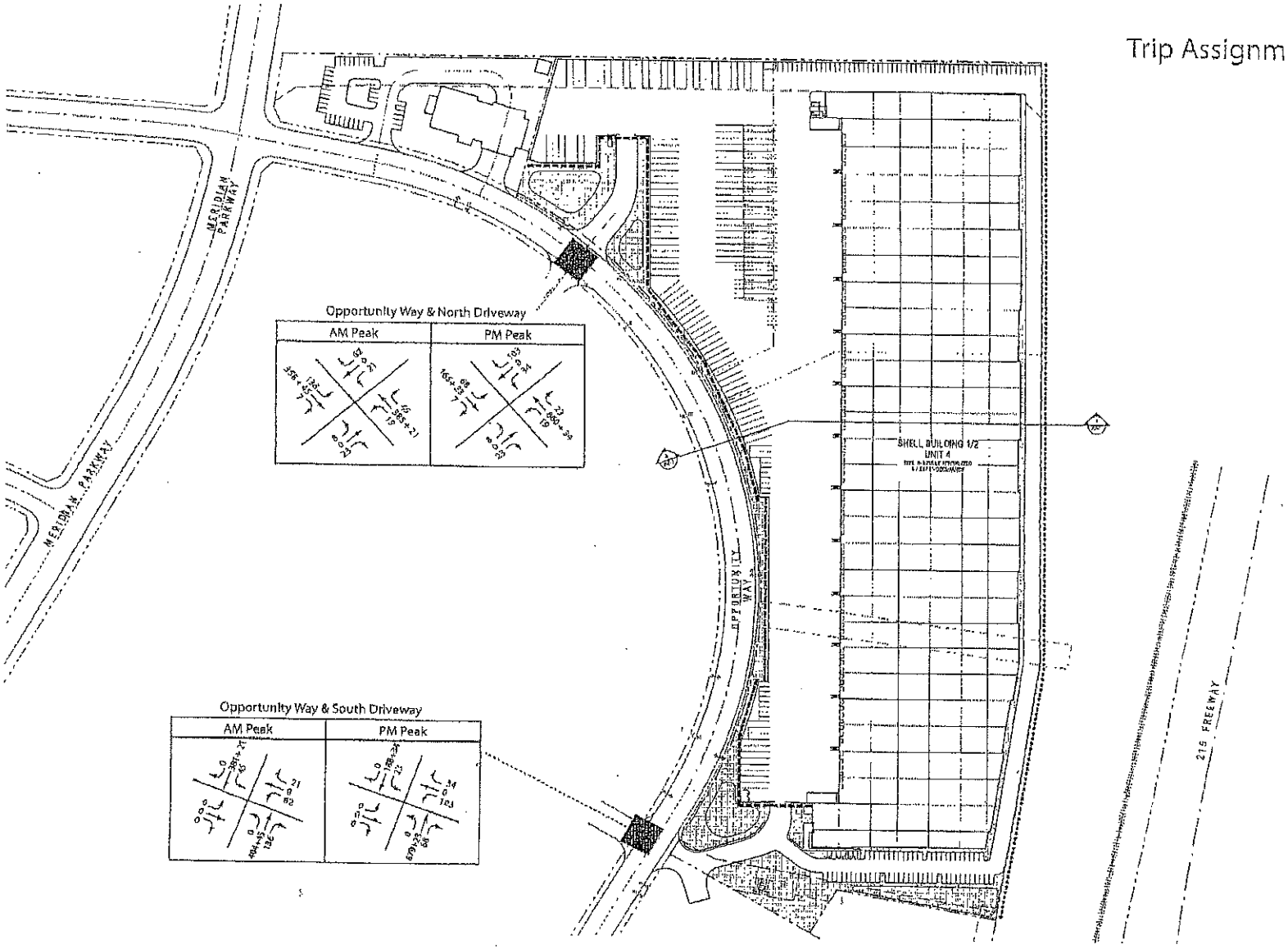
Unit	gross ac/usge	land use	land use designation	FAR	Square Footage	Status	Trip Rate	ADT	AM Peak						PM Peak						Truck Trip Rate	Truck ADT
									% of ADT	In Ratio	Out Ratio	Trips In	Trips Out	Total	% of ADT	In Ratio	Out Ratio	Trips In	Trips Out	Total		
6-1b	4.82	Industrial	Warehousing	32.00%	67,187		3.56	239	8%	0.79	0.21	16	4	20	9%	25%	75%	5	16	21	0.72	48
6-2	6.8	Industrial	Manufacturing	42.00%	126,237	LNR Planned Industrial	3.82	482	19%	0.78	0.22	72	20	92	18%	36%	64%	33	59	92	2.98	370
4-1	7.23	Industrial	High-Cube Warehouse	45.00%	141,722	Projected	1.44	204	6%	0.65	0.35	8	4	13	7%	33%	67%	5	9	14	0.53	75
4-2	6.3	Industrial	Warehousing	45.00%	123,493	Projected	3.56	440	8%	0.79	0.21	29	8	37	9%	25%	75%	10	30	40	0.72	99
					458,649			1,365				125	36	162				53	114	167		

DETAILED TRIP GENERATION SUMMARY
WITH PCE CALCULATIONS

Warehousing	500 ksf	3.920 / ksf	1,916																										
Passenger Cars			1,446	091	0	1,446			146	146	0.100 / ksf	0.79 : 0.21	113	34	133	113	34	147	0.101 / ksf	0.33 : 0.25	36	113	149	36	113	149
Truck - Total		0.380 / ksf	207	041	0	207																							
Truck - Large 2 Axle							17.169	42	20	62	0.018 / ksf	0.65 : 0.35	1	1	2	2	2	4	0.000 / ksf	0.50 : 0.50	1	1	2	2	2	4
Truck - 3 Axle							23.796	83	20	103	0.026 / ksf	0.62 : 0.38	1	1	2	2	2	4	0.001 / ksf	0.50 : 0.50	1	1	2	2	2	4
Truck - 4+ Axle							67.375	222	56	278	0.035 / ksf	0.62 : 0.38	4	3	8	11	12	24	0.004 / ksf	0.46 : 0.54	4	5	9	11	13	24
Subtotal			1,916			1,916		347		589			119	39	139	128	48	176			42	120	161	50	130	181
Manufacturing	819 ksf	1.440 / ksf	791																										
Passenger Cars			494	071	0	494			50	461	0.030 / ksf	0.65 : 0.35	10	10	37	18	10	28	0.000 / ksf	0.35 : 0.65	15	33	48	17	34	51
Truck - Total		0.380 / ksf	270	105	0	270																							
Truck - Large 2 Axle							17.169	40	20	60	0.018 / ksf	0.65 : 0.35	1	1	2	1	1	2	0.001 / ksf	0.50 : 0.50	1	1	2	1	1	2
Truck - 3 Axle							23.796	81	20	101	0.025 / ksf	0.65 : 0.35	2	1	4	3	2	5	0.001 / ksf	0.29 : 0.67	1	3	4	2	4	6
Truck - 4+ Axle							67.375	163	56	219	0.033 / ksf	0.67 : 0.33	5	3	10	7.0	11	20	0.001 / ksf	0.35 : 0.65	5	6	11	7	15	22
Subtotal			764			764		284		1048			20	16	43	29	24	52			22	44	66	27	54	81
Miscellaneous	819 ksf	3.920 / ksf	1,364																										
Passenger Cars			494	071	0	494			50	461	0.030 / ksf	0.65 : 0.35	10	10	37	18	10	28	0.000 / ksf	0.35 : 0.65	15	33	48	17	34	51
Truck - Total		3.920 / ksf	1,384	101	0	1,384																							
Truck - Large 2 Axle							17.169	166	20	213	0.018 / ksf	0.68 : 0.32	6	5	11	11	12	24	0.010 / ksf	0.50 : 0.50	4	3	7	3	6	13
Truck - 3 Axle							23.796	336	20	1016	0.026 / ksf	0.68 : 0.32	18	20	38	27	30	71	0.010 / ksf	0.58 : 0.42	18	20	38	24	47	71
Truck - 4+ Axle							67.375	743	56	2825	0.209 / ksf	0.75 : 0.25	37	38	85	81	90	192	0.010 / ksf	0.58 : 0.42	17	14	31	52	41	93
Subtotal			1,384			1,384		1498		4137			115	83	285	343	195	538			151	221	343	193	371	564

Note:
1. Ref = Transportation Research Board
2. The truck trip generation rates were taken from Table 4-2 of the ITE Trip Generation Handbook, Second Edition.
3. A weekday generation rate of 5.4 was assumed for the car trip rate as no such information was available.
4. Truck trip is calculated using the Signal Formula Type 6. Trip generation using auto type driven generation.

Trip Assignment



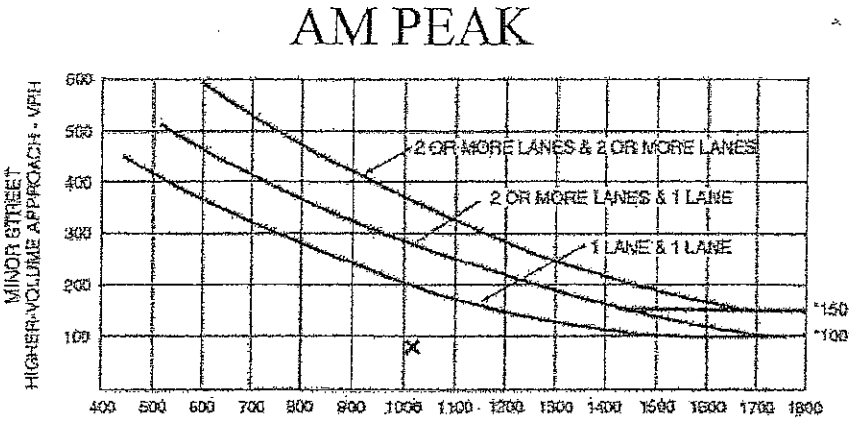
Opportunity Way & North Driveway

AM Peak	PM Peak

Opportunity Way & South Driveway

AM Peak	PM Peak

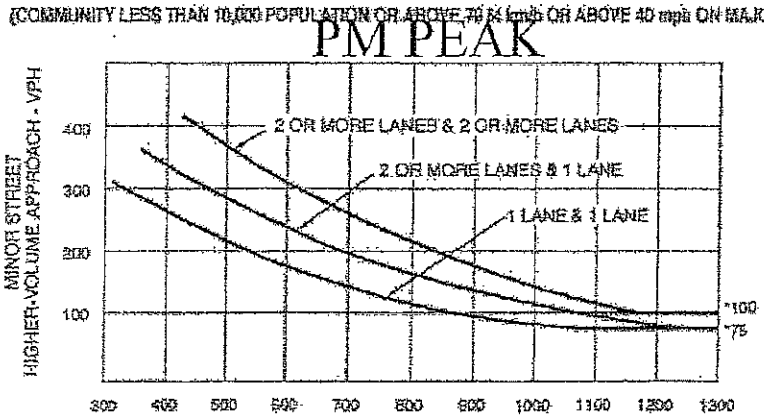
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Scenario Report

Scenario:	AM+Project Peak
Command:	Default Command
Volume:	AM+Project Peak
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	AM Project
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Trip Generation Report

Forecast for AM Project

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Project	1.00	Manufacturing	361.00	164.00	361	164	525	100.0
	Zone 1 Subtotal					361	164	525	100.0
TOTAL						361	164	525	100.0

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Trip Distribution Report

Percent Of Trips Project

Zone	To Gates 1	2
1	50.0	50.0

Turning Movement Report
AM Project

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 Opportunity @ North Dwy													
Base	19	385	0	0	358	7	8	0	23	0	0	0	800
Added	0	21	45	135	45	0	0	0	0	21	0	62	329
Total	19	406	45	135	403	7	8	0	23	21	0	62	1129
#2 Opportunity @ South Dwy													
Base	0	404	0	0	381	0	0	0	0	0	0	0	785
Added	0	45	135	45	21	0	0	0	0	62	0	21	329
Total	0	449	135	45	402	0	0	0	0	62	0	21	1114

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Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
# 1 Opportunity @ North Dwy	No / No	No / No
# 2 Opportunity @ South Dwy	No / No	No / No

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Peak Hour Delay Signal Warrant Report

****

Intersection #1 Opportunity @ North Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Initial Vol:	19	406	45	135	403	7	8	0	23	21	0	62
ApproachDel:	xxxxxx			xxxxxx			17.1			18.5		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=31]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1129]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=83]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1129]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #1 Opportunity @ North Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Initial Vol:	19	406	45	135	403	7	8	0	23	21	0	62

Major Street Volume: 1015
Minor Approach Volume: 83
Minor Approach Volume Threshold: 215

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Scenario Report

Scenario:	PM+Project Peak
Command:	Default Command
Volume:	PM+Project Peak
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	PM Project
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Trip Generation Report

Forecast for PM Project

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Project	1.00	Manufacturing	181.00	273.00	181	273	454	100.0
	Zone 1 Subtotal					181	273	454	100.0
TOTAL						181	273	454	100.0

Trip Distribution Report

Percent Of Trips Project

Zone	To Gates 1	2
1	50.0	50.0

Turning Movement Report
PM Project

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 Opportunity @ North Dwy													
Base	19	860	0	0	165	7	8	0	23	0	0	0	1082
Added	0	34	23	68	23	0	0	0	0	34	0	102	284
Total	19	894	23	68	188	7	8	0	23	34	0	102	1366
#2 Opportunity @ South Dwy													
Base	0	879	0	0	188	0	0	0	0	0	0	0	1067
Added	0	23	68	23	34	0	0	0	0	102	0	34	284
Total	0	902	68	23	222	0	0	0	0	102	0	34	1351

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March Business Center Implementation Committee
Ministerial Review Checklist

Compliance with the Approved Meridian Specific Plan (SP-5), adopted August 4, 2010

Compliance with Specific Plan	Complies with Requirement	Requirement Not Applicable	Does Not Comply with Requirement
Section III. E. 1.: Compliance with Joint Land Use Study. *The Project site is located within Compatibility Zone B2 of the JLUS, as identified in Exhibit 3-3 of the Meridian Specific Plan. The Project is a non-residential use designed to comply with noise reduction requirements within Zone B2. An avigation easement will be dedicated pursuant to notice requirements within the Specific Plan. The Airport Land Use Commission found this use to be compatible with the joint use March Air Reserve Base/March Inland Port Airport on September 12, 2013.*	X		
Section III. F.: Compliance with Land Use Table III-1. *The Project is designed to comply with the Industrial land use provisions within the Specific Plan. The building is intended to be used as a wholesale, storage and distribution – Medium use, as identified in Table III-1 and as further discussed in Appendix A (Definitions).*	X		
Section III. G. Compliance with Table III-2. *The building is designed to comply with all building height, lot and yard and dimensions outlined under Table III-2 of the Specific Plan. Setbacks are as follow: front yard: 15 feet minimum; backyard: 38 feet minimum; side: 56' and 150' feet minimum. Refer to Pages A1-1P and A3-1P of Project Plans.*	X		
Section III. G. (a) (1): Zero side yard is permitted when the opposite side yard is not less than 30 feet. *The Project Design does not include a Zero side yard. Refer to Page A1-1P of Project Plans.*		X	
Section III. G. (a) (2): FAA form 7460-1 shall be prepared (FAR §77.13.2.i). *The following FAA 7460-1 forms were completed for the Project: 2013-AWP-5676 and 2013-AWP-5677.*	X		
Section III. G. (a) (2): Objects taller than 35 feet in the Height Caution			

Zone require review by the Airport Land Use Commission. *The Project is more than 35 feet in height. The Project appeared before ALUC on September 12, 2013 and was found 'conditionally consistent' with the 1984 Riverside County ALUP, as applied to the MARB Influence Area.*	X		
Section III. G. (b): A 15 foot landscaped setback is required for all front and side yards adjacent to public streets (exceptions allowed for decorative paving). *A 15 foot landscaped setback is provided along Opportunity Way 30' to 40' wide landscaped setbacks at the Project entryways. Refer to Pages A1-1P, L1.1 and L1.2 of Project Plans.*	X		
Section III. G. (c): Driveways width and spacing shall comply with Riverside County requirements as approved by the March JPA Civil Engineer. *Project driveways are designed as per Riverside County requirements identified in Standard Detail 114 and as approved by the March JPA Civil Engineering requirements. The appropriate driveway setbacks are provided along with concrete intersections at the ingress and egress points. Refer to Page A1-1P of Project Plans.*	X		
Section III. G. (d): Off-street loading shall be sized and located so that trucks are not located within the required front or street side yard. *The Project design does not include loading within street right of ways or areas. Refer to Page A1-1P of Project Plans.*	X		
Section III. G. (e): All uses shall occur entirely within a building, except for storage, loading and outdoor work. Outdoor work; storage of merchandise, material and equipment is permitted in interior side yards or rear years, provided the area is enclosed by obscuring walls, fences or a combination thereof. *The Project is designed so that all uses will occur entirely within the building. Because the project is for a speculative building, site operations will be reviewed during Tenant Improvement review process. Refer to Page A1-1P of Project Plans.*	X		
Section III. G. (e): Fences and Walls shall be the same as set forth in the March Business Center Design Guidelines. *Project perimeter fencing and walls are consistent with criteria outlined within the March Business Center Design Guidelines. Refer to Page A1-1P of Project Plans.*	X		

Section III. G. (e) (1): Chain link fencing will not be used within 100' of a public right-of-way. Where used, it will be vinyl coated. *The Project design does not include chain linked fencing. Refer to Page A1-1P of Project Plans.*	X		
Section III. G. (e) (2): Coiled, spiraled, or rolled fencing such as razor wire or concertina wire shall not be permitted. *The Project design does not include coiled, spiraled or rolled fencing. Refer to Page A1-1P of Project Plans.*	X		
Section III. G. (e) (3): All walls or fences within 100' of a public right-of-way, facing toward I-215 or visible from residential development shall match the following detail (Page III-16). Higher walls may be necessary to screen trucks and storage, consistent with the approved screening plan. *The Project will be visible from I-215. As such, the perimeter wall is designed to be consistent with details shown on Page III-16 of the Specific Plan.*	X		
Section III. G. (f): Table III-3 summarizes the parking ratios. It is acknowledged that certain land uses will have unique parking characteristics, based on building utilization, workforce composition, and other considerations. In these cases, the March Joint Powers Commission may review a use permit application to reduce required parking through a detailed parking analysis. All uses shall provide one bicycle parking space per 20 vehicle/employee parking spaces. *The Project proposes 224 vehicular parking stalls and 12 bicycle parking spaces for a 500k warehouse building, consistent with parking ratio requirements within Table III-3 of the Specific Plan.*	X		
Section III. G. (h): Development shall comply with the March Business Center Settlement Agreement. *The Project is proposed east of Meridian Parkway and is designed to be consistent with provisions within the Specific Plan. As such, the development complies with provisions within the March Business Center Settlement Agreement.*	X		

Compliance with Approved March Business Center Design Guidelines, adopted November 19, 2003.			
Compliance with Design Guidelines	Complies with Objective	Guideline Not Applicable	Does Not Comply with Objective
3.0 General Design Criteria			

3.1 For Commercial Retail sites only: Quality to be consistent with Mission Grove Shopping Center and Kohl's Shopping Center. *The Project is not a Commercial Retail project.*		X	
4.0 Site Planning			
4.1 Site Planning Objective: Clean, pleasant and contemporary. Compatible with adjacent sites. ***The proposed site plan incorporates two access points consistent with County Fire Department parameters. The building is designed to incorporate on office component near each drive aisle. All utility and truck court functions are fully screened with dense landscaping and a 12' screening wall. The site plan is clean, pleasant and contemporary, and is consistent with adjacent sites.***	X		
4.2 Minimum Landscape Setbacks at Buildings/R.O.W.s ▪ 10' Minimum landscaping between parking and building when adjacent to a street) ▪ 15' landscape between public ROW & parking ▪ No parking within landscape easements ***The Project proposes a 12 foot high screen wall along Opportunity Way, and provides a 15' landscape buffer along the public ROW. No parking is provided within landscape easements.***	X		
4.3 Building Location 4.3.1 Locate buildings to enhance visibility and identity while assuring compatibility with adjacent street frontages. ***The building is located along Opportunity Way and directly west of the I-215 freeway. The building design enhances the visibility and identity of the Project while assuring compatibility with adjacent street frontages.*** 4.3.2 Loading and Service areas do not face roadways and street frontages. ***Loading and Service areas are completely screened from street view.*** 4.3.3 Convenient access to building entrances and efficient circulation for vehicles and pedestrians. ***The Project provides two points of ingress and egress to the site with vehicular parking located near building entrances. ADA parking and carpool parking is located near building entryways and designed to comply with Federal and State regulations. As such, the project design provides convenient access for pedestrians and vehicles.*** 4.3.4 All buildings/site plans shall provide outdoor break area with seating and shade trees. Two ***outdoor break areas are provided, one near each building entrance.*** 4.3.5 Multiple buildings on a single site must be coordinated to separate service areas from more public areas. ***This provision does not apply as the Project involves one building.***	X		
4.4 Site Access/Driveway Widths and Locations			

▪ Vehicular access points limited to minimize disruption of traffic flow and setback zones. *The Project provides two access points to meet County Fire access requirements. No additional vehicular access is provided.* ▪ Driveway criteria and size locations shall be as outlined in the Dev. Code. *Driveways are 50' wide for two-way access which is consistent with Table 9.11.080-18 of the Development Code for Driveway Dimensions.*	X		
4.5 Vehicular Circulation ▪ Avoid dead-end parking aisles. *There are no dead-end parking aisles proposed.* ▪ Development needs to meet requirements of County Fire Dept. including apparatus turn arounds. *The Project obtained County Fire Department approval on October 10, 2013.*	X		
4.6 Parking ▪ Meet number of spaces per Specific Plan. *The project provides 224 parking spaces pursuant to Table 9.11.040C-12 of the Development Code for Industrial uses.* ▪ Provide handicapped and carpool parking spaces in convenient locations. *The Project will provide seven (7) accessible parking spaces and twelve (12) carpool parking spaces, consistent with Chapter 9.11 of the Development Code, and all within close proximity to building entrances.* ▪ Meet parking dimensions of Development Code (9' X 18') *Parking space dimensions are consistent with Section 9.11.080.A. of the Development code.* ▪ Meet parking landscape requirements of Design Guidelines (See Section 6) *Landscaping provided along parking meets the requirements of Section 6.4 of Meridian Design Guidelines.*	X		
4.7 Pedestrian/Bicycle Circulation ▪ Provide pedestrian access from streets to building entrances (ADA) *An accessible pedestrian route of travel is provided from each building entrance to the public street* ▪ Minimum of three bicycle parking spaces for each building near entrance *The Project includes twelve (12) bicycle parking spaces near the building entrance pursuant to Section 4.7 of Meridian Design Guidelines.*	X		
4.8 Service Areas *Project service areas to include collection areas, loading and unloading areas, backflow preventers, loading bay, truck and trailer parking areas are fully screened from public views along Opportunity Way and the I-215 Freeway. Service areas do not disrupt the required setbacks, vehicular circulation or pedestrian circulation. Concrete paving is provided in the truck court per sheet A1-1P.* ▪ Service, storage, maintenance, loading and refuse collection areas out of view from streets and adjacent buildings and screened by dense landscape and architectural barriers. These enclosures shall be fully	X		

screened by 6' decorative wall and finished opaque screening gates ▪ Landscape used to deemphasize enclosures ▪ All refuse enclosures to be compatible with development architecture ▪ Service areas may not extend into required setbacks ▪ Service areas do not disrupt vehicular and pedestrian circulation ▪ No loading or unloading permitted on public streets or in front or street side yards ▪ Concrete paving required for all service areas ▪ Backflow preventers screened ▪ Loading bays, tractor trailers and outdoor storage screened			
4.9 Grading and Drainage. ***The Project drainage design prevents off-site flows with grading compatible with streetscape grades. Project slopes will avoid the need for ramps. Refer to Conceptual Grading Plans sheets 1 – 4.*** ▪ Surface drainage and soil erosion designed to prevent flow off-site ▪ On-site grading compatible w/ streetscape grades ▪ Slopes shall avoid the need for ramps with handrails	X		
4.10 Utilities. ***Project utilities will be installed underground and will not be placed within landscape easements as shown on project plans.*** ▪ All utilities are to be installed underground ▪ Easements that preclude planting of perimeter trees shall not be placed where landscape is required	X		
4.11 Walls and Fences: ***Walls are designed pursuant to Section 4.11 of the Meridian Design Guidelines, and are integral parts of the Project architecture and landscape. The wall visible from I-215 is the Meridian theme wall design. The wall in proximity to Opportunity Drive is a modified theme wall incorporating components of the building and Meridian theme wall, which is located outside the streetside landscaping setback. A 12' screening wall is appropriate for the truck court, as used elsewhere in Meridian, to screen trucks within the truck court. No chain link or razor wire and barbed wire fencing are proposed. Refer to Pages A1-1P, L1.1 and L1.2 of Design Plans for Compliance.*** ▪ Walls, when used, must be an integral portion of the architecture and landscape ▪ No walls are permitted within the street side landscaping setback areas except for 30" parking screening walls ▪ Side and rear wall not to exceed 8'-0" unless approved by the JPA ▪ Refuse enclosure walls must be 6'-0" high ▪ All walls shall be compatible with building finish and materials ▪ Walls adjacent to Van Buren, Cactus, Alessandro, Barton, Krameria, and Meridian Parkway shall match the development theme wall ▪ Walls adjacent to the open space area located west of the northern campus shall comply with the typical wall/fence requirements in the Design Guidelines ▪ No chain link fences allowed w/in 100' of public R.O.W. ▪ Beyond 100' R.O.W.: Black, commercial grade, vinyl clad chain link fences are permitted ▪ Razor wire and barbed wire are not permitted ▪ Where chain link is used, tree and shrub landscape planting providing	X		

75% opacity is required within two years of development ▪ Other walls and fences shall have a minimum of 30% opacity (2 years)			
5.0 Architecture			
5.1 Objective: Designed to express high quality business center which is progressive and enduring. Promotes unified image throughout the business center.	X		
5.2 Architectural Character ***Proposed building is constructed of scored tilt-up concrete panels designed in a contemporary, geometric design. Variation in the parapet height combined with the contrasting field colors emphasizes the architectural character. Prominent low reflectance glazing not exceeding 25% reflectance is proposed at the southwest and northwest corner of the building, to emphasize the location of office areas. Glazing is used elsewhere to provide visual relief and building interest. The architectural appearance is consistent with multiple other buildings within the Meridian development, while distinctive in use of color. The building is modern, clean and efficient in design and lacks trendy, historical, or residential styles; lacks complicated or arbitrary forms; is not in sharp contrast to surroundings; and has appropriate articulation and fenestration. Refer to Page A3-1P of Design Plans for Compliance*** 5.2.1 Appropriate Characteristics ▪ Clean, smooth, efficient lines ▪ Distinctive yet compatible with ▪ Meridian style and theme 5.2.2 Inappropriate Characteristics ▪ Trendy, historical, residential styles ▪ Tricky, complicated, arbitrary forms ▪ Sharp contrast w/ surroundings ▪ Inappropriate or no articulation or fenestration	X X		
5.3 Building Form and Massing ***The building incorporates repeating geometric modules. On the east elevation a prominent 100' facade feature with a raised parapet and enhanced glazing is alternated between the more typical 150' elevation span. On the west elevation, a 200' module with raised parapets is used to provide interest in a geometric pattern. Significant building interest is provided through enhanced elevations, raised parapets and increased glazing at the project entrances at the northwest and southwest corners. Refer to Page A3-1P of Design Plans for Compliance*** 5.3.1 Appropriate Treatment ▪ Straightforward geometry ▪ Unified composition ▪ Expression of floor levels and structure ▪ Solid parapets	X X		

5.3.2 Inappropriate Treatment ▪ Complicated forms ▪ Arbitrary, inconsistent composition ▪ Monolithic blocks ▪ Glass box forms			
5.4 Facades ***The building incorporates repeating geometric modules, patterned glazing, raised parapets and variation in field and ancillary colors in a straightforward functional design. All elevations are patterned in a grid module which is straightforward and functional in design. The building lacks arbitrary forms, uninterrupted horizontal patterns, and blank surfaces. The building incorporates a uniform grid module with emphasis on building corners and office areas. Refer to Page A3-1P of Design Plans for Compliance.*** 5.4.1 Appropriate Treatment ▪ Straightforward, functional design ▪ Expression of structure ▪ Unity and scale reinforced through grid module ▪ Surface delineation through expression of reveals, mullions, recesses, and structure 5.4.2 Inappropriate Treatment ▪ Arbitrary, inconsistent forms and decoration ▪ Uninterrupted, floating horizontals ▪ Blank surfaces ▪ Buildings can be designed with a consistent, uniform facade with the center or corners of the façade emphasized	X X		
5.5 Structure ***The building emphasizes vertical spatial articulation through use of repeating modules, use of glazing as accent and focal point, and incorporation of varying parapets. Floating horizontal lines, false decorative structures, glazing to ground level and oversized structural components are not used. Refer to Page A3-1P of Design Plans for Compliance.*** 5.5.1 Appropriate Treatment ▪ Visible vertical support ▪ Visible structural base ▪ Functional, straightforward columns ▪ Columns integrated into the façade ▪ Proper structural scale 5.5.2 Inappropriate Treatment ▪ Floating horizontal levels ▪ Glazing direct to ground (except at entries) ▪ False, decorative structure	X X		

▪ Undersized or oversized structural components			
5.6 Fenestration *Use of glazing is consistent with the modular architectural approach, with glazing used in a patterned design and as a focal point within the building modules. Arbitrary decorative glass, uninterrupted horizontal glazing, sloping glass and overly reflective glass (more than 35% reflectance) is not used within the design. Refer to Page A3-1P of Design Plans for Compliance on Provisions 5.6.1 and 5.6.2.* 5.6.1 Appropriate Treatment ▪ Functional glass use and patterns ▪ Glazing delineation by mullions and structure ▪ Balance of wall and glazed surfaces ▪ Tinted or lightly reflective glazing 5.6.2 Inappropriate Treatment ▪ Arbitrary, decorative glass patterns ▪ Uninterrupted horizontal glazing ▪ Sloping glass ▪ Overly reflective glass (more than 35% reflectance)	X X		
5.6.3 Glazing Colors *The proposed glass is Solarcool Pacifica Glazing which is consistent with the project color palette. The glazing is not bright nor are multiple colors proposed for glazing. Refer to color sample board for Project.* ▪ Preferred: earth tone palette ▪ Prohibited: bright or multiple colors inconsistent with the color palette	X		
5.6.4 Reflectivity *The site is less than 2,000 feet from the active March Air Reserve Base runway; as such, reflective materials are prohibited. Glass reflectance will be no more than 25%. Refer to Pages A1-1P and A3-1P of Project Plans.* ▪ Glass should generally be non reflective ▪ 25% maximum allowable outdoor reflectance	X		
5.7 Roofs *The Project is designed to provide appropriate roof treatments with roof-mounted equipment hidden from off-site view. Exterior metal is painted to match approved project colors. The roof is designed as a flat composite structure with varying parapet screening and does not incorporate gables, hips, mansards, roof tiles or shingles, metal roofing or any arbitrary decoration. Refer to Pages A1-1P and A3-1P of Project Plans.* 5.7.1 Appropriate Treatment ▪ Visible vertical support ▪ Horizontal planes and parapets	X		

▪ Varied parapet height ▪ Roofing materials hidden from off-site view of adjacent roadways/streets 5.7.2 Inappropriate Treatment ▪ Gable, hip, and mansard room forms (may be acceptable at entries) ▪ Metal, tile, shingle and shake roofing(may be acceptable at entries) ▪ Arbitrary decoration	X		
5.8 Entrances ***The Project provides appropriate entrance treatments with materials hidden from off-site view. The building incorporates prominent open entries with recessed protected entrances. Landscape is coordinated with the overall project design. The entrance features are integral to the project design in a modern clean form, and are not exaggerated forms, abrupt entrances or confined spaces. Exterior metal is painted to match approved project colors. Refer to Pages A1-1P and A3-1P of Project Plans.*** 5.8.1 Appropriate Treatment ▪ Light, open, inviting aspect ▪ Entry space sequence ▪ Recessed, protected doorway ▪ Integration w/ overall building form ▪ Coordinated landscaping 5.8.2 Inappropriate Treatment ▪ Exaggerated forms and color ▪ Dark, confined appearance ▪ Abrupt entry (Flush doorways, tacked-on entry alcove) ▪ Each building shall have at least one Building Entrance Element ▪ Located at primary façade or facing street frontage ▪ Entrance element to be at least 2/3 of overall building height ▪ Entrance element to have large scaled, simple, clean forms ▪ Canopies of contrasting permanent materials encouraged ▪ Highly articulated, large-scale, bold forms encouraged ▪ Entrances can be emphasized with portals and arcades	X X		
5.9 Materials ***The Project design uses smooth painted tilt-up concrete and does not include wood beams, brick accents, Spanish tile, and corrugated metal or highly reflective glass. The materials comply with appropriate materials design. Refer to Pages A1-1P and A3-1P of Project Plans as well as the Project color sample board.*** 5.9.1 Appropriate Materials ▪ Smooth, precast or tilt-up concrete ▪ Smooth metal panel systems used as an accent only ▪ Ribbed or rough textured concrete used as an accent	X		

▪ Tinted or lightly reflective glass ▪ Stucco or E.I.F.S. used as an accent or contrast of materials only	X		
5.9.2 Inappropriate Treatment ▪ Wood beams and siding ▪ Brick, Spanish tile ▪ Corrugated metal ▪ Highly reflective glass			
5.9.3 Other Materials ▪ All other materials including Drivit®, concrete masonry, wall tile, etc must be approved by the JPA ▪ Pre-fabricated buildings require Joint Powers Commission approval	X		
5.10 Exterior Color ***The Project design complies with exterior color treatments as identified in the approved color palette with natural finishes and colors as required under the Meridian Design guidelines. Refer to Pages A1-1P and A1-2P of Project Plans, as well as the Project color sample board.***			
Appropriate Treatment ▪ Concrete or stone should have natural finish ▪ Other colors may be permitted on special features, reveals or mullions ▪ Service door and mechanical screen colors are to be the same as the adjacent wall color	X		
Inappropriate Treatment ▪ Dark natural finishes ▪ Arbitrary patterns, stripes ▪ Garish use of color ▪ Broad painted band to reflect a corporate theme	X		

5.11 Design Details ***The design detail is integrated into the repeating architectural grid, which emphasizes vertical design and structure and does not provide horizontal lines or horizontal emphasis. The Project design features architectural details including mullions, structural connections, tilt-up concrete building materials and integrated landscaping at the entrance feature that provide great visual interest. Refer to Pages A1-1P, A3-1P, L1.1 and L1.2 of Project Plans as well as the Project color sample board.*** Appropriate Treatment ▪ Coordinated mullions and details ▪ Expression and alignment of structural connections ▪ Finishes commensurate w/ building materials ▪ Coordinated entry spaces and landscaping Inappropriate Treatment ▪ Insufficient or excessive detailing ▪ Inadequate interface between materials ▪ No indication of scale ▪ Lack of interest	X X		
5.12 Equipment ***As identified in section 4.8 (Service Areas) and 5.7 (Roofs) of Design Guidelines all ground mounted and roof mounted equipment is fully screened. Moreover, Meridian standard Conditions of approval require that "all equipment shall be completely screened...from public view (Meridian Standard Conditions of Approval, COA#26, p. 4 of 12)". The Project design complies with screening of equipment requirements outlined within the Specific Plan . Refer to Pages A2-1P and A3-1P of Project Plans.*** All exterior equipment including, but not limited to, mechanical equipment, electrical equipment, electrical equipment, storage tanks, risers, electrical conduit, gas lines, cellular facilities, and satellite dishes must be screened from on-site and off-site views. 5.12.1 Appropriate Treatment ▪ Rooftop equipment shall be screened from off-site views by a parapet wall exceeding the height of the equipment ▪ Mechanical screen fully integrated into architecture ▪ Ground equipment hidden by screen walls or landscaping ▪ Screen walls or same or similar material as building walls 5.12.2 Inappropriate Treatment ▪ Improperly located equipment requiring non-integrated walls ▪ Rooftop equipment extending above parapet or screen ▪ Rooftop screen too close to parapet ▪ Screen material contrasting w/ adjacent surfaces	X X		

▪ Rooftop screen "hat"				
6.0 **Landscaping** *Project Plans illustrate compliance with the following landscape standards. Refer to Pages L1.1 and L1.2 for compliance.*				
6.1 Objective: Promote a pleasant, distinctive, appropriate environment. Augment internal cohesion and continuity within March Business Center. Clean, simple and straight forward urban design. Promotes water conservation				
6.2 Water Conservation Measures ***As required by standard Conditions of approval, all projects and design plans within Meridian are required to design and install irrigation systems that are efficient and consistent with the March JPA Landscape Irrigation Efficiency Ordinance (JPA ORD. # 09-05). Conditions of approval #37 through 39 under "Landscape Provisions" (Meridian Standard Conditions, pp. 5 and 6 of 12) will ensure that irrigation systems are complete, water-efficient and state-of-the-art automatic irrigation systems.*** 6.2.1 Landscape areas to have complete, state-of-the-art, automatic irrigation system	X			
6.2.2 Conservation Measures: ▪ Site analysis of macro and micro climates, solar exposure, prevailing wind conditions, seasonal temperature patterns, soils and drainage, grades and slopes ▪ Planting zone usage according to plant type, climatic exposure, soil condition and slope to facilitate use of zoned irrigation systems ▪ Use of low water or drought tolerant plant species in landscape areas ▪ Meets peak moisture demand of all plant materials w/in design zones, while avoiding flow rates that exceed infiltration rate of soil ▪ Design to prevent overspray or discharge onto roadways, non-landscaped areas or adjacent properties ▪ Timing of irrigation cycles to be set at night when wind, evaporation and people activities are at a minimum	X			
6.3 Streetscapes ***Project Landscape Plans illustrate plant and tree species that are consistent with existing perimeter landscaping along Opportunity Way and within the LLMD easement. The Project will install site specific landscaping that will maintain the state-of-the-art design standards established within Meridian. Preliminary landscape plans were approved by the LLMD Administrator on October 17, 2013. Refer to Pages L1.1 and L1.2 for compliance.*** ▪ Landscape along public streets reinforces unified appearance and street hierarchy ▪ Establishes sense of place, particularly at street intersections	X			
6.3.1 General Design Criteria ▪ Minimum 24" box size trees planted along all street frontages ▪ Street trees planted 40' on center or clustered as approved by JPA, clustered trees to average 40' on center	X			

▪ Hedges on street frontages should be trimmed to a formal, rectangular shape ▪ Hedge minimum sizes at installation is five gallon ▪ If required interior landscape creates an operational hazard, the JPA may allow latitude to shift landscape to larger landscape areas, as approved on a case-by-case basis ▪ Turf area usage should be approximately 20% of the landscape area. (in no case shall it exceed 50%) ▪ Turf shall not exceed 50% of landscape area nor shall it be less than 10% of landscape area.			
6.4 On-Site Landscaping ***Project Landscape Plans illustrate compliance with landscape standards by proposing the use of plant and tree species that are consistent with existing species along Opportunity Way and within the LLMD easements. All Plant materials are selected from the Plant Selection List in Section 6.5 of Design Guidelines and landscape setbacks are proposed at a minimum of 15' at the front yard, 8' to the north, east and south side of the building are in compliance with standard 6.4.4 below. Refer to Pages L1.1 and L1.2 for compliance.***			
6.4.1 Use landscape to reinforce site planning such as trees to define parking lots and drive aisles	X		
6.4.2 Plant materials shall be selected from Plant Selection List in Section 6.5	X		
6.4.3 Parking area trees shall be provided per the Development Code. Parking shall be screened from public streets by naturally contoured landscape berms measuring 2.0' to 3.5', or a 30" parking screening wall. Landscape must be used to supplement or replace the berms or wall.	X		
6.4.4 Comprehensive planting required along building and site perimeters ▪ Minimum landscape set back of 15' required along all front yards ▪ Minimum front yard setback is typically 20' or 25' (see Specific Plan) ▪ Minimum landscape setback of 5' required along at least one side of internal property lines	X		
6.4.5 All buildings facing a roadway frontage shall have a foundation planting area	X		
6.4.6 Large natural granite boulders are encouraged as part of the landscape theme	X		
6.4.7 Drainage/retention areas should be landscaped with native vegetation in a natural manner w/ minimal use of turf	X		
6.5 On-Site Plant Selection List ▪ See Design Guidelines	X		
7.0 Lighting			
7.1 Objective: Exterior lighting is to be provided to enhance the safety and security of motorists, pedestrians, and cyclists. To reinforce identity and unity of March Business Center, all exterior lighting is to be generally consistent in height, spacing, color and type of fixture.	X		
7.2 Public Street lighting is coordinated throughout March Business Center	X		
7.3 General On-Site Lighting Parameters			

As identified on Project Plans and within the Project description, Project lighting will be low or high pressure sodium, maximum 750-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. Moreover, Meridian standard Conditions of Approval state that "Prior to issuance of building permits, the Planning Division shall review and approve a computergenerated, point-by-point exterior lighting analysis plan as a component of the construction plan review (Meridian Standard Conditions of Approval, COA# 27, p. 4 of 12)". A photometric plan will verify compliance with these standards prior to construction. Refer to Page A1-1P of Project plans. 7.3.1 On-site lighting includes parking areas, vehicular and pedestrian circulation, building exteriors, service areas, landscaping, security, and special effects	X		
7.3.2 All exterior on-site lighting must be fully shielded and generally confined w/in site boundaries. Maximum lighting level at the property line of a site is .5 candle/ft. Maximum wattage for exterior lighting shall be 750 watts	X		
7.3.3 Lighting fixtures are to be of clean, contemporary design All exterior illumination shall be high-pressure sodium or low-pressure sodium. Metal Halide is prohibited	X		
7.3.4 Point-by-point lighting analysis required at construction plan submittal	X		
7.3.5 Tilted wall fixtures (emitting light above 90 degree horizontal) are not permitted. Maximum height of building mounted light fixtures is 25'.	X		
7.3.6 Wall-mounted utility lights that cause off-site glare are prohibited "Shoebox" or cut-off, glare-controlled lights are preferred	X		
7.4 Vehicular Circulation and Parking Area Lighting *Meridian standard Conditions of Approval state that "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 (Meridian Standard Conditions of Approval, COA #2, p. 10 of 12)". Consistency with this requirement will be ensured at the time of construction plan review.* 7.4.1 All vehicular circulation and parking lot lighting shall have cut-off fixtures (i.e., bulb/source is not visible above horizontal) ▪ Pole and fixture height shall not exceed 25' overall	X		
7.4.2 Pole footings in traffic areas shall be above grade and a maximum of 24" high	X		
7.4.3 All luminaries shall be high-pressure sodium or low-pressure sodium	X		
7.4.4 Lighting Levels ▪ Vehicle circulation lighting shall maintain an average lighting level of			

.52 ft/candle, minimum .13 ft/candle and 4:1 uniformity ratio ▪ Parking areas shall have an average lighting level of 1.60 ft/candle, minimum .14 ft/candle and 4:1 uniformity ratio.	X		
7.5 Pedestrian Circulation Lighting ***Meridian standard Conditions of Approval state that "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 (Meridian Standard Conditions of Approval, COA #2, p. 10 of 12)". Consistency with this requirement will be ensured at the time of construction plan review.*** 7.5.1 Pedestrian walkways and building entries shall be illuminated to provide a secure route between parking areas and points of entry to the building ▪ Building entries may be lit with soffit, bollard, step or comparable lighting	X		
7.5.2 Step or bollard lighting shall be used to clearly illuminate level changes and handrails for stairs and ramps ▪ Bollard lighting shall not exceed 42"	X		
7.5.3 Courtyards, arcades, and seating areas shall be lighted to promote pedestrian use and safety	X		
7.5.4 Pedestrian lighting shall be high-pressure sodium, low-pressure sodium, or incandescent lamps	X		
7.6 Architectural Lighting ***Meridian standard Conditions of Approval state that "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 (Meridian Standard Conditions of Approval, COA #2, p. 10 of 12)". Consistency with this requirement will be ensured at the time of construction plan review.*** 7.6.1 Utilize indirect or hidden lighting sources for wall washing, overhead down lighting, and interior lighting that spills outside) ▪ All architectural lighting shall be fully shielded to eliminate views of the source of illumination	X		
7.6.2 Entry areas should be lit to provide an inviting glow from the interior	X		
7.7 Service Area Lighting ▪ Lighting must be fully shielded, HPS or LPS type ***Meridian standard Conditions of Approval require that all project plans "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 (Meridian Standard Conditions of Approval, COA#27, p. 4 of 12)".***	X		

Compliance with this requirement will be ensured during project construction plans review.			
7.8 Accent Lighting ▪ Unique lighting may be used to feature architectural elements, landscaping, entries and pedestrian areas ▪ Accent lighting for landscaping and pedestrian areas shall be shielded land be HPS only	X		
8.0 Signage Requirements			
8.2 Materials. ***Project signage is not part of this proposal. However, as identified within the Project Description the Applicant acknowledges that prior to occupancy the signs will be submitted for review and consent by the March JPA Planning Department, and pursuant to Section 8 of Meridian Design Guidelines. Moreover, standard conditions for Meridian projects require that "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 (Meridian Standard Conditions, COA #9, p. 2 of 12)".*** ▪ Contemporary, professional, and creative use of simple, low maintenance materials ▪ Metal or masonry materials of high quality and high longevity industrial/commercial grade	X		
8.3 Monument Signs at Lots. ***Monument signs are not part of this proposal. However, as identified within the Project Description the Applicant acknowledges that prior to occupancy project signs will be submitted for review and consent by the March JPA Planning Department, and pursuant to Section 8 of Meridian Design Guidelines. Moreover, standard conditions for Meridian projects require that "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 (Meridian Standard Conditions, COA #9, p. 2 of 12)".*** ▪ One monument sign provided per lot. ▪ May be up to 10' long x 8' tall x 2' deep ▪ Monument signs should be perpendicular to the adjacent roadway ▪ Signs of made of prefinished, flat-faced metal panels ▪ Letters 14" high. 1" deep. ▪ Reverse or exterior lit encouraged. ▪ Illumination of the sign copy and logo only, w/ no illumination of sign background. ▪ Shall have the numerical street address on sign w/ a minimum 6" high copy.	X		
8.4 Directional/Informational Signage.			

Building signs are not part of this proposal. However, as identified within the Project Description the Applicant acknowledges that prior to occupancy the signs will be submitted for review and consent by the March JPA Planning Department, and pursuant to Section 8 of Meridian Design Guidelines. Moreover, standard conditions for Meridian projects require that "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 (Meridian Standard Conditions, COA #9, p. 2 of 12)". 8.4.1 Building Signs ▪ Permitted (1) building mounted illuminated sign on the facade facing the road serving as primary vehicular access to site and one additional sign if located on another street frontage (not to exceed two signs total) ▪ Height of sign shall not exceed 30% of the height of the façade and 10% of the building length ▪ Maximum length of (20) feet and a maximum of (80) S.F. ▪ For buildings in excess of 200 feet in length, they can have a maximum of (2) signs on each approved façade. The maximum length of the (2) signs shall not exceed 10% of the building length (or a maximum length of forty (40) feet and a maximum of 160 square feet)	X		
8.4.2 Freeway Signs. *No freeway signs are included with the Project.* ▪ Three freeway signs shall be permitted for the entire March Business Center. ▪ Maximum height of 45', a maximum sign area of 150' and signage limited to the master project name logo and up to three tenants each		X	
8.4.3 Multi-Tenant Signage: *No multi-tenant signage is proposed with the Project. However, as identified within the Project description should one be required in the future occupancy of the building then the Applicant will submit project sign proposals as identified in their Project outline.* ▪ For buildings which house more than one tenant, (1) additional building sign shall be permitted for each tenant, and tenant space ▪ The signs shall not exceed (2) feet in height and not exceed 60% of the width of the tenant's lease space, up to a maximum of 15' in length ▪ Permitted monument sign may be constructed in a way to allow identification of each tenant in addition to any identification of the building, up to 8 tenant maximum		X	
8.5 Not Permitted. *Signage is not a part of this proposal. However, as identified within the Project description the Applicant acknowledges that prior to occupancy project signs will be submitted for review and consent by the March JPA Planning Department, and pursuant to Section 8 of Meridian Design Guidelines. Moreover, standard conditions for Meridian projects require that "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 (Meridian Standard Conditions, COA #9, p. 2 of 12)". ▪ Animated Signs ▪ Awning (containing signage) ▪ Automatic Changing Sign ▪ Special Event Sign ▪ Changeable Copy Sign ▪ Flags (Exception: Up to 3 flags/flagpoles may be provided, not to exceed 20' in height. Flags may contain the American flag, California flag, and corporate logo, no marketing information) ▪ Flashing Sign ▪ Marquee Sign ▪ Outdoor Advertising Sign ▪ Portable Sign ▪ Pennant ▪ Rotating Sign ▪ Billboards, searchlights and inflatable signs ▪ Other signs not specifically permitted in this section		X	
8.6 Additional Submittal Requirements. ***Signage is not a part of this proposal. However, as identified within the Project description the Applicant acknowledges that prior to occupancy project signs will be submitted for review and consent by the March JPA Planning Department, and pursuant to Section 8 of Meridian Design Guidelines. Moreover, standard conditions for Meridian projects require that "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 (Meridian Standard Conditions, COA #9, p. 2 of 12)".*** ▪ All signs must be approved by March JPA. Sign program approval required for multi-tenant sign programs. ▪ Complies with the Uniform Building Code and the National Electrical Code Requirements		X	
9.0 Maintenance Requirements			
9.1 Common Areas. ***As described in the Project description, landscaped areas as shown on the Project plan will be maintained by individual parcel tenants, and according to standards for common area maintenance.*** ▪ Landscaped areas within each lease parcel, including side and rear yards, shall be maintained by individual lease parcel tenants ▪ Maintenance of each individual lease parcel shall conform to standards for common area maintenance	X		

9.2 Landscape			
9.2.1 General. *As described within Meridian standard Conditions of Approval, "This project is part of the existing landscape, lighting, and drainage maintenance district established by MJPA. Owner(s) shall be responsible to pay towards maintenance of facilities as determined by the District. Additional landscaping and drainage improvements shall be maintained by owners (Meridian Standard Conditions, COA#4, p. 9 of 12)".* ▪ Individual tenants shall be responsible for landscaping in their development areas within their property boundaries ▪ If any existing landscape is damaged or removed during demolition or construction, it shall be repaired and/or replaced in kind and equivalent size per the approved plans within 30 days of completion of construction by the tenant	X		
9.2.2 Irrigation. *As described in the Project description, irrigation systems are designed to maintain the proposed vegetation and comply with the MJPA Development code and Meridian Design Guidelines. Moreover, Meridian standard Conditions of Approval require that prior to any permit issuance that irrigation plans be submitted and reviewed for consistency with the Specific Plan and March JPA Landscape Irrigation Efficiency Ordinance (JPA ORD. # 09-05).* ▪ Irrigation systems shall be designed to maintain the proposed vegetation ▪ Irrigation systems shall comply with the March JPA Development Code ▪ Submission of a complete irrigation system design shall be required consistent with Section 2 of these Guidelines and the Development Code	X		

March Business Center Implementation Committee
Ministerial Review Checklist

Meridian Environmental Impact Report, Certified July 21, 2010

Compliance with the Certified EIR Mitigation Measures (SCH# 2009071069)		Complies with Mitigation Measure	Mitigation Measure Not Applicable	Does not Comply with Mitigation Measure
A-1	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. As shown on development plans and the 2005 March Air Reserve Base Air Installation Compatibility Use Zone Study (2005 AICUZ), the development is located outside of APZs I and II.***		X	
A-2	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 will be submitted to the 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. ***The development site is located within Compatibility Zone B2 of the JLUS. The development is a non-residential use designed to comply with noise reduction requirements within Zone B2. An avigation easement will be dedicated pursuant to notice requirements within the Specific Plan. The Airport Land Use Commission found this use to be compatible with the joint use March Air Reserve Base/March Inland Port Airport on September 12, 2013. The following FAA 7460-1 forms were completed for the development: 2013-AWP-5676 and 2013-AWP-5677.***	X		
A-3	In accordance with the requirements of the Specific Plan, a School Buffer overlay district will be established. This district will extend 0.25 miles from the boundary of the Tomas Rivera Elementary School. The overlay district will provide landscaping around the boundaries of the school for screening; will prohibit certain uses with the potential noise impacts and/or hazardous materials handling/generation; and will provide for enhanced review of other development proposals to limit the potential for adverse impacts on the school. ***As shown on development plans, the development site is outside of any school buffer. The nearest school, Tomas Rivera Elementary School in Riverside, is a little more than 1.5 miles west of the development site. Thus, this provision does not apply to the development.***		X	

A-4	Project detention basins shall have the following features to limit bird activity: 1. All detention basins shall draw down within 24 hours with the exception of the East Basin and the U4-E Basin. The East Basin shall have a draw down period of 39 to 42 hours during the interim development of Unit 4. The U4-E Basin shall have a draw down period of 27 to 30 hours during the interim development of Unit 4. The East Basin will be designed in the ultimate condition to include a draw down period of 28 to 30 hours. The U4-E Basin will be designed in the ultimate condition to include a draw down period of 27 to 30 hours. 2. Standing water in all detention basins outside of the specified drawdown times shall be addressed through the use of positive drainage techniques (grading, wet wells, french drains are some examples) by the Project sponsor. 3. Regular maintenance activities shall include the removal of vegetation. 4. March JPA shall monitor waterfowl activity during the rainy season in all detention basins. If waterfowl issues are identified during monitoring activities, then the March JPA and Project sponsor shall implement waterfowl control measures (netting and vegetation removal are some examples). *Due to the proximity of the development site to the active March Air Reserve Base, this measure is made a requirement of the development. As such, development basins will drain within the required time period of 24 hours.*	X		
IV.A-2-1	Development located within either APZ I or APZ II shall comply with Resolution #JPA 08-01. *As illustrated within development Plans and the 2005 AICUZ, the site is located outside of APZ I or APZ II.*		X	
B-1	The Project shall contribute on a fair share basis toward the improvements identified in the Cumulative Impacts section. *Associated fees are collected in accordance with the Meridian development Standard Conditions of Approval.*	X		
B-2	The Project shall construct the transportation improvements identified in previously referenced Figures IV.B-5 through IV.B-7 (project phasing). To the extent that such improvements provide capacity benefits for local or regional (i.e., non-project) demand, the project is eligible for credits toward its contribution toward local and/or regional transportation impact fees, if any. *All Phase I improvements identified in Figure IV-B-5 are complete. Phase II improvements in Figure IV.B-6 are in review or construction. These improvements are on schedule as they are not required to be complete until the final map for Phase III in the South Campus is recorded.*	X		
B-3	March Business Center traffic volumes shall be monitored periodically to assure that the transportation infrastructure provides sufficient capacity to serve Project volumes. Traffic monitoring shall occur at a minimum of five-year intervals. *A 5-year Meridian Business Park Traffic Study Update was provided to MJPA staff by the Master Developer on August 12, 2013. The study showed that current trip generations within the Campus add up to 35 percent of total trips assumed within the Meridian Business Park EIR for Meridian Business Park-North Campus. No action by the Applicant is required under this measure.*		X	
B-4	The Project shall provide a site that can accommodate the future construction of a multi-modal transportation center by RCTC in the North Campus,	X		

	north of Cactus Avenue and south of Alessandro Boulevard. CEQA analysis of the environmental impacts of the transportation center will be required once a proposal is brought forward by RCTC. ***Completed. The March Field/Moreno Valley Metrolink Station has been approved on Lot 4 of the Meridian Business Park, north of Cactus Avenue, south of Alessandro Boulevard and west of the I-215 freeway. No further action under this measure is required..***			
B-5	The March Business Center shall require implementation of parking ratios that limit the need for on-street parking. These ratios are identified in the Specific Plan. ***As identified within development plans, the development includes the installation of 224 spaces pursuant to Off-street Parking Regulations within the Specific Plan (Section G(f); Table III-3; p. III-17). Please refer to Page A1-1P of development plans.***	X		
B-6	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. ***As identified within development plans, the development includes the installation of 12 bicycle spaces pursuant to Off-street Parking Regulations within the Specific Plan (Section G(f); p. III-17). Please refer to Page A1-1P of development plans.***	X		
B-7	March Business Center shall provide truck routes on internal roadways to limit impacts of trucks on adjacent residential communities. ***The development includes the placement of signs at the two site entryways, illustrating approved Truck routes within the business park approved by Ordinance #JPA 09-01.***	X		
B-8	The Project shall construct internal roadways in accordance with the *County Road Improvement Standards and Specifications* with additional landscaping as identified in the Riverside County Integrated Project (RCIP). ***The development does not include the construction of internal roadways as the proposal would develop a new speculative building off of an existing street called Opportunity Way. The installation of all required streets is is consistent with the approved phasing schedule, as identified in mitigation measure B-2.***		X	
B-9	The March JPA shall collaborate with adjacent jurisdictions and agencies to facilitate improvements addressing the existing deficiency at the I-215/Van Buren Boulevard interchange. ***Completed. This interchange is under construction and expected to be in full operation in January 2014.***	X		
B-10	The March JPA shall implement Transportation Demand Management (TDM) strategies to shift trips outside the standard commuting hours and/or to non-"drive alone" modes of travel. This is accomplished through various employer-initiated measures, such as flexible working hours, encouragement of carpooling, and facilitating access for non-motorized (i.e., bicycling or walking) modes of travel. Section V of the Specific Plan outlines TDM requirements. ***This responsibility by the March JPA is ongoing. The future tenant will comply by filing a TDM plan prior to occupancy. Please refer to Page A1-1P of the development plans. This mitigation will be performed by the future tenant, therefore at the present time the mitigation is not applicable as the future occupant is not known.***		X	
B-11	The March JPA shall cooperate with the Riverside Transportation Agency (RTA) for the provision of bus service within the Specific Plan Area. ***This mitigation is a responsibility of the March JPA is ongoing. It is***		X	

	not specific to this Design Plan review.			
B-12	Signage shall be provided at the Van Buren Boulevard intersections with Coyote Bush Road and Orange Terrace to discourage truck traffic on residential streets in the Orangecrest Development. Furthermore, the March JPA, as a responsible party, shall encourage the City of Riverside and Riverside County to review and consider appropriate legislation to eliminate or curtail truck traffic, exempting local deliveries, on Alessandro Boulevard and Van Buren Boulevard west of the March Business Center Development. ***Signage has been installed at Coyote Bush. Signage has not been installed on Orange Terrace, in compliance with the recommendations of the City of Riverside (See City staff report dated March 14, 2006). This is a requirement of March JPA and does not apply to the propose site specific development.***		X	
V.B-1-1	The Project sponsor shall provide the following improvements upon issuance of occupancy permit for any lot in the North Campus after planned traffic generated by this Project exceeds 44,966 ADT. ***A 5-year Trip Generation Update provided by Kimley-Horn and Associates, Inc. on August 12, 2013, illustrated that current traffic generation among Meridian Business Park users are at 35 percent of total approved trips for Meridian Business Park – North Campus. The Development will not generate numbers that would result in an exceedance of the 44,966 ADT threshold referenced herein.*** 23. Van Buren Boulevard and Barton Street Change northbound shared left/through/right turn lane to exclusive northbound left and shared through/right turn lane Note that this improvement would not be required if completed by the commercial development at the southwestern corner of Van Buren Boulevard/Barton Street prior to the timing of this improvement described above. The following planned improvements would mitigate the proposed Project's direct peak hour impacts: 29. Van Buren Boulevard and Southbound I-215 Ramps Project impacts at this location will be mitigated by the I-215/Van Buren Boulevard interchange improvement project that is being implemented by the County of Riverside and March JPA. However, this improvement is not fully funded, due in part to insufficient TUMF reserves. If full funding is not in place to allow construction of this improvement prior to implementation of the proposed Project, then a significant and unavoidable interim impact would occur. ***Project is now fully funded and in construction.*** 30. Van Buren Boulevard and Northbound I-215 Ramps The mitigation measures described above would improve the operation of this intersection to LOS D or better during both peak-hours. As is the case with intersection 29, this improvement is not fully funded. If full funding is not in place, this impact would be an interim significant unavoidable impact. ***Project is now fully funded and in construction.***		X X X	

	Implementation of Measure IV.B-1-1 above at Van Buren Boulevard/Barton Street would reduce the impacts on the Van Buren Boulevard segment from Barton Street to Coyote Bush Road to less than significant.			

IV.B-1-2	The individual lot developers shall contribute on a fair share basis[1] toward the following improvements to mitigate cumulative peak hour intersection impacts under Existing Plus Project Plus Cumulative conditions at the time of issuance of the building permit: ***Compliance with these measures is required in compliance with Ordinance #JPA 13-01 and as identified in the development standard conditions of approval.*** 8. Alessandro Boulevard and Northbound I-215 Ramps Provide the following improvements: · Add second eastbound left-turn lane; · Add exclusive westbound right-turn lane; · Reconfigure northbound leg to two left-turn lanes and one shared left-through-right lane 13. Cactus Avenue and Southbound I-215 Ramps Interchange improvements, including widening of the Cactus Avenue bridge over I-215, have been identified in the 2008 RTIP (i.e., RTIP project RIV050533, which is proposed by the City of Moreno Valley). The planned improvements at this intersection would provide sufficient capacity to operate at an acceptable LOS under this traffic scenario. However, as is the case for the I-215/Van Buren Boulevard interchange, a significant unavoidable interim impact would result if this improvement were delayed beyond the implementation of the proposed Project and the cumulative development proposals. 14. Cactus Avenue and Northbound I-215 Ramps As with intersection 13 above, the planned improvements identified in the RTIP would mitigate cumulative traffic impacts. However, in light of projected delays in the implementation of these improvements, a significant unavoidable interim impact would result. 15. Cactus Avenue and Ellsworth Street Provide the following improvements: · Add third eastbound through and second eastbound left-turn lane; · Reconfigure northbound to leg to provide two left-turn lanes, one through lane, and one right-turn lane with an overlap phase 21. Van Buren Boulevard and Wood Road Provide the following improvements: · Add third eastbound through lane (a TUMF[2] improvement) and second eastbound left-turn lane; · Add third westbound through lane (a TUMF improvement); · Add second northbound through lane 22. Van Buren Boulevard and Trautwein Road Provide the following improvements: · Add third eastbound through lane (a TUMF improvement); · Add second southbound through lane; · Add exclusive northbound right-turn lane; · Add second westbound left-turn lane 36. Nandina Avenue and Barton Street Provide the following improvement: · Add southbound left-turn lane	X X X X X X		

IV.B-1-3	The individual lot developers shall contribute on a fair share basis[3] toward the following improvements to mitigate cumulative peak hour intersection impacts under Future Year Plus Project conditions at the time of issuance of the building permit: *Compliance with these measures Compliance with these measures is assured through compliance with Ordinance #JPA 13-01 and as required in the development standard conditions of approval.* Provide the following improvement: · Add northbound right-turn overlap phase **6. Alessandro Boulevard and Meridian Parkway** Provide the following improvements: · Add northbound right-turn overlap phase · Add southbound right-turn overlap phase **7. Alessandro Boulevard and Southbound I-215 Ramps** Provide the following improvement: · Split southbound shared left-right turn lane to separate left and right turn lanes **8. Alessandro Boulevard and Northbound I-215 Ramps** Provide the following improvement: · Reconfigure northbound approach to provide triple left-turn lanes and a shared through-right lane **9. Alessandro Boulevard and Old 215 Frontage Road** Provide the following improvement: · Add second southbound left-turn lane **15. Cactus Avenue and Ellsworth Street** Provide the following improvement: · Add second southbound right-turn lane **37. Cottonwood Avenue and Day Street** Provide the following improvement: · Add second southbound left-turn lane	X X X X X		
IV.B-1-4	The Project sponsor shall ensure that the combined Project traffic generation (for both passenger vehicles and trucks) is consistent with the traffic generation budget. The total combined external traffic budget is 45,419 daily trips, including 3,890 daily truck trips. As part of a complete development application, the JPA would calculate trip generation for both passenger cars and trucks using approved trip generation rates. Once approved by the JPA, a running total would be kept for each of the Planning Areas as applications are reviewed. *A 5-year Trip Generation Update provided by Kimley-Horn and Associates, Inc. on August 12, 2013, illustrated that current traffic generation among Meridian Business Park users are at 35 percent of total approved trips for Meridian Business Park – North Campus. Truck trips generated by the development, in addition to existing 117 truck*	X		

	trips in the AM and 105 truck trips in the PM are well below the established thresholds. No further action is required.			
IV.B-1-5	The Project sponsor shall fully fund construction of the following improvements to mitigate cumulative peak hour intersection impacts: *Not Applicable. These improvements are required by the master developer, not the site developer. In accordance with the 5-year Trip Generation Update provided by Kimley-Horn and Associates, Inc. on August 12, 2013, the current traffic level is well below the 44,966 ADT threshold referenced herein. Additionally, no development has occurred in Phase 3 (south campus) that would trigger the implementation of these requirements. As such, no action on these measures is required of the Development.* <u>12. Cactus Avenue and Meridian Parkway</u> Provide the following improvement: - Add second westbound left turn lane. The above improvement shall be required upon issuance of occupancy permit for any use within Phase 1, 2 or 2A after traffic generated by the proposed Project exceeds 44,966 External ADT. <u>*24. Van Buren Boulevard and Coyote Bush Road*</u> Provide the following improvements: · Add second northbound left-turn lane; · Add exclusive northbound right-turn lane with overlap phase This improvement shall be assured to the satisfaction of the March JPA Executive Director prior to issuance of the certificate of occupancy for a total building area exceeding 2.0 million square feet in Phase 3. <u>*26. Van Buren Boulevard and Village West Drive*</u> Provide the following improvement: · Add northbound right-turn overlap phase This improvement shall be assured to the satisfaction of the March JPA Executive Director prior to issuance of the certificate of occupancy for a total building area exceeding 2.0 million square feet in Phase 3.		X X X	
IV.B-1-6	The Project sponsor shall dedicate land located along the southern boundary of the North Campus to provide sufficient right-of-way for the planned full build out of Van Buren within 90 days of Project approval, as approved by the March JPA Civil Engineer. ***Completed. This measure was completed with the recordation of Final Map 30857-4. The mitigation was a requirement of the master developer and is therefore moot for this specific site development. No action is required of the development.***		X	
IV.B-1-7	The Project sponsor shall dedicate land and provide temporary construction easements in the vicinity of the I-215/Van Buren Boulevard interchange to accommodate a portion of the planned future improvements identified		X	

	in RTIP project RIV060120 within 90 days of Project approval or as required by Caltrans. *Completed. This measure was completed and the interchange is presently under construction. The mitigation was a requirement of the master developer and is therefore moot for this specific site development. No action is required of the Development.*			
C-1	Preferential parking spaces shall be offered to car pools and van pools. *The Development offers twelve preferential parking spaces for car and van pools. Please refer to Page A1-1P of Design Plans.*	X		
C-2	Employers shall implement a compressed workweek schedule when feasible. *Prior to occupancy, tenant(s) are required to submit a TDM for review as identified in mitigation measure B-10. Please refer to Page A1-1P of Design Plans.*	X		
C-3	Employers with 250 employees or more shall develop a trip reduction plan to increase vehicle occupancy. *Prior to occupancy, tenant(s) are required to submit a TDM for review to March JPA and are subject to AQMD Rule 2222 requirements for trip reduction for facilities with over 250 employees. Please refer to Page A1-1P of Design Plans.*	X		
C-4	Employers shall provide on-site child care facilities when feasible. *Not Applicable. In compliance with Exhibit 3-3 and 3-4 of the Meridian Specific Plan (SP-5), day care centers are prohibited uses within Airport Compatibility Zone B2.*		X	
C-5	Design elements shall be designed to reduce vehicle queuing when entering and exiting parking structures. *The Development does not include a parking structure.*		X	
C-6	Projects shall provide for video conferencing facilities to the extent possible. *The feasibility of a video conferencing facility will be reviewed during the Tenant Improvement process and through the review of the required TDM plan, when a tenant is identified.*		X	
C-7	Businesses shall minimize the use of fleet vehicles during smog alerts, and encourage the use of alternative fuel vehicles. *Because the Development does not include a known tenant at this time compliance with this requirement will be verified during the Tenant Improvement review process, through the review of the TDM plan.*	X		
C-8	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, using skylights in warehouses, orienting buildings north to the extent practical, and increasing wall and attic installation above Title 24 requirements. *These requirements are implemented in the Standard Conditions of Approval.*	X		
C-9	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. *No stationary emissions are envisioned in conjunction with this development. However, final compliance with this requirement will be verified during construction plan review and prior to building permit issuance.*	X		
C-10	Trucks hauling dirt, sand, gravel or soil are to be covered or should maintain at least two feet of freeboard in accordance with Section 23114 of the California Vehicle Code. *Compliance with this requirement will be verified through the approval of a construction management plan, as required by Standard Condition of Approval #67, prior to issuance of a*	X		

	grading or building permit.			
C-11	Construction access roads to the main roads should be paved to avoid dirt being carried on to the roadway. ***Compliance with this requirement will be verified through the approval of a construction management plan, as required by Standard Condition of Approval #67, prior to issuance of a grading or building permit.***	X		
C-12	A construction relations officer should be appointed to act as a community liaison to oversee on-site construction activity and all emissions and congestion related matters. ***Compliance with this requirement will be verified through the approval of a construction management plan, as required by Standard Condition of Approval #67, prior to issuance of a grading or building permit.***	X		
~~C-13~~	~~Restrict idling emission from trucks by using auxiliary power units and electrification at the industrial warehouse facilities.~~ ***(This mitigation measure was superseded by mitigation measure IV.C-1-16 and IV.C-1-17)***	X		
C-14	Landscape with appropriate drought-tolerant species to reduce water consumption. ***Development landscaping will comply with the MJPA's Landscape Water Efficiency Ordinance #JPA09-05. Development landscaping as designed complies with Section 6.0 of the Meridian Design Guidelines. Refer to Pages LI.1 and LI.2.***	X		
IV.C-1-1	Disturbed areas shall be covered with non-toxic soil stabilizers to inactive areas (previously graded areas inactive for ten days or more). ***Compliance with this requirement will be verified through the approval of a construction management plan, as required by Standard Condition of Approval #67, prior to issuance of a grading or building permit.***	X		
IV.C-1-2	All disturbed areas shall be stabilized with the use of erosion control BMPs or a uniform established vegetative cover of 70 percent. ***Compliance with this requirement will be verified through the approval of a construction management plan, as required by Standard Condition of Approval #67, prior to issuance of a grading or building permit.***	X		
IV.C-1-3	The construction contractor shall ensure that all trucks hauling dirt, sand, soil, or other loose materials are covered or shall maintain at least two feet of freeboard. ***Compliance with this requirement will be verified through the approval of a construction management plan, as required by Standard Condition of Approval #67, prior to issuance of a grading or building permit.***	X		
IV.C-1-4	The construction contractor shall ensure that a reduced speed on unpaved roads shall be limited to 15 miles per hour or less. ***Compliance with this requirement will be verified through the approval of a construction management plan, as required by Standard Condition of Approval #67, prior to issuance of a grading or building permit.***	X		
IV.C-1-5	The construction contractor shall manage haul road dust through the use of watering at least three times daily with equipment complying with SCAQMD Rule 1186 and 1186.1. ***Compliance with this requirement will be verified through the approval of a construction management plan, as required by Standard Condition of Approval #67, prior to issuance of a grading or building permit.***	X		
IV.C-1-6	The construction contractor shall develop a fugitive dust control plan in accordance with the requirements of SCAQMD Rule 403. ***Compliance with this requirement will be verified through the approval of a construction management plan, as required by Standard Condition of***	X		

	Approval #67, prior to issuance of a grading or building permit.			
IV.C-1-7	The construction contractor shall be required to comply with SCAQMD Rule 2449 and be registered with the SCAQMD as a condition of permits. *Compliance with this requirement will be verified through the approval of a construction management plan, as required by Standard Condition of Approval #67, prior to issuance of a grading or building permit.*	X		
IV.C-1-8	The construction contractor shall utilize "Super-Compliant" VOC paints, which are defined in SCAQMD's Rule 1113. "Super-Compliant" VOC paints contain 10 grams/liter of VOCs or less. *Compliance with this requirement will be verified through the approval of a construction management plan, as required by Standard Condition of Approval #67, prior to issuance of a grading or building permit.*	X		
IV.C-1-9	The construction contractor shall ensure that a minimum of 50 percent of all construction vehicles engaged in mass grading activities shall be Tier 2, Tier 3, or higher. *Compliance with this requirement will be verified through the approval of a construction management plan, as required by Standard Condition of Approval #67, prior to issuance of a grading or building permit.*	X		
IV.C-1-10	The construction contractor shall utilize utility power from power lines/poles where available and feasible. In the unlikely event power for a pole is unavailable, a generator may be used. *Compliance with this requirement will be verified through the approval of a construction management plan, as required by Standard Condition of Approval #67, prior to issuance of a grading or building permit.*	X		
IV.C-1-11	The construction contractor shall be required to provide evidence that all construction equipment is properly maintained to reduce NOx emissions to the extent possible. *Compliance with this requirement will be verified through the approval of a construction management plan, as required by Standard Condition of Approval #67, prior to issuance of a grading or building permit.*	X		
IV.C-1-12	The General Contractor shall post a publicly visible sign with a telephone number to contact regarding dust complaints. *Compliance with this requirement will be verified through the approval of a construction management plan, as required by Standard Condition of Approval #67, prior to issuance of a grading or building permit.*	X		
IV.C-1-13	No more than 100 acres shall be graded simultaneously on any single day during the initial development phase of construction. The construction contractor shall also ensure that the total building square footage constructed within the project does not exceed the building area identified in Table IV.C-4 (i.e., foundation construction, building construction, architectural coatings application) be conducted simultaneously on any single day. *The Development is 25.74 acres and compliance should not be an issue. Actual compliance with this requirement will be verified through the approval of a construction management plan, as required by Standard Condition of Approval #67, prior to issuance of a grading or building permit..*	X		
IV.C-1-15	The Project sponsor shall provide in-lieu payment for bus shelter construction for three bus shelters. The March JPA shall construct these shelters, subject to the review and approval of the Riverside Transit Agency (RTA). **Completed. Mitigation fee has been paid to March JPA.** *This measure was the responsibility of the Master Developer. No action by the Applicant is required under this measure.*		X	

IV.C-1-16	All cold storage facilities shall install conduit to all loading dock doors accessing the cold storage warehouse in order to accommodate future use plug–in electrical outlets. Additionally, all cold storage facilities, including lot 16, shall have a minimum of 20% of the loading dock doors activated for plug-in use prior to the certificate of occupancy. *Compliance with this requirement will be verified through review of the construction plans and specifications and through field verification, as identified in the Meridian SEIR mitigation measures.*	X		
IV.C-1-17	The trailer fleets of all cold storage warehouses shall be 100% plug-in ready within 10 years of the certificate of occupancy. *The facility is not likely to be a cold storage facility due to the concrete tilt-up construction, however, as required in the certified mitigation measures, Compliance with this measure will be achieved through certification from the facility manager.*	X		
IV.C-1-18	The project architect shall certify that all trusses/structural plans for buildings over 200,000 square feet are designed to support the weight of a solar voltaic system. *Compliance with this requirement will be verified through a letter from the development architect which is required prior to building permit issuance.*	X		
IV.C-1-19	The Project Applicant shall ensure that the equipment, machinery, activities and uses developed within the proposed Project area are consistent with the emissions budget listed in Table III-1, contained in Chapter III, Project Description as analyzed in the air quality technical study. Equipment, machinery, activities and uses in excess of those listed in Table III-1 would necessitate additional environmental review. *Compliance with this requirement will be verified prior to approval of tenant improvement plans at a time when the tenant(s) are known and any emissions in conjunction with the facilities can be tallied.*	X		
IV.C-1-20	For each development, cumulative traffic generation within the Project shall be reviewed to assure consistency with the combined proposed Project traffic generation (for both passenger vehicles and truck) as identified in the traffic generation budget defined in Section IV.B, Transportation and Traffic. An exceedence of that budget, except as to limited trip redistributions within Traffic Planning Areas, shall necessitate additional environmental review. *The lot-by-lot traffic analysis indicates that the Specific Plan traffic generation is well below projected levels.*	X		
IV.C-1-21	All roadways, driveways, sidewalks, etc., should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. *Compliance with this requirement will be verified through verification by the General Contractor that these improvements will be installed and soil binders used prior to the issuance of a building permit.*	X		
IV.C-1-22	The construction contractor shall ensure that a minimum of 50 percent of all construction vehicles engaged in mass grading activities shall use biodiesel blended fuel. *Compliance with this requirement will be verified through the approval of a construction management plan, as required by Standard Condition of Approval #67, prior to issuance of a grading or building permit.*	X		
IV.C-1-23	To the extent feasible, the general contract shall schedule construction truck trips during non-peak hours to reduce peak hour emissions. *Compliance with this requirement will be verified through verification by the General Contractor that construction truck trips will be scheduled*	X		

	during non peak hours.			
IV.C-4-1	All development shall comply with SCAQMD Rule 402. Any potential use on the Rule 402 list of uses shall require further environmental review. ***Compliance with this requirement will be verified during tenant improvement plan review when the tenant is known and it can be confirmed that the use is not on the Rule 402 list.***	X		
D-1	Prior to construction activity, the applicant shall coordinate with USFWS to assure that the requirements and stipulations of the 1999 Biological Opinion and the Biological Opinion Clarification Letter (September 6, 2002) are met. The 1999 Biological Opinion and the 1999 Biological Opinion Clarification letter are included in Appendices A and B of the Biological Resources Review found in Appendix F of this document. Mitigation for potential impacts to federal or state listed species shall be as per the 1999 Biological Opinion and the 1999 Biological Opinion Clarification Letter issued by USFWS. This mitigation shall include the replacement 35.2 acres of impacted occupied Stephens' kangaroo rat (SKR) habitat at a 1:1 ratio. As of September 2002, the March JPA is responsible for 14.2 acres of mitigation at a 1:1 ratio, as 21 acres of USFWS approved occupied habitat have previously been acquired by the March JPA and serve as mitigation for 21 acres of SKR occupied habitat. Other required mitigation (78.4 acres discussed in the 1999 BO Clarification letter) will be at a fee of $500 per acre. ***Completed. In accordance with the MMRP for the Meridian DEIR (SCH#2009071069), all mitigation is complete through purchase of mitigation on January 24, 2005 and November 20, 2006.***	X		
D-2	Per the 1999 BO, avoid 13 acres of USFWS designated least Bell's vireo riparian habitat north and south of Van Buren Boulevard by utilizing 100-foot buffer zones in these areas. ***The development is more than 1,000 feet east of the area of concern within the 1999 BO. This measure does not apply.***		X	
D-3	No construction activities shall occur during the nesting/breeding season until a qualified biologist has conducted a field review of the affected areas for occupancy by the least bell's vireo. ***The development is more than 2,000 feet east of the 13-acre least Bell's Vireo (LBV) habitat area and development on this lot, which is already graded for development, will not impact LBV. This mitigation measure is superseded by mitigation measure IV.D.1-1.***		X	
D-4	Prior to construction activity, the applicant shall coordinate with the L.A. District Corps office to assure conformance with the requirements of Section 404 of the Clean Water Act. ***Completed. A USACE individual 404 permit was executed on September 8, 2010 for impacts on 2.36 acres located more than 2,000' from the development site. There are no Waters of the US within proximity of the Development.***		X	
D-5	Prior to construction activity, the applicant shall coordinate with the Santa Ana Water Quality Board (Region 8) to assure conformance with the requirements of Section 404/401 of the Clean Water Act and the State of California Porter Cologne Water Quality Control Act. ***Completed. Water Quality certification was issued March 21, 2003 for the master development. There are no Waters of the US within proximity to the Development.***		X	
D-6	Prior to activity within waters of the U.S., the applicant shall coordinate with the California Department of Fish and Game (Eastern Sierra and Inland		X	

	Desert Region 6) relative to conformance to the Lake and Streambed Alteration permit requirements. *Completed. The Streambed Alteration Agreement (6-2002-291) was approved on March 3, 2003 and amended on October 19, 2009. There are no Waters of the US or state waters within close proximity of the development.*			

IV.D.1-1	The following mitigation measures shall be implemented to reduce the impacts to LBV to below a level of significance: To avoid the direct loss of eggs and chicks, all vegetation shall be cleared outside the LBV breeding season (e.g., March 1 through August 15). Construction activities associated with the widening of Van Buren Boulevard and all lots adjacent to occupied LBV habitat shall be restricted during the LBV breeding season to avoid indirect impacts to the species from increased noise levels. In the event construction activities must occur during the breeding season, noise attenuation measures (e.g. noise walls or berms) and noise monitoring by qualified biologist will be required. Noise levels shall not exceed 60 dBA Leq in suitable occupied riparian habitat during the breeding season during one-hour internals. If noise levels exceed this threshold as determined by the monitoring biologist, construction activities shall cease or additional noise measures shall be incorporated to reduce construction-related noise levels to 60 dBA Leq or less. Temporary construction fencing shall be used to delineate constructing limits and will be maintained until construction is complete. All motorized construction equipment shall be kept within a staging area outside of the riparian habitat. The staging area shall not drain into the riparian habitat. Best management practices shall be implemented in order to direct the storm water runoff away from adjacent riparian areas. BMPs may include but are not limited to covering construction materials, perimeter gravel bags, and/or fiber rolls. Construction activities adjacent to the Conservation Area will be conducted during day light hours to avoid the use of night lighting that could increase predation rates and/or disrupt nesting LBVs. For the development of the Meridian lots adjacent to the Conservation Area, construction crews and field workers shall be provided training by the qualified biologist to avoid unnecessary impacts to LBV and its habitat in the area. Following construction, lighting of all developed areas adjacent to the Conservation Easement Areas shall be directed away from the Conservation Easement Areas to avoid increased predation and/or disruption of nesting LBV. Adjacent development lighting shall have cut-off fixtures (i.e., the bulb/source is not visible above the "horizontal") and will be shielded. All drainage from adjacent development within the Meridian development shall be directed away from the riparian areas to avoid the potential urban run-off contamination of LBV habitat. The Unit 4 Lot E detention basin adjacent to Mitigation Area 2 shall be maintained by the Meridian Landscape, Lighting and Maintenance District (LLMD). The basin shall continuously be monitored, maintained, and kept clear of overgrowth. Maintenance activities shall occur outside of the LBV nesting/breeding season (March 1 – August 15). A biological monitor shall be present during habitat clearing and construction within waters of the U.S. and riparian areas to ensure the activities are performed in accordance with the biological opinion, terms and conditions of the 404 permit, and final streambed agreement as amended by CDFG. Temporary chain link fence shall be installed by the Master Developer at the start of mass grading for those lots adjacent to the Conservation		X	

	Easement areas. The temporary chain link fencing shall be replaced by the individual lot developer with a minimum 8" decorative masonry wall at the onset of fine grading improvements for each lot in accordance with the Meridian Compensatory Mitigation and Monitoring Plan (CMMP). The LLMD will be responsible for mending fences or walls that are adjacent to the Conservation Easement Areas. All lots within the Meridian development adjacent to the Conservation Easement Areas shall be landscaped with native and non-invasive plant materials to protect biological resources, such as habitat supporting LBV. Fuel modification will be evaluated by the County of Riverside Fire Department on an annual basis along the south and east boundaries of the existing residences adjacent to Conservation Easement Area 1. Fuel modification may be required within Conservation Area 1, not to exceed 30.5 m (100 ft) from the nearest structure unless otherwise determined by the County of Riverside Fire Department. If fuel modification must occur, it would be accomplished using hand tools and mowers to selectively thin hazardous vegetation or combustible material. Disking of vegetation is prohibited. Riparian areas will be avoided and fuel modification would occur no closer than 15.2 (50 ft) from the drip line of the riparian habitat. Fuel modification will be the responsibility of the March JPA who shall coordinate fuel modification efforts with the approved managing entity to ensure riparian zones are avoided. All new construction that will occur adjacent to Conservation Easement Areas 1 and 2 shall be designed such that no fuel modifications will be required within the conservation areas. The March JPA and the Master Developer shall be responsible for ensuring the successful onsite establishment of 2.3 acres of LBV habitat within "Mitigation Area 1" and approximately 1.9 acres of LBV habitat within "Mitigation Area 2." In addition, the March JPA and the Master Developer will record a conservation easement on approximately 175 acres to ensure the long-term protection of the restored riparian habitats, existing occupied LBV habitat, and adjacent upland buffers. The conservation easement areas shall be managed in perpetuity by an appropriate management entity. ***As identified within this mitigation measure, this mitigation measure is only applicable to lots in proximity to the LBV habitat, specifically lots U3-4, U3-5, U4-E, U4-15, U4-13, U4-14 and U4-12 and the installation of Van buren improvements. The development is more than 2,000 feet east of the area LBV nesting area and will not impact that species. This measure does not apply.***			

IV.D.1-2	Preconstruction surveys would be conducted for burrowing owls prior to construction. 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. ***Compliance with this requirement is required no more than 30 days prior to construction and will be verified during Construction plan review prior to grading permit issuance.***	X		
IV.D-3-1	The March JPA and the Master Developer shall create 2.3 acres of State Waters (including waters of the U.S) within Mitigation Area 1 and approximately 1.9 acres of State Waters (including waters of the U.S) within Mitigation Area 2. ***This mitigation is required in accordance with the USACE Individual 404 Permit. The mitigation area is located more than 2,000 feet west of the site and the responsible parties for installation are March JPA and the Master Developer, in accordance with the 404 permit.***		X	
IV.D-3-2	The March JPA and Master Developer shall protect approximately 175 acres of waters of the U.S. State Waters, LBV habitat and upland habitat located in the former SKR management area and the South Campus in conservation easements. These conservation easements would be managed in perpetuity by a conservancy or an appropriate entity with qualified biologists. ***The development is located more than 2,000 feet east of the LBV habitat area of concern. This measure does not apply to the development.***		X	
E-1	No project facilities located within one-quarter miles of the existing school shall store, handle or use toxic or highly toxic gases as defined in the most currently adopted County fire code at quantities that exceed exempt amount as defined in the most currently adopted fire code. ***As shown on development Plans, the development site is outside of any school buffer. The nearest school, Tomas Rivera Elementary School in Riverside, is a little more than 1.5 miles west of the development site. Thus, this provision does not apply to the development.***		X	
E-2	Facilities that store, handle or use regulated substances as defined in the California Health and Safety Code 25532 (g) in excess of threshold quantities shall prepare risk management plans (RMP) for determination of risks to the community. If in the event the RMP shows that the facility stores, handles or use regulated substances in excess of the thresholds described above, the activity will be prohibited. ***In accordance with the Meridian Specific Plan Subsequent EIR (SCH# 2009071069) mitigation measure E-2 was amended (SEIR p. 180) to mitigation measure IV.E.1-1 listed below.***		X	
IV.E.1-1	Facilities that store, handle or use regulated substances as defined in the California Health and Safety Code 25532 (g) in excess of threshold quantities shall prepare risk management plans (RMP) for determination of risks to the community. ***Compliance with this measure will be verified during Tenant Improvement plan review and prior to occupancy permit issuance.***	X		
IV.J-2-2	At least 30 days prior to beginning Project construction, the Project Applicant shall contact the Pechanga Tribe to notify the Tribe of grading, excavation	X		

	and the monitoring program, and to coordinate with the MJPA and the Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of Native American Tribal monitors during grading, excavation and ground disturbing activities in native soils; Project grading and development scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. ***Compliance with this measure will be verified during construction plan review and prior to grading permit issuance.***			
IV.J-2-3	Prior to beginning Project construction, the Project Archaeologist shall file a pregrading report with the MJPA to document the proposed methodology for grading activity observation. Said methodology shall include the requirement for a qualified archaeological monitor to be present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in Mitigation Measure IV.J-2-2, the archaeological monitor's authority to stop and redirect grading shall be exercised in consultation with the appropriate Tribe to evaluate the significance of any archaeological resources discovered on the property. Tribal monitors shall be allowed to monitor all grading, excavation and ground breaking activities in native soils, and shall also have the authority to stop and redirect grading activities in consultation with the Project archaeologist. ***Compliance with this measure will be verified during construction plan review and prior to grading permit issuance.***	X		
IV.J-2-4	The landowner shall relinquish ownership of all Native American cultural resources, including sacred items and burial goods that are found on the Project area to the appropriate Tribe for proper treatment and disposition. ***Compliance with this measure will be verified during construction plan review and prior to grading permit issuance.***	X		
IV.J-2-5	All sacred sites, should they be encountered within the Project area, shall be avoided and preserved as the preferred mitigation, if feasible. ***Compliance with this measure will be verified during construction plan review and prior to grading permit issuance.***	X		
IV.J-2-6	If inadvertent discoveries of subsurface archaeological resources are discovered during grading, the Project Applicant, the Project Archaeologist, and the Tribe shall meet with the March JPA to assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. If the Project Applicant and the Tribe cannot agree on the significance or the mitigation for such resources, the MJPA shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the appropriate Tribe. ***Compliance with this measure will be verified during construction plan review and prior to grading permit issuance.***	X		
IV.J-4-1	If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources 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	X		

	American Heritage Commission shall be contacted within a reasonable timeframe. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98. *Compliance with this measure will be verified during construction plan review and prior to grading permit issuance.*			
P-1	The March JPA will contract with the Riverside County Sheriff's Department to provide additional police service to the Specific Plan area. *Completed. The March JPA continues to contract with Riverside County Sheriff's Department for patrol services. The March JPA is responsible for this measure. No requirements are required of the development.*		X	
P-2	The developer shall dedicate land within the proposed Project for a future fire station. The March JPA will develop a financing plan to fund the station. *Through the Statutory Development Agreement, fire station dedication is required. Lot U6-1A has been reserved for the Fire Station site.*		X	
P-3	Development within the elementary school buffer zone will abide by land use compatibility conditions as set forth in the March Business Center Specific Plan. *The development site is outside of any school buffer. Previously, the site was in proximity to the Arnold Heights Elementary School, however that site was sold by the Moreno Valley Unified School District to LNR Riverside, LLC. Under present conditions, the nearest school, Tomas Rivera Elementary School in Riverside, is a little more than 1.5 miles west of the development site. Thus, this provision does not apply to the development.*		X	
H-4	The Project sponsor 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. · The use of mulch and/or compost in the development and maintenance of landscape areas is recommended. · Construction and demolition waste should be reduced and/or diverted from landfill disposal by the use of onsite grinders or by directing the materials to recycling facilities. *Compliance with this measure will be verified during construction plan review and prior to grading permit issuance.*	X		
H-5	The proposed Project shall comply with the State Model Ordinance, implemented in 9/1/94 in accordance with AB 1327, Chapter 18, California Solid Waste Reuse and Recycling Access Act of 1991, which requires that all commercial, industrial, and multifamily residential projects 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. *Compliance with this measure will be verified during construction plan review and prior to building permit issuance.*	X		
H-7	The proposed non-potable water system will meet "Purple" pipe standards for			

	reclaimed water systems. *Purple Pipe reclaimed Landscape irrigation system provided in accordance with note 2, sheet L1.2.*	X		
K-5	All future development within the project site shall adhere to the Uniform Building Code and State building requirements in effect at the time specific development is proposed. *California Building Code requirement. Compliance with this measure will be verified during construction plan review and prior to building permit issuance.*	X		
IV.L-1.1	Project shall provide plentiful 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). *The locations of bike racks are identified in keynote 8 of sheet A1-1P. Specific compliance with this measure will be verified during construction plan review and prior to building permit issuance.*	X		
IV.L-1.2	Project shall 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). *Development is subject to this requirement due to the provision of a total of 224 parking spaces. Floor plans are not reviewed as a component of the Design Plan approval process, thus compliance with this measure will be verified during construction plan review and prior to building permit issuance.*	X		
IV.L-1.3	Project design shall include a designated bicycle route connecting all units, on-site bicycle parking facilities, offsite bicycle facilities, site entrances, and primary building entrances to existing Class I or Class II bike lane(s) within one-half mile. Bicycle route connects to all streets contiguous with project site. Bicycle route has minimum conflicts with automobile parking and circulation facilities. All streets internal to the project wider than 75 feet have Class II bicycle lanes on both sides. *Compliance with this measure will be verified during construction plan review and prior to building permit issuance.*	X		
IV.L-1-4	The project shall provide a pedestrian access network that internally links all uses and connects to all existing/planned external streets and pedestrian facilities contiguous with the project site. Project design shall include a designated pedestrian route interconnecting all internal uses, site entrances, primary building entrances, public facilities, and adjacent uses to existing external pedestrian facilities and streets. Route has minimal conflict with parking and automobile circulation facilities. Streets within the project have sidewalks on both sides. All sidewalks are a minimum of five feet wide and feature vertical curbs. Pedestrian facilities and improvements such as grade separation, wider sidewalks, and traffic calming are implemented wherever feasible to minimize pedestrian barriers. All site entrances provide pedestrian access. *The development is located within a master planned business park with master planned transit facilities provided. Safe pedestrian access is provided from building entrances to the external street sidewalks on Opportunity Way through the required ADA accessible paths of travel.*	X		
IV.L-1.5	The developer shall work with RTA in an effort to establish bus services with one hour or less for stops within one-quarter mile; project shall provide safe and convenient bicycle/pedestrian access to transit stop(s) and provides essential transit stop improvements (i.e., shelters, route information, benches, and lighting). *Bus pull-outs are installed within*		X	

	Meridian Parkway and bus shelters are funded. The responsibility for future bus service is promoted by the master developer and March JPA, however the decision to provide bus service is a responsibility of RTA based on estimated ridership. The master developer and JPA have a continuing responsibility to work with RTA to establish bus service. This mitigation does not apply to the individual site developer.			
IV.L-1.6	Project design shall include pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements. Roadways are designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips by featuring traffic calming features. All sidewalks internal and adjacent to project site are minimum of five feet wide. All sidewalks feature vertical curbs. Roadways that converge internally within the project are routed in such a way as to avoid "skewed intersections;" which are intersections that meet at acute, rather than right, angles. Intersections internal and adjacent to the project shall feature one or more of the following pedestrian safety/traffic calming design techniques: marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, and roundabouts or mini-circles. Streets internal and adjacent to the project feature pedestrian safety/traffic calming measures such as planter strips with street trees, and chicanes/chokers (variations in road width to discourage high-speed travel). *As previously mentioned the development includes 12 bicycle stalls conveniently located at development entrances. Pedestrian access to Opportunity Way will be provided by the ADA safe paths of travel. Pedestrian and bike safety on Meridian Parkway is assured through sidewalks separated from the public street by a six foot parkway with trees and safe bike routes assured through use of striped Class II bike lanes. Pedestrian paths on Opportunity Way are provided by a 5' sidewalk. Please refer to Page A1-1P of development plans.*	X		
IV.L-1.7	Project shall provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances. *Compliance with this measure will be verified during construction plan review and prior to building permit issuance.*	X		
IV.L-1.8	Project shall include permanent TMA membership and funding requirement per the Specific Plan Amendment. Trip-reduction measures shall be created by the individual building tenant(s). *Compliance with this measure will be verified during the tenant improvement process when the tenant and number of employees is known.*	X		
IV.L-1.9	Project shall provide high density office or mixed-use proximate to transit. Project shall provide safe and convenient pedestrian and bicycle access to all transit stops within one-quarter mile. *The development does not include a high density office or mixed use component. The site is zoned for industrial use; as such, this measure does not apply.*		X	
IV.L-1-10	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	X		

	corridor(s). *The proposed development entrances are oriented toward Opportunity Way. The development is located within a planned business park with bus stops located approximately 2,000 from the site. In addition, RCTC bus service is planned to feed into the approved RCTC Moreno Valley/March Field Metrolink site, located approximately 1.5 miles north of the site, in proximity to Cactus Avenue and Meridian Parkway. A Class II striped bike lane is installed on Meridian Parkway, to facilitate access to the Metrolink site and other destinations.*			
IV.L-1-11	Employers with over 250 employees shall provide on-site food vending machines, fridge, microwave and mail facilities and use reasonable effort to provide an ATM, onsite computer, internet connection, and other service to reduce the need for employees to leave for services during business hours. *As the proposal is for a speculative facility, the required facilities within this measure will be reviewed and assured during the Tenant Improvement process when a tenant is identified and employment over 250 individuals is determined.*	X		
IV.L-1-12	The Project shall have the following on site and/or offsite within one-quarter mile: Retail Development, Park, Open Space, or Office. *The development site is adjacent to a Park/Recreation and Open Space site and is expected to have an office component on-site.*	X		
IV.L-1-13	Project site shall be on a vacant infill site, redevelopment area, or brownfield or greyfield lot that is highly accessible to regional destinations, through public transit. *The development site is on a portion of the former Camp Haan Army base, which was demolished and later utilized for the Arnold Heights Air Force housing project. In turn, that project was demolished when designated as sub-standard housing by the United States Air Force. The site is consistent with a Brownfield development.*	X		
IV.L-1-14	Project shall install Energy Star labeled roof materials. *Compliance with this measure will be verified during construction plan review when details of the roof materials are submitted with the construction specifications and will be assured prior to building permit issuance.*	X		
IV.L-1-15	Project shall encourage use materials which are resource efficient, recycled, with long life cycles and manufactured in an environmentally friendly way. *Compliance with this measure will be verified during construction plan review and prior to building permit issuance.*	X		
IV.L-1-16	Project shall use ARB-certified diesel construction equipment. *Compliance with this measure will be verified by the grading contractor as a component of the Construction Management Plan, as identified in Standard Condition #67.*	X		
IV.L-1-17	Project sponsor shall encourage the recycling/reuse of demolished construction material. *As required by the SEIR MMRP, the General Contractor must submit a letter identifying that demolished materials will be reused or why it is not feasible to reuse demolished materials.*	X		
IV.L-1-18	Project sponsor shall encourage an increase of exterior wall insulation over Title 24 requirements; however, a specific percent increase is not required. *Compliance with this measure will be verified during construction plan review and prior to building permit issuance.*	X		
IV.L-1-19	Project sponsor shall encourage an increase of roof insulation over Title 24 requirements; however, a specific percent increase is not required. *Compliance with this measure will be verified during construction plan review and prior to building permit issuance.*	X		

IV.L-1.20	Provide parking lot areas will include 40% tree coverage (approximately one tree for every 14 stalls) for office uses and 30% tree coverage (approximately one 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 time frame with lower low water demand. Shade requirements will exclude truck courts and drive isles. *Exact compliance with this measure will be verified during construction plan review and prior to building permit issuance.*	X		
IV.L-1.21	Provide infrastructure/education that promotes the avoidance of products with excessive packaging, recycle, buying of refills, separating of food and yard waste for composting, and using rechargeable batteries. *Because the Development does not include a known tenant at this time compliance with this requirement will be verified during the building permit review or Tenant Improvement review process, whichever occurs first.*	X		
IV.L-1.22	Provide one preferential parking space for EVs/CNG vehicles for single user parking lots and shared retail parking per hundred required spaces not to exceed four preferential parking spaces per development. One charging facility will be provided for every two EV stalls. *Electrical plans are not a component of the Design Plan review process. Compliance with this measure will be verified during construction plan review and prior to building permit issuance.*	X		
IV.L-1.23	Provide light colored concrete paving in truck courts. *Incorporated per keynote 10 on plan A1-1P.*	X		
IV.L-1.24	Provide electrical outlets at building exterior areas. *Electrical plan review is not within the scope of the Design Plan review process. Compliance with this measure will be verified during construction plan review and prior to building permit issuance.*	X		
IV.L-1.25	Provide energy efficient appliances (e.g., Energy Star) and energy-reducing programmable thermostats that automatically adjust temperature settings. *Plumbing and Mechanical plan review is not within the scope of the Design Plan review process. Compliance with this measure will be verified during construction plan review and prior to building permit issuance.*	X		
IV.L-1.26	Provide low flow and waterless fixtures for restroom facilities. *Plumbing and Mechanical plan review is not within the scope of the Design Plan review process. Compliance with this measure will be verified during detailed construction plan review and prior to building permit issuance.*	X		

MARCH JOINT POWERS COMMISSION
OF THE
MARCH JOINT POWERS AUTHORITY

MJPA Operations – Public Hearing
Agenda Item No. 10a

Meeting Date: December 3, 2014

Action: **APPROVE THE FOLLOWING ACTIONS REGARDING A REQUEST BY NEWCASTLE PARTNERS, INC. FOR A 1.19-ACRE PARKING LOT ADDITION TO A PREVIOUSLY APPROVED 510,000 SQUARE FOOT SPECULATIVE WAREHOUSE BUILDING AT 22000 OPPORTUNITY WAY WITHIN THE MERIDIAN BUSINESS PARK; 1) ADOPT RESOLUTION #JPA 14-18 CERTIFYING THE CEQA ADDENDUM TO THE MERIDIAN SP-5 SUBSEQUENT EIR (SCH#2009071069), APPROVING GENERAL PLAN AMENDMENT GPA 14-01, APPROVING PLOT PLAN AMENDMENT PP 13-02 AMENDMENT #1 WITH CONDITIONS OF APPROVAL; 2) WAIVE THE FIRST READING OF ORDINANCE #JPA 14-02 APPROVING SPECIFIC PLAN 5, AMENDMENT #2, AMENDING A 1.19-ACRE SITE DESIGNATION FROM PUBLIC FACILITIES TO INDUSTRIAL; AND 3) DIRECT STAFF TO FILE A NOTICE OF DETERMINATION FOR THE CEQA ACTION**

Motions:

1) Adopt Resolution #JPA 14-18 Certifying the CEQA Addendum to the Meridian SP-5 Subsequent EIR (SCH#2009071069) in conjunction with the proposed Project; approving General Plan Amendment GP 14-01; and approving Plot Plan 13-02, Amendment #1 with Conditions of Approval;

2) Waive the First Reading of Ordinance #JPA 14-02, approving Specific Plan-5, Amendment #2 and amending the JPA Zoning Map to reflect Industrial for the 1.19-acre site previously designated as Public Facilities within the Meridian Specific Plan, and direct staff to place this item on a future Commission agenda for the second reading and formal adoption; and

3) Direct staff to file a Notice of Determination in accordance with the Agency's Local CEQA Guidelines

Applicant: Newcastle Partners, Inc.

Site/Location:

The proposed site is 1.19-acre located on Lot F of Meridian Unit 4, located northeast of the intersection of Opportunity Way and Van Buren Boulevard within the Meridian Specific Plan. The Project Site is currently designated Public Facility in the General Plan and is zoned Public Facility in the Meridian Specific Plan. The Project Site is bounded by Sysco and Opportunity Way to the west, Meridian Unit 4 Lots 1 and 2 (Approved Project PP13-02) to the north, a detention basin and RCTC rail line to the east, and Meridian Unit 4 Lot 3 to the south.

Prior March Business Center Design Implementation Committee Action:

Plot Plan 13-02 appeared before the March Business Center Design Implementation Committee ("Committee") and was approved in November of 2013. Under the approved Plot Plan, LNR Riverside II, LLC proposed a 510,000 square foot speculative warehouse / distribution building on 25.74-acres. The building is designed as a front loading industrial building with approximately 88 truck dock doors on the west elevation screened by a 12' screening wall. The building is consistent with the land use type and intensity found in Tables III-1 and III-2 of the Meridian Specific Plan. The Ministerial Review Checklist indicated the facility will be used as a warehouse, and will not involve the use of hazardous substances, toxic substances, or flammables. The proposed development was found consistent with a Settlement Agreement between March JPA, LNR Riverside, CAREE and CCAEJ, as the use is located easterly of Meridian Parkway and more than 4,000 feet east of existing residential uses. As identified by the Meridian EIR, the site is not within close proximity to riparian or sensitive habitat. The specific tenant(s) have not been identified for the building.

The previous March Business Center Implementation Committee's review of the initial 510,000 S/F development did not involve the exercise of judgment or deliberation, but was merely a determination of whether the proposed plans complied with the existing March Business Center Design Guidelines, Meridian Specific Plan and Final Subsequent EIR. The use of a ministerial approval process and the March Business Center Implementation Committee Checklist was specifically upheld in the *Health First v. March Joint Powers Authority* (2009) 174 Cal.App.4th 1135, which involved a challenge to the approval of the Fresh & Easy Food Production and Distribution Facility Project. This proposed Design Plan is directly south of the Fresh & Easy site.

Proposed Project:

The proposed Project would provide an additional 106 employee parking spaces on a 1.19-acre parcel directly south of the previously approved 510,000 S/F speculative building (PP13-02). Plot Plan 13-02 was required to provide 224 parking stalls, including some truck trailer parking spaces. The proposed Project would provide additional employee parking stalls to the overall site plan. The parking spaces would be 9 feet by 18 feet (standard parking space dimension). Truck loading and trailer parking stalls would not be provided with this Project. There is an existing Western Municipal Water District (WMWD) sewer easement on the subject 1.19-acre

lot. In a letter dated April 14, 2014, WMWD granted permission to the applicant to construct a concrete or asphalt parking lot on and over the easement area.

The Project Site is currently designated Public Facility in the General Plan. The Project Site's existing zoning designation is also Public Facility. The Public Facility designation allows for public, quasi-public and private uses (including schools, historical facilities, offices and sewer system pump facilities). The Project, however, proposes a parking lot serving an industrial warehouse facility and therefore, would not be consistent with the existing General Plan designation or the current zoning designation.

The Project proposes a General Plan Amendment to change the land use designation from Public Facility to Industrial and a Specific Plan Amendment to rezone the 1.19-acre site from Public Facility to Industrial to allow for the construction of a parking lot to serve the adjacent facility. Following the rezone, the proposed Project would conform to all of the development standards outlined in the Meridian Specific Plan and the March Business Center Design Guidelines for the Industrial zone. The proposed Project provides 17,977 S/F of landscaping compared to the minimum requirement of 10% (5,184 S/F for this Project) listed on Table III-2 of the Specific Plan. The adjacent 510,000 S/F speculative building provided approximately 11.6% of landscaping. Landscaped areas would be maintained by the property owner. Irrigation and landscaping are designed to maintain the proposed vegetation and comply with the MJPA Development Code and Meridian Design Guidelines. The proposed Project is only to accommodate shift changes for potential industrial users in the future. No increased passenger vehicular traffic or truck traffic counts are anticipated as part of this Plot Plan Amendment. The trip generation set forth within the former Plot Plan 13-02 shall remain the same. 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).

Summary of Applications:

ADDENDUM TO CERTIFIED SUBSEQUENT EIR (SCH#2009071069): An Addendum to the Supplemental Environmental Impact Report for GPA 14-01, SP-5 Amendment #2 and PP 13-02, Amendment #1 ("Project"), involving the addition of a 1.19-acre parking lot to a previously entitled 25.74-acres Industrial parcel within the March Joint Powers Authority ("JPA") Planning Area. The Addendum builds upon the existing Supplemental Environmental Impact Report ("SEIR") for the March Business Center Specific Plan and focuses on the following impacts for the Project: Aesthetics; Biological Resources; Public Services; Utilities/Service Systems; Hydrology / Water Quality; Land Use and Planning; Geology and Soils; Cultural Resources; Traffic and Circulation; Hazards and Hazardous Materials; Noise; Climate Change and Greenhouse Gases and Air Quality.

General Plan Amendment (GPA 14-01): The 1.19-acre parcel is currently designated Public Facility within the Meridian Business Park Specific Plan. The action will require a General Plan land use designation change to Industrial, to be consistent with the proposed use on the site.

Specific Plan Amendment (SP-5, Amendment #2): SP-5 Amendment #2 will change the zoning on the project site from Public Facility to Industrial to match that of the proposed GPA

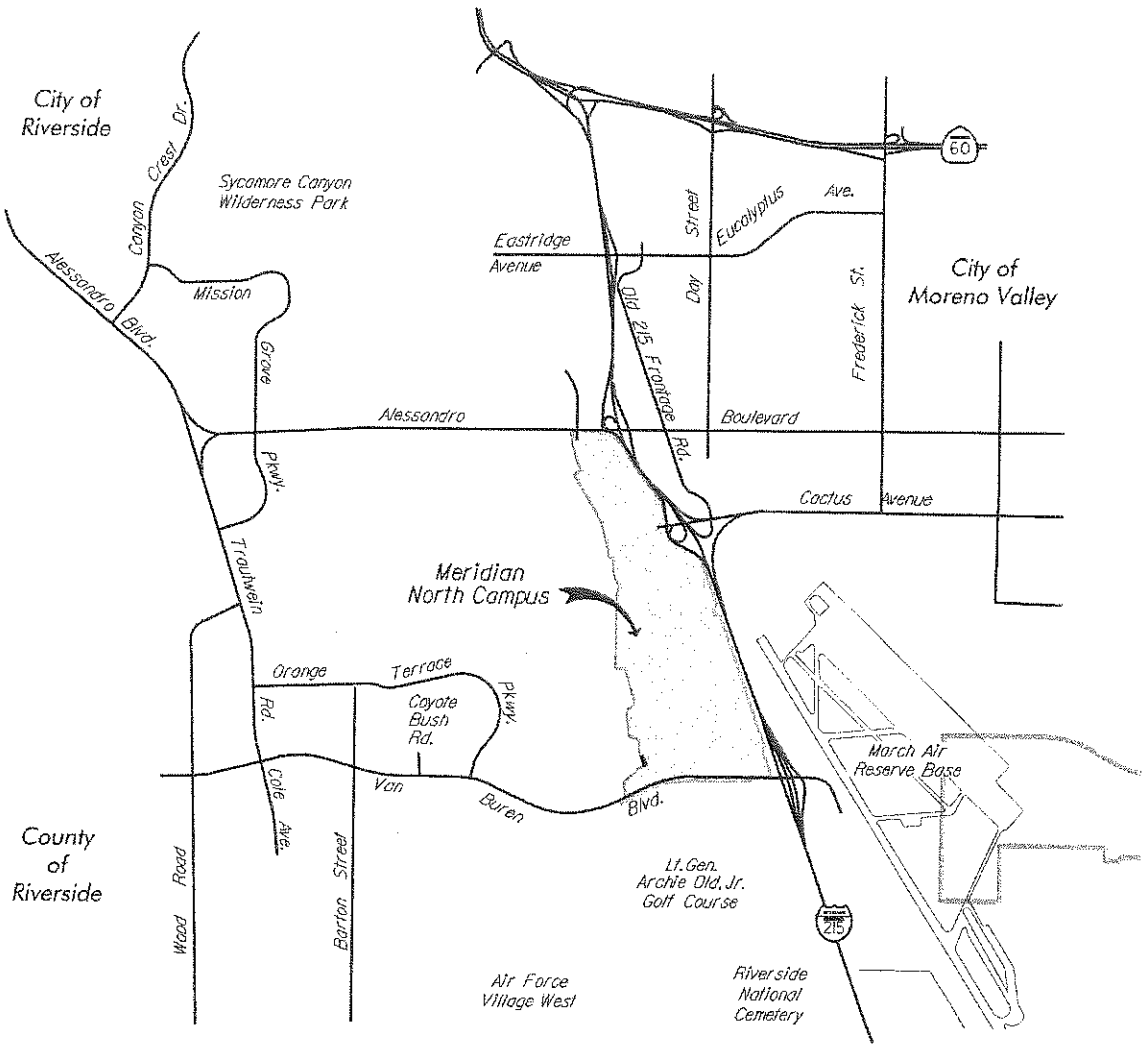
14-01. The new Industrial designation will require that all developments within the 1.19 acre parcel be consistent with Industrial standards within the Meridian Business Park designation.

Plot Plan (PP13-02, Amendment #1): PP13-02 approved a new 510,000 square foot speculative warehouse and distribution facility to accommodate a future industrial user on 25.74-acres. This Plot Plan amendment will add an additional 1.19-acre vehicle parking area directly south of the entitled 510k warehouse site, and will increase vehicle parking by 106 parking spaces for the future industrial use but would not impact prior assumed traffic counts within the Kimley Horn Traffic Consistency Memo dated October 16, 2014 for the overall industrial use.

Surrounding Area/Land Use:

Location	GP Designation/Zoning	Existing Land Use
North	Specific Plan/Industrial	Fresh & Easy food production and distribution facility
West	Specific Plan/Industrial	Sysco
South	Specific Plan/Business Park	Vacant
East	Specific Plan/Open Space	Master Drainage Facility

Figure 1. Regional and Vicinity Map



General Plan Amendment Overview:

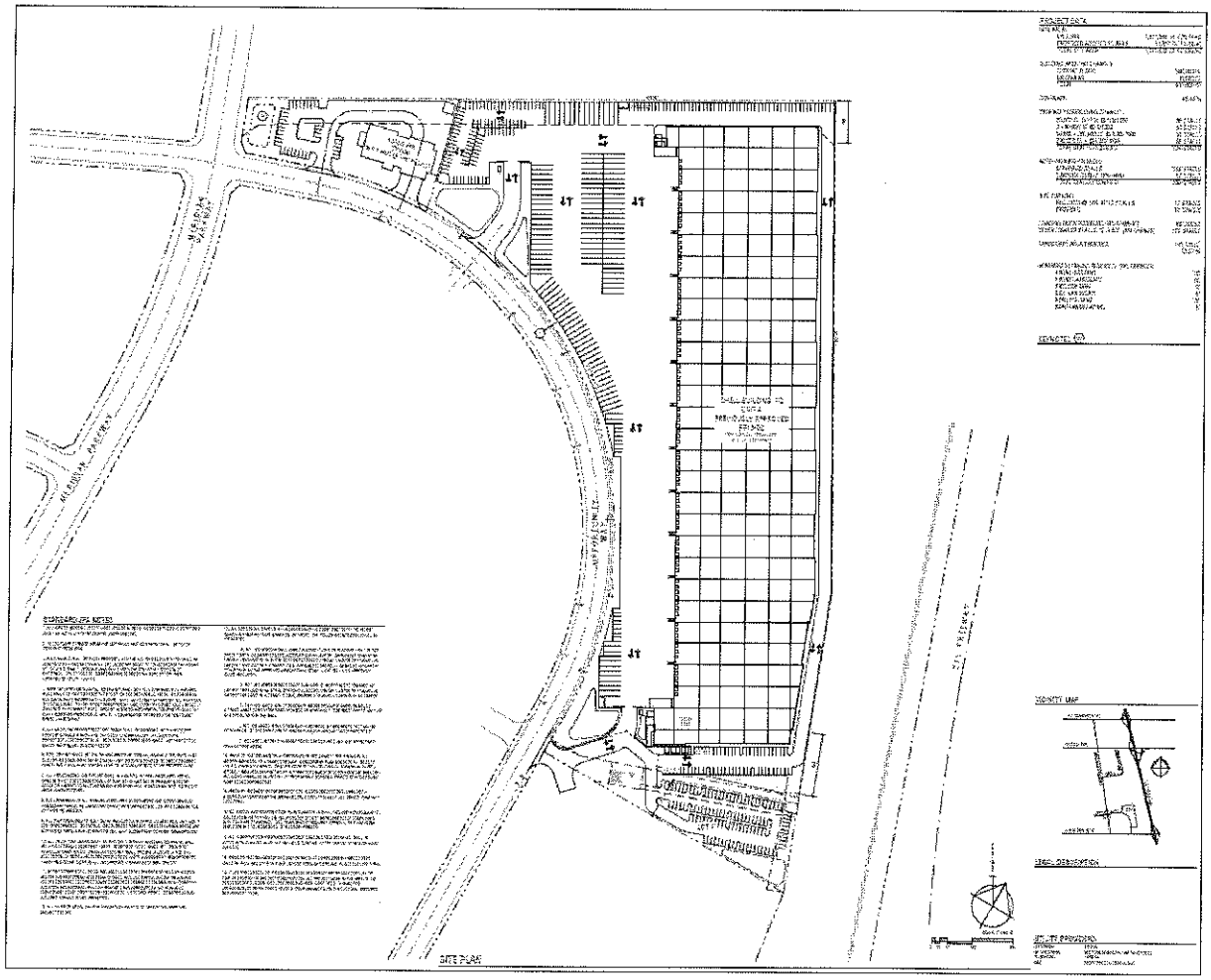
The proposed 1.19-acre parking lot site is consistent with the General Plan objective of developing an Industrial use within the North Campus of the March Business Park development. The proposed Project necessitates an amendment to the land use map of the General Plan for the site to modify the land use from Public Facilities (SP-5) to Industrial (SP-5, A2). No other changes to the previously approved General Plan elements of the March Business Center Specific Plan (SP-5) are proposed under this Project.

The proposed General Plan amendment is consistent with the objectives of the General Plan Land Use Element, the 2005 Air Installation Compatibility Use Zone (AICUZ) study and the March ARB/IP Airport Compatibility Plan. The objectives of the Housing, Noise, and Safety Elements of the General Plan are met by the emphasis on employment related uses and the prohibition of single and multi-family residential uses within the March JPA Planning Area. The objectives of the General Plan Open Space and Conservation Elements are met by the provision of open space, prevention of flooding through Best Management Practices (BMPs), Low Impact Development (LID) measures, and provision of drought tolerant landscape tracts. The objectives of the Transportation Element are met by the proposed street circulation system, prepared in accordance with the recommendations of the traffic analysis.

Specific Plan Application Overview:

The Specific Plan establishes site design standards in terms of height, setback, allowed uses and landscaping requirements. The Specific Plan amendment will allow the 1.19-acre site area to be regulated consistent with other Industrial development within the Meridian Specific Plan.

Figure 2. Site Plan



Addendum to the Certified Subsequent 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 (*CEQA Guidelines* Section 15164). CEQA recommends that a 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 following conditions has been met (*CEQA Guidelines* Section 15162(a)):

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time of the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

B. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

D. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

This Addendum has been prepared because the proposed Project is consistent with the overall Project evaluated in the Meridian SP-5 Supplemental EIR, and major changes to that Project are not proposed. The Addendum finds that the proposed Project does not require major revisions to the Final EIR 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 Final EIR, 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 Final EIR and are applicable to the proposed Project are identified within the initial study.

Required Findings:

In accordance with March JPA Development Code Section 9.02.070, the Commission hereby makes the following findings in support of its approval of Plot Plat 13-02, Amendment #1:

1. The proposed project is consistent with the goals, objectives, policies and programs of the General Plan.

2. The proposed project complies with all applicable zoning and other regulations.

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.

4. The project conforms to applicable provisions of the March Business Center Specific Plan.

5. The location, design and operation of the proposed project will be compatible with existing and planned land uses in the vicinity.

Staff Recommendations:

Staff recommends that the March Joint Powers Commission take the following actions:

1) Adopt Resolution #JPA 14-18 Certifying the CEQA Addendum to the March Business Center Specific Plan Subsequent EIR (SCH#2009071069) in support of the proposed Project; approving General Plan Amendment GP 14-01; and approving Plot Plan 13-02 Amendment #1 with Conditions of Approval;

2) Waive the First Reading of Ordinance #JPA 14-02, approving Specific Plan-5, Amendment #2 and amending the JPA Zoning Map to reflect "SP-5, A2" for the Project and direct staff to place this item on a future Commission agenda for the second reading and formal adoption; and

3) Direct staff to file a Notice of Determination in accordance with the Agency's Local CEQA Guidelines.

Attachments:

1) Resolution #JPA 14-18. Certifying an Addendum to the Meridian SEIR; Approving General Plan Amendment GP 14-01; Approving Plot Plan 13-02, Amendment #1 with Conditions of Approval.
2) Mitigation Monitoring and Reporting Plan.
3) Ordinance #JPA 14-02. Adopting the Specific Plan Amendment (SP-5, Amendment #2).
4) Notice of Determination.
5) Meridian SP-5 SEIR (available at MJPA office).

ORDINANCE #JPA 17-03

AN ORDINANCE OF THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY ADOPTING AN AMENDMENT TO THE MARCH BUSINESS CENTER SPECIFIC PLAN – SP-1, A6

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 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, Meridian Park 61, LLC ("Applicant") proposes the development of 126.2-acres within the southwestern portion of the South Campus of the March Business Center Specific Plan to accommodate a parcel delivery terminal. The project includes a previously entitled 48.02-acre site that will be occupied by an approved 1,000,000 square foot industrial building and ancillary parking facilities; and

WHEREAS, Applicant proposes to amend the March Business Center Specific Plan to accomplish the following actions: a) add parcel delivery terminal as an allowed use within the Industrial and Business Park designations for parcels that are 60-acres in size or larger, and consistent with the March JPA Development Code; b) amend Specific Plan exhibits to reflect proposed Project utilities, transportation and parcel layouts; c) add a land use definition within the Specific Plan for Parcel Delivery facility, consistent with the Authority's Development Code; d) modify previously approved parcel and street layouts for March Business Center South Campus; e) update Land Use and designation tables within the Specific Plan to reflect revised acreages within the Commercial, Mixed Use, Business Park, and Park/Open Space land uses; and f) add the following guidance pertaining to lighting - "site lighting must be 2700 Kelvin plus or minus 100 points"; and

WHEREAS, General Plan Amendment (GPA 17-01), Tentative Map No. 30857, Amendment No.4 (TM 30857, A4), Plot Plan No. 16-07, Amendment No. 1 (PP 16-07, A1), and this Specific Plan No.1, Amendment No. 6 (SP-1, A6) 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 has prepared and Commission has adopted an Addendum to the FEIR for the Specific Plan Amendment (SP-1, A6) for the Project; and

WHEREAS, the Addendum to the FEIR was prepared pursuant to CEQA, the State CEQA Guidelines, and the March JPA's Local CEQA Guidelines; and

WHEREAS, on September 21, 2017, the Commission conducted a duly-noticed public hearing in accordance with Government Code section 65453 and 65355 on Specific Plan Amendment (SP-1, A6), at which time all persons wishing to testify in connection with Specific Plan Amendment (SP-1, A6) were heard and Specific Plan Amendment (SP-1, A6) was comprehensively reviewed; and

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

NOW, THEREFORE, THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY DOES ORDAIN 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. As documents in Resolution # JPA 17-22, the Commission has considered and adopted an Addendum to the 2003 FEIR (SCH # 2002071089) for the Project, including Specific Plan Amendment (SP-1, A6), 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 Addendum to the FEIR, any oral or written comments received, and the administrative record prior to taking action on the Project, including action on Specific Plan Amendment (SP-1, A6).

SECTION 3. Findings for Specific Plan Amendment. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, pursuant to Sections 9.13.080 and 9.13.090 of the March JPA Development Code and Section 65454 of the Government Code, the Commission finds that Specific Plan Amendment (SP-1, A6) is consistent with the March JPA General Plan and will systematically implement the goals and objectives of the General Plan. Moreover, the Commission hereby makes the following specific findings in accordance with state law and the March JPA Development Code:

A. Specific Plan Amendment (SP-1, A6) is in conformity with the General Plan because a general plan amendment request (GP 17-01) is being considered concurrently with SP-1, A6. The specific plan amendment makes revisions to street and parcel alignments within the southwest corner of March Business Center South Campus encompassing 126.2-acres of industrial and business park designated parcels to accommodate a parcel delivery terminal. The Project area

includes a previously entitled 1,000,000 square foot industrial building on 48-acres. SP-1 A6 will replace several business park parcels with a single parking area for vehicles, trailer storage, landscape buffer areas and ancillary facilities that include a security/customer service building, a maintenance and wash building, and a CNG fueling station, thereby minimizing the overall number of buildings and vehicles and increasing the areas for landscaping, that would have been allowed under the prior Specific Plan. SP-1 A6 results in less buildings and traffic within the southwest portion of South Campus, yielding a more efficient circulation and better land use compatibility, consistent with the March JPA General Plan's goals and policies. Thus, Specific Plan Amendment (SP-1, A6) will be consistent with the March JPA General Plan goals and policies.

B. Specific Plan Amendment (SP-1, A6) is consistent with the purpose and intent of the March JPA Development Code because Specific Plan Amendment (SP-1, A6) complies with Chapter 9.13 (Specific Plans) of the Development Code including but not limited to the specific plan requirements listed in Section 9.13.050 and the minimum design standards listed in Section 9.13.060.

C. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds that Specific Plan Amendment (SP-1, A6) is in the public interest because it will provide for the efficient development of the South Campus area of the March Business Center Specific Plan as a safe and efficient industrial and business center.

SECTION 4. Adoption of Specific Plan Amendment. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission hereby adopts Specific Plan Amendment (SP-1, A6) in substantially the form attached hereto as Exhibit "A", which is incorporated by this reference.

SECTION 5. Severability. Should any provision of this Ordinance, or its application to any person or circumstance, be determined by a court of competent jurisdiction to be unlawful, unenforceable or otherwise void, that determination shall have no effect on any other provisions of this Ordinance or the application of this Ordinance to any other person or circumstance and, to that end, the provisions hereof are severable.

SECTION 6. Publication. The Chair of the Commission shall sign this Ordinance and the Clerk of the Commission shall attest thereto and shall within fifteen (15) days of its adoption cause it, or a summary of it, to be published in the Press Enterprise, a newspaper published and circulated within the boundaries of the March JPA.

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. 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 Ordinance.

SECTION 9. Effectiveness. This Ordinance shall be effective thirty (30) days after its adoption.

INTRODUCED on the 21st day of September, 2017.

PASSED, APPROVED, and ADOPTED this 11th day of October, 2017.

Mike Gardner, Chairman
March Joint Powers Authority Commission

ATTEST:

I, Carey Allen, Clerk of the March Joint Powers Commission, do hereby certify that the foregoing Ordinance #JPA 17-03 was duly introduced on September 21, 2017 and adopted by the Joint Powers Commission at its regularly scheduled meeting on October 11, 2017.

Ayes: Baca (2 votes), Vargas, Rogers, Melendrez, Gardner
Noes: Jeffries
Abstain: None
Absent: Gutierrez, Ashley

Dated: October 11, 2017

Carey L. Allen, CMC, Clerk
March Joint Powers Authority Commission

EXHIBIT "A"

SPECIFIC PLAN AMENDMENT

EXHIBIT "A"

SPECIFIC PLAN AMENDMENT

Draft Specific Plan

March Business Center

SP-1 Amendment #6

August 2017

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I. PROJECT SUMMARY

BACKGROUND OF THE SPECIFIC PLAN AMENDMENT SP-1 A6

The March Business Center project was the subject of a Specific Plan and a Focused Environmental Impact Report (FEIR) certified by the March Joint Powers Commission in February 2003 (SCH# 2002071089). The March Business Center Specific Plan is here forward referred to the previously adopted Specific Plan. The previously adopted Specific Plan described an industrial business park to be developed on approximately 1,290 acres in the northwestern portion of Riverside County, California, on land that was formerly a part of the March Air Force Base (MAFB). **Figure I-1** depicts the location of the project in a regional context. The previously adopted Specific Plan area is shown in **Figure I-2**. Land use authority for the Specific Plan area resides with the March Joint Powers Authority (JPA). The March JPA General Plan was approved in 1999 and divided the MAFB property into planning subareas. The March Business Center is located in the northern portion of West March Planning Subarea. This Specific Plan guides the development of the March Business Center within the framework of the March JPA General Plan.

The previously adopted Specific Plan was divided into two elements. The northern portion, referred to as the North Campus, comprises approximately 662 acres, and is bounded by Alessandro Boulevard to the north, I-215 to the east, and Van Buren Boulevard to the south. It should be noted, North Campus previously adopted SP-5 in 2010 which reconfigured a portion of North Campus' developable lots. The lots that were not included in that specific plan amendment are still a part of this Specific Plan. As such, this Specific Plan Amendment focuses on revisions to the South Campus which encompasses approximately 628 acres, and is located south of Van Buren Boulevard and west of an existing golf course and cemetery. The March Business Center development footprint would include 962 acres on 153 developable lots. Approximately 328 acres will be allocated for parks, landscape buffers, drainage basins, and roads.

The following land use types specified in the March JPA General Plan will be developed as part of the March Business Center project:

- Business Park (BP): including administrative, financial, light manufacturing, and commercial services.
- Industrial (IND): including manufacturing, warehousing, and associated uses.
- Office (OF): commercial office building accommodating professional and/or administrative services.
- Mixed Use (MU): complementary uses, including commercial retail, office, research and development, industrial, and others.
- Commercial (COM): retail and service oriented land uses.
- Park/Recreation/Open Space (P/R/OS): primarily passive open spaces and recreational areas.

Following FEIR certification and permitting, development commenced on the North Campus. Numerous parcels were developed and are now occupied. South Campus, ~~Phase 1,~~ is currently under construction ~~for the development of~~with mass graded lots, utilities, roadway improvements, and traffic devices underway. ~~–~~Specific Plan Amendment SP-1 A6 ~~affects future development within the South Campus. As discussed in Section II.E.2, SP-1 A6~~ redistributes~~d~~ the acreage of several lots and land uses due to the realignment of the roadway network along Krameria Avenue within South Campus, clarifies of the use "parcel delivery terminal" within the Business Park and Industrial zones consistent with the March JPA

Development Code, and provides additional guidance pertaining to design guidelines and campus lighting.

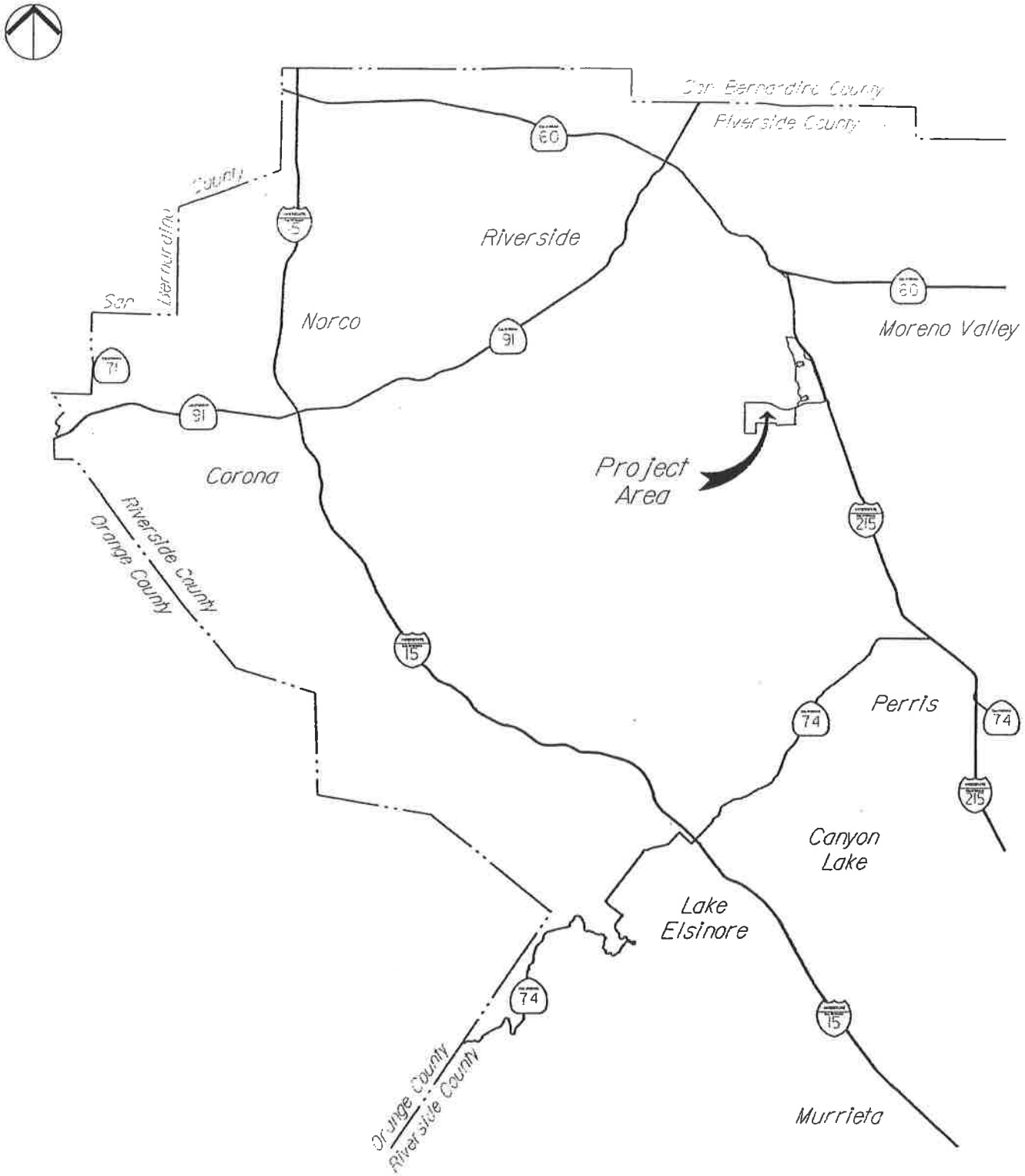


FIGURE I-1

REGIONAL LOCATION MAP

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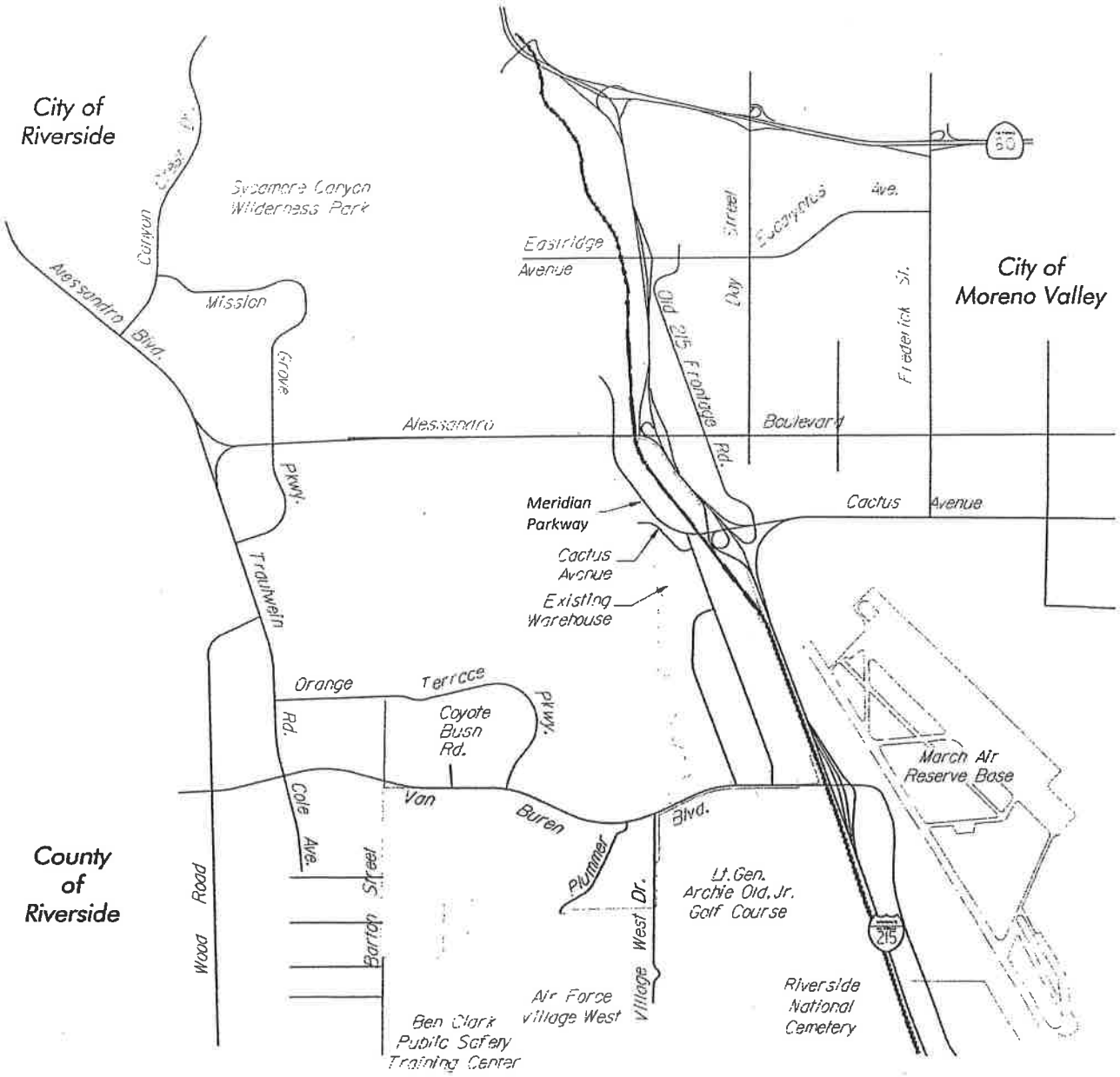


FIGURE I-2

LOCAL VICINITY MAP

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The previously adopted Specific Plan, Design Guidelines, FEIR, Design Implementation Review Committee, Statutory Development Agreement, Settlement Agreement and other official Joint Powers Authority documents, ordinances and resolutions refer to the overall project as the "March Business Center" project. However, ~~in the interim,~~ the project has been ~~promoted~~ marketed and branded under the name "Meridian" and has come to be known by that name over the past ~~several~~ years. References to existing approved plans and reports in this Specific Plan Amendment use the original name of the project (i.e., March Business Center), which is consistent with the titles of these reports and plans. In the interest of clarity, the following terminology is used to differentiate this Specific Plan Amendment from the previously adopted Specific Plan:

- *"the previously adopted Specific Plan"*: the 2003 March Business Center Specific Plan.
- *"this Specific Plan Amendment"*: the land use, development regulation and other amendments to the previously adopted Specific Plan contained in this document.

This Specific Plan Amendment presents all revisions in a strike-through/underline format so the reader can quickly identify all changes from the previously adopted Specific Plan. In addition to changes resulting from this Specific Plan Amendment, other revisions have been incorporated to address changed circumstances or new information that has come about since the previously adopted Specific Plan was approved in 2003. For example, current street names have been incorporated (i.e., the former Street Z is now called Meridian Parkway). In addition, editorial changes (such as using consistent verb tenses) have been incorporated to improve the clarity of this Specific Plan Amendment document.

~~This Specific Plan is to be constructed in three development phases, referred to as Phase I, II and III, as shown in **Figure I-3**. It should be noted that the precise boundaries of each development phase will be determined in the Final Map stage of site development; the boundaries in Figure I-3 are therefore considered preliminary and subject to change.~~

Regional access to and from the Specific Plan area will be provided via the I-215 freeway and interchanges with Alessandro Boulevard, Cactus Avenue and Van Buren Boulevard. This Specific Plan Amendment will construct a collector and arterial street network to facilitate access to and from the areas to be developed. Project internal streets will be public roadways to be maintained by the March Joint Powers Authority.

II. INTRODUCTION

A. LAND USE OVERVIEW

This Specific Plan Amendment has been prepared to establish guidelines for development accommodating Business Park, Industrial, Office, Mixed Use, and Commercial land uses. The objective of the Specific Plan is to guide and regulate the development of the March Business Center in accordance with the March JPA General Plan. The Specific Plan fulfills both planning and regulatory functions. As such, this document contains the regulations, procedures, and development standards necessary to accomplish both objectives.

The March Business Center Specific Plan document was prepared under the authority granted to the March JPA by the California Government Code Title 7, Division 1, Article 8, Section 65450. The Notice of Preparation (NOP) for the Draft Environmental Impact Report (EIR) was issued by the March JPA as the lead agency. The State of California encourages agencies to adopt Specific Plans whether by resolution (to establish a policy document) or by ordinance (to establish a regulatory document). The Specific Plan document is a regulatory document and is therefore subject to adoption by ordinance.

All future development plans, tentative parcel and/or tract map(s), or other similar entitlements for properties located within the boundaries of this Specific Plan shall be consistent with the regulations set forth in this document and with all other applicable March JPA policies and regulations. All regulations, conditions, and programs contained in this document shall be deemed separate, distinct and independent provisions of the March Business Center Specific Plan. In the event that any such provision is held invalid or unconstitutional by a state or federal court of competent jurisdiction, the validity of all remaining provisions of this Specific Plan shall not be affected.

A Focused EIR (SCH No. 2002071089) was prepared for the Specific Plan in accordance with the California Environmental Quality Act (CEQA). The EIR evaluated the land use plan, circulation, and infrastructure improvements to be provided under the March Business Center Specific Plan and the potential impacts associated with their implementation. The EIR also identified actions to mitigate potential impacts. Many mitigation measures have been incorporated into this document. A Master EIR (MEIR) (SCH No. 97071095) for the entire General Plan area ~~has been~~was certified in 1999. The Specific Plan implements the policies of the General Plan.

~~A Master EIR (MEIR) for the entire March JPA General Plan area was certified in 1999.~~ The General Plan area encompasses the 6,500 acres of the former March Air Force Base, including 4,400 acres identified for disposal and reuse by the Department of Defense. The development intensity of the March Business Center is substantially less than what was assumed for the project in the MEIR. In terms of traffic generation, the General Plan EIR assumed 131,400 daily trips. The previously approved Specific Plan would generate 88,100 daily trips. This reflects a daily traffic reduction of more than 33 percent.

B. LOCATION AND ACCESS

The March Business Center Specific Plan approved on February 26, 2003 is located within the southern portion of the West March Planning Subarea. The March Business Center Specific Plan applies to both the North and South Campuses; however, modifications proposed by Specific Plan Amendment SP-1 A6 are limited to the South Campus. This Specific Plan Amendment includes approximately 628 acres located within the South Campus, located south of Van Buren Boulevard between Barton Street and

Village West Drive. **Figures II-1A** and **II-1B** illustrates the location of the North Campus and the South Campus. **Figure II-2** is an aerial photograph showing the project location and the boundaries of adjacent developments.

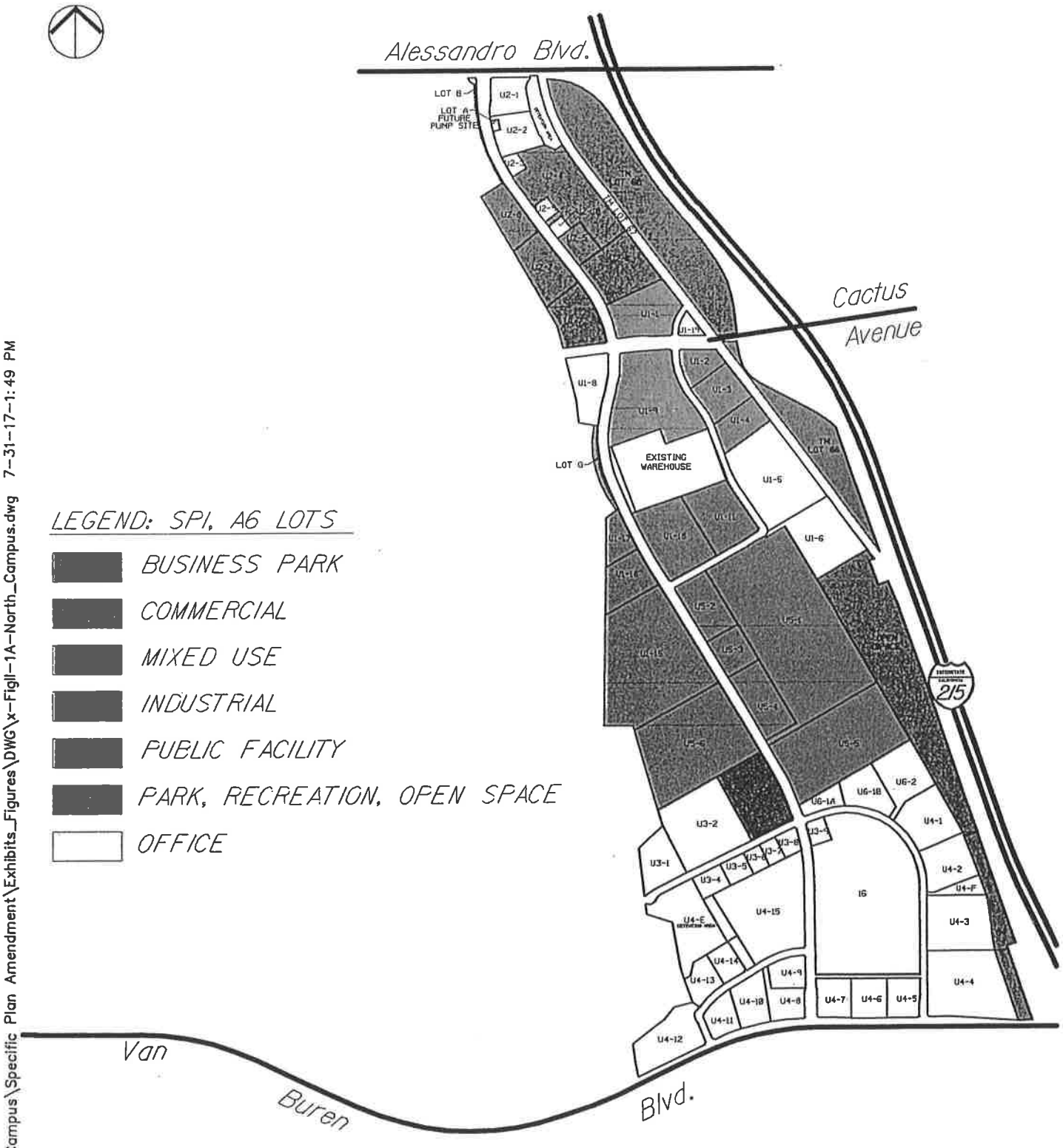
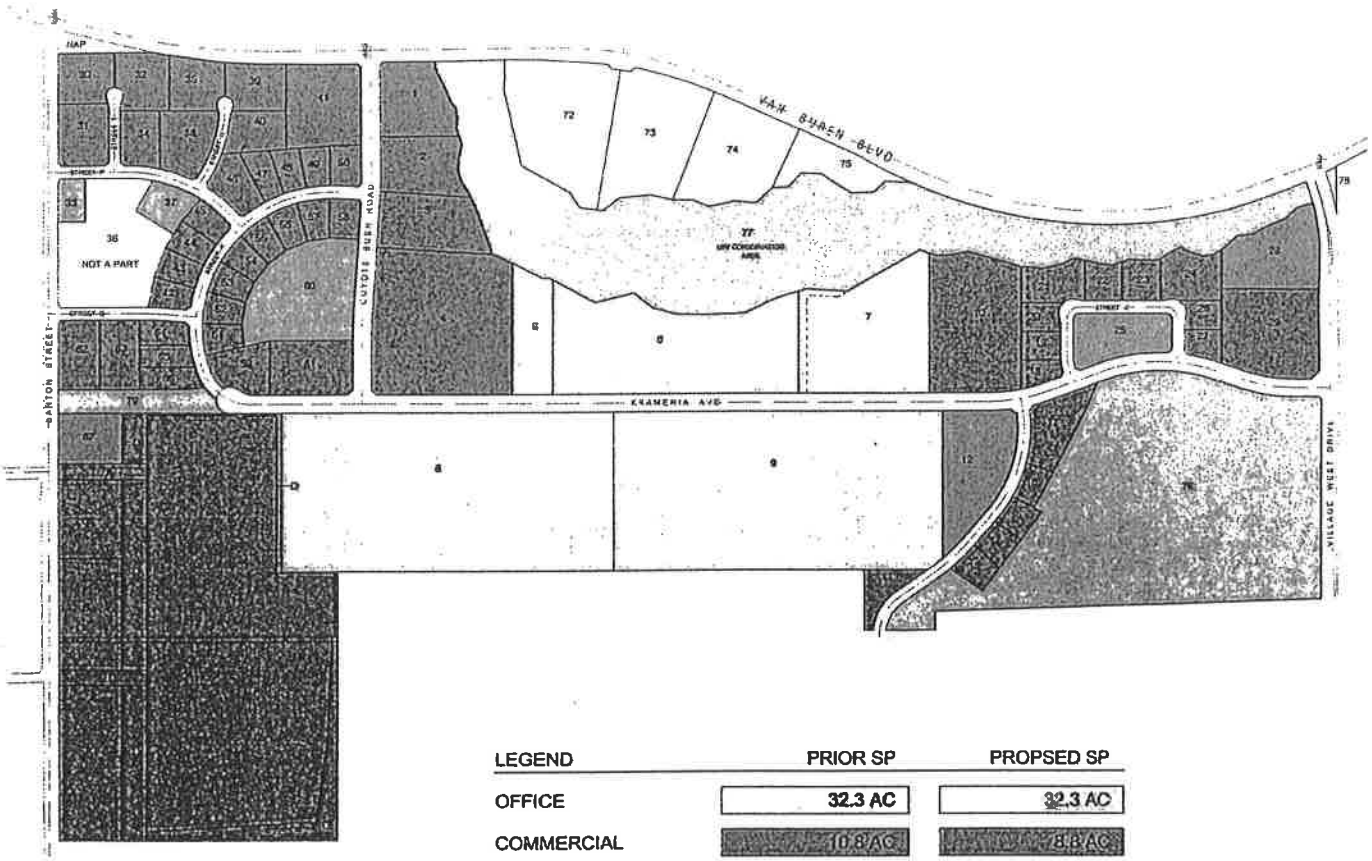


FIGURE II-1A

SPECIFIC PLAN AMENDMENT: NORTH CAMPUS

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LEGEND	PRIOR SP	PROPSED SP
OFFICE	32.3 AC	32.3 AC
COMMERCIAL	10.8 AC	8.8 AC
MIXED USE	26.6 AC	23.3 AC
BUSINESS PARK	8.4 AC	28.0 AC
INDUSTRIAL	134.5 AC	134.5 AC
PARK / OPEN SPACE		
NOT A PART	10 AC	0.0 AC
TOTAL NET ACREAGE	552.5 AC	553.9 AC

FIGURE II-1B

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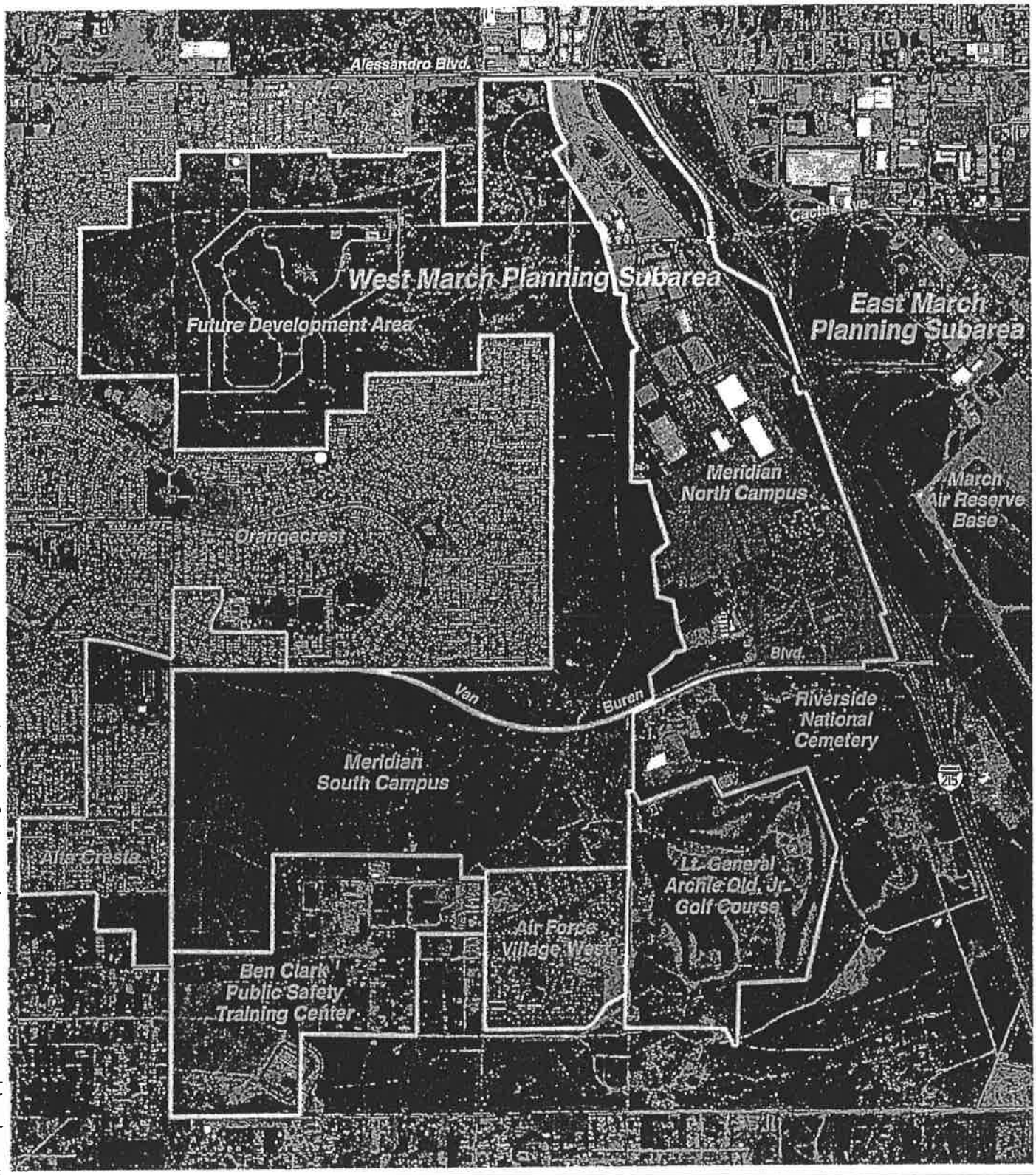


FIGURE II-2

AERIAL PHOTO

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In the South Campus, Krameria Avenue will terminate in a cul-de-sac west of its intersection with Coyote Bush Road. The South Campus will take access to/from Van Buren Boulevard via Coyote Bush Road and Village West Drive. Streets Y, Q, and P will provide access to and from Barton Street south of Van Buren Boulevard. The project roadway network will be public roadways, to be maintained by the March Joint Powers Authority.

C. BACKGROUND AND HISTORY

Since 1988, the federal government ~~has~~ closed and realigned military bases throughout the United States. In order to limit the economic disruption caused by base closures, the California State Legislature authorized the formation of joint powers authorities to regulate the redevelopment of closed/realigned military installations. ~~The j~~Joint powers authorities are empowered to activate a redevelopment agency for each base to be closed. In 1993, the federal government called for the realignment of MAFB and for a substantial reduction in its military use. In April 1996, March Air Force Base was re-designated as an Air Reserve Base (ARB). The communities of Moreno Valley, Perris, the City of Riverside, and the County of Riverside formed the March JPA pursuant to Article 1, Chapter 5, Division 7, Title 1 (commencing with Section 6500 et seq.). The JPA ~~has~~ prepared a number of planning, policy and regulatory documents to guide the redevelopment of the former MAFB. These documents include:

- Final Environmental Impact Statement: Disposal of Portions of March Air Force Base (February 1996)
- Final Environmental Impact Report for the March Air Force Base Redevelopment Project (June 1996)
- Redevelopment Plan for the March Air Force Base Redevelopment Project (June 1996)
- General Plan of the March Joint Powers Authority (September 1999)
- March Joint Powers Authority Development Code (July 1997)
- Master Environmental Impact Report for the General Plan of the March Joint Powers Authority (September 1999)
- March Business Center Statutory Development Agreement (2003)
- March Business Center Design Guidelines (2003)
- March Business Center Focused Environmental Impact Report (2003)
    - Addenda to the certified 2003 FEIR, including:
        - Tentative Tract Map 30857 Amendment (April 2007)
        - General Plan Amendment GP 15-01 (2016)
        - Specific Plan Amendment SP-1, A5 (2016)
        - Tentative Tract Map 30857, Amendment #3 (2016)
        - Addendum to the Certified FEIR (2016)

A vast majority of the 1,178-acre area situated along the western boundary of the North Campus has been placed into conservation easements. The portion of this area outside of the conservation easements could be developed in the future but is not the subject of any current development plans. The previously adopted Specific Plan infrastructure has been planned for the development within this area in accordance with the land uses identified in the General Plan.

D. PLANNING CONTEXT

Figure II-3 depicts the land use designations in the Specific Plan area as shown in the existing General Plan. **Figure II-4** illustrates General Plan land uses that account for the March Business Center as proposed under this Specific Plan. The March JPA General Plan has been amended concurrently with this Specific Plan to rectify minor differences in land use ~~type and location~~designations within the Specific Plan area. **Figure II-5A and 5B** depict zoning for the North and South Campus.

E. FOCUSED ENVIRONMENTAL IMPACT REPORT

A Focused EIR was previously prepared in accordance with the provisions under CEQA. The EIR evaluated the land use plan, circulation and infrastructure improvements associated with the March Business Center Specific Plan and the potential impacts that would result from their implementation. The EIR serves as a project-wide environmental document for the March Business Center Specific Plan Area. Review and permit approval by the Air Quality management district is required for all stationary source emissions other than natural gas and electricity, for projects with the possibility of emitting air pollutants. Also, any project which deviates or has impacts not considered in the Focused EIR shall require additional environmental documentation. Together, the March Business Center Specific Plan, Tentative Map and EIR provide a path to properly develop the project site, taking into account policies, goals, objectives and environmental considerations of the March JPA General Plan. The Focused EIR was previously certified by resolution.

~~F~~E. DISCRETIONARY ACTIONS

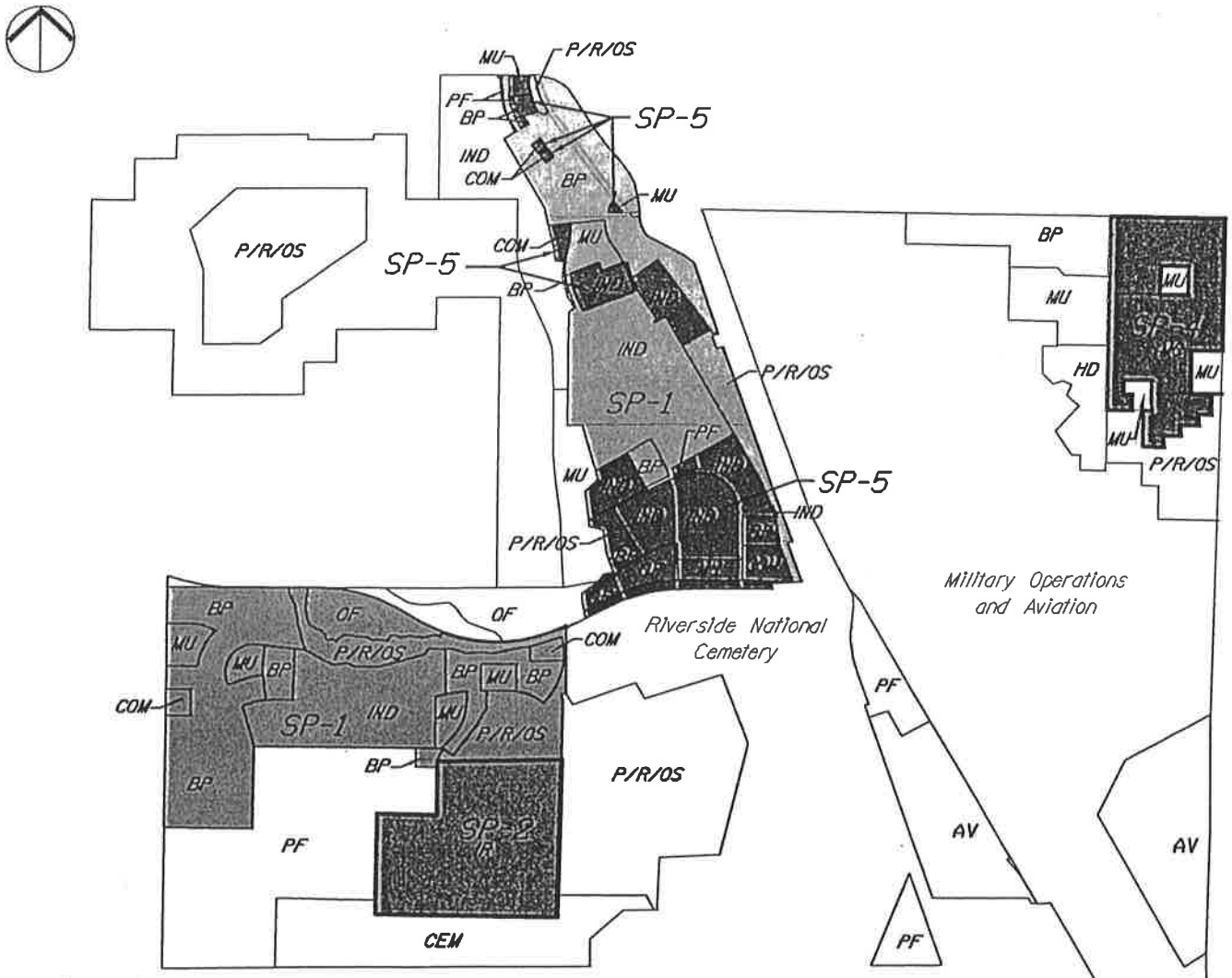
The following discretionary actions will be required as part of SP-1 A6 project:

1. General Plan Amendment

~~A~~ General Plan Amendment No. 17-01 ~~has been processed concurrently with this Specific Plan Amendment to~~ modifies~~y~~ the General Plan Circulation and~~internal street network and~~ L~~l~~and U~~u~~se plans for South Campus ~~as described above. The General Plan Amendment is adopted by resolution~~.

2. Specific Plan Amendment

The Specific Plan No. 1, Amendment No. 6 ~~for the proposed Project would~~ revises the March Business Center South Campus Specific Plan to accomplish the following actions: a) add p~~P~~arcel d~~D~~elivery t~~T~~erminal as an allowed use within the Industrial and Business Park designations for parcels that are 60-acres in size or larger, and consistent with the March JPA Development Code; b) amend Specific Plan exhibits ~~to reflect proposed Project~~for land use, utilities, transportation and parcel layouts; c) add a land use definition within the Specific Plan for p~~P~~arcel d~~D~~elivery facility, consistent with the ~~Authority~~ March JPA Development Code; and d) update l~~L~~and u~~U~~se ~~and~~ designation tables within the SP to reflect revised acreages within the Commercial, Mixed Use, Business Park, and Park/Open Space land uses~~; e) add the following guidance pertaining to lighting – "site lighting must be 2700 Kelvin plus or minus 100 points."~~.



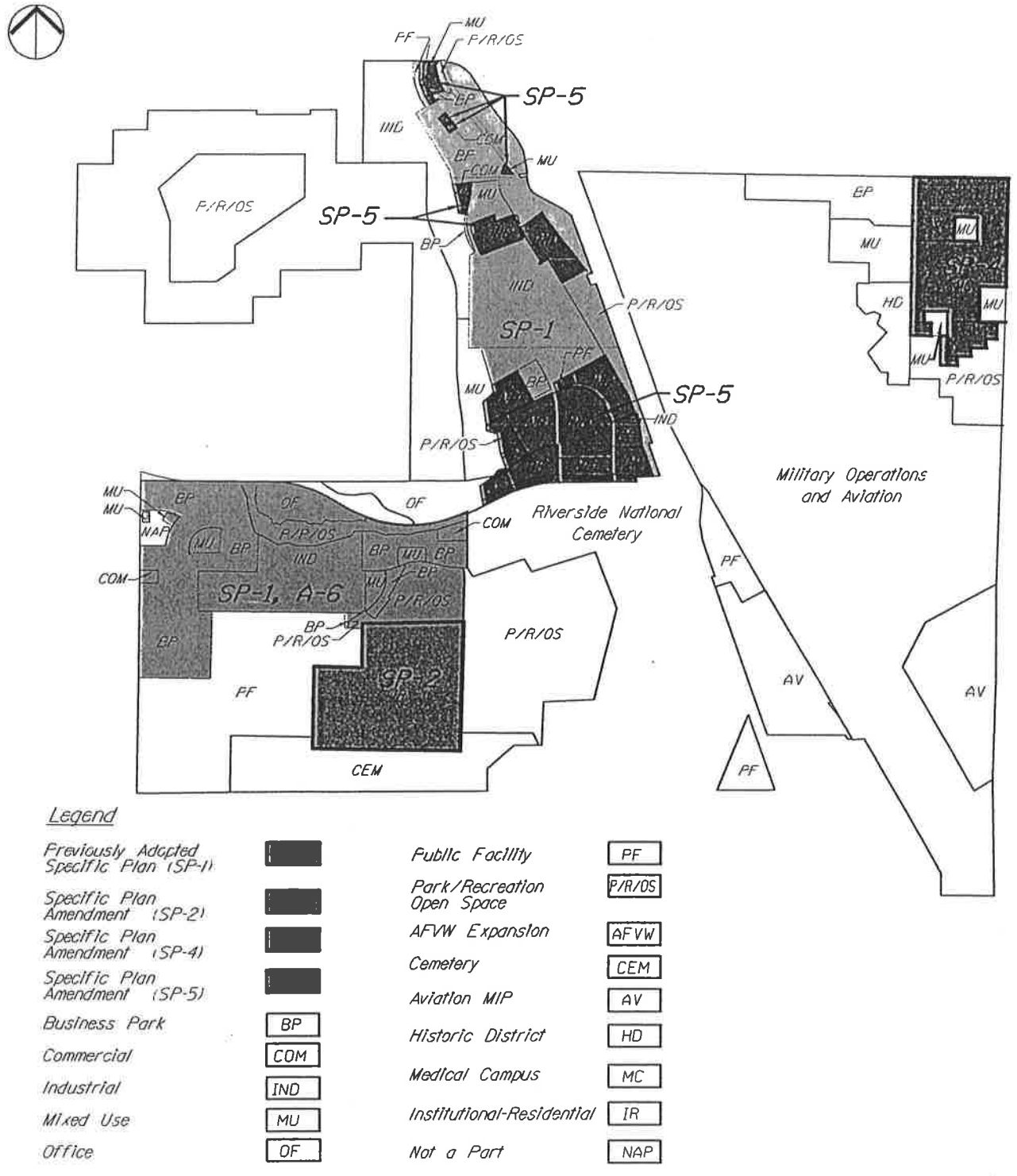
Legend

Previously Adopted Specific Plan (SP-1)		Public Facility	PF
Specific Plan Amendment (SP-2)		Park/Recreation Open Space	P/R/OS
Specific Plan Amendment (SP-4)		AFVW Expansion	AFVW
Specific Plan Amendment (SP-5)		Cemetery	CEM
Business Park	BP	Aviation MIP	AV
Commercial	COM	Historic District	HD
Industrial	IND	Medical Campus	MC
Mixed Use	MU	Institutional-Residential	IR
Office	OF	Not a Part	NAP

FIGURE II-3

EXISTING LAND USES

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Legend

Previously Adopted Specific Plan (SP-1)		Public Facility	PF
Specific Plan Amendment (SP-2)		Park/Recreation Open Space	P/R/OS
Specific Plan Amendment (SP-4)		AFVW Expansion	AFVW
Specific Plan Amendment (SP-5)		Cemetery	CEM
Business Park	BP	Aviation MIP	AV
Commercial	COM	Historic District	HD
Industrial	IND	Medical Campus	MC
Mixed Use	MU	Institutional-Residential	IR
Office	OF	Not a Part	NAP

FIGURE II-4

PROPOSED GENERAL PLAN LAND USES

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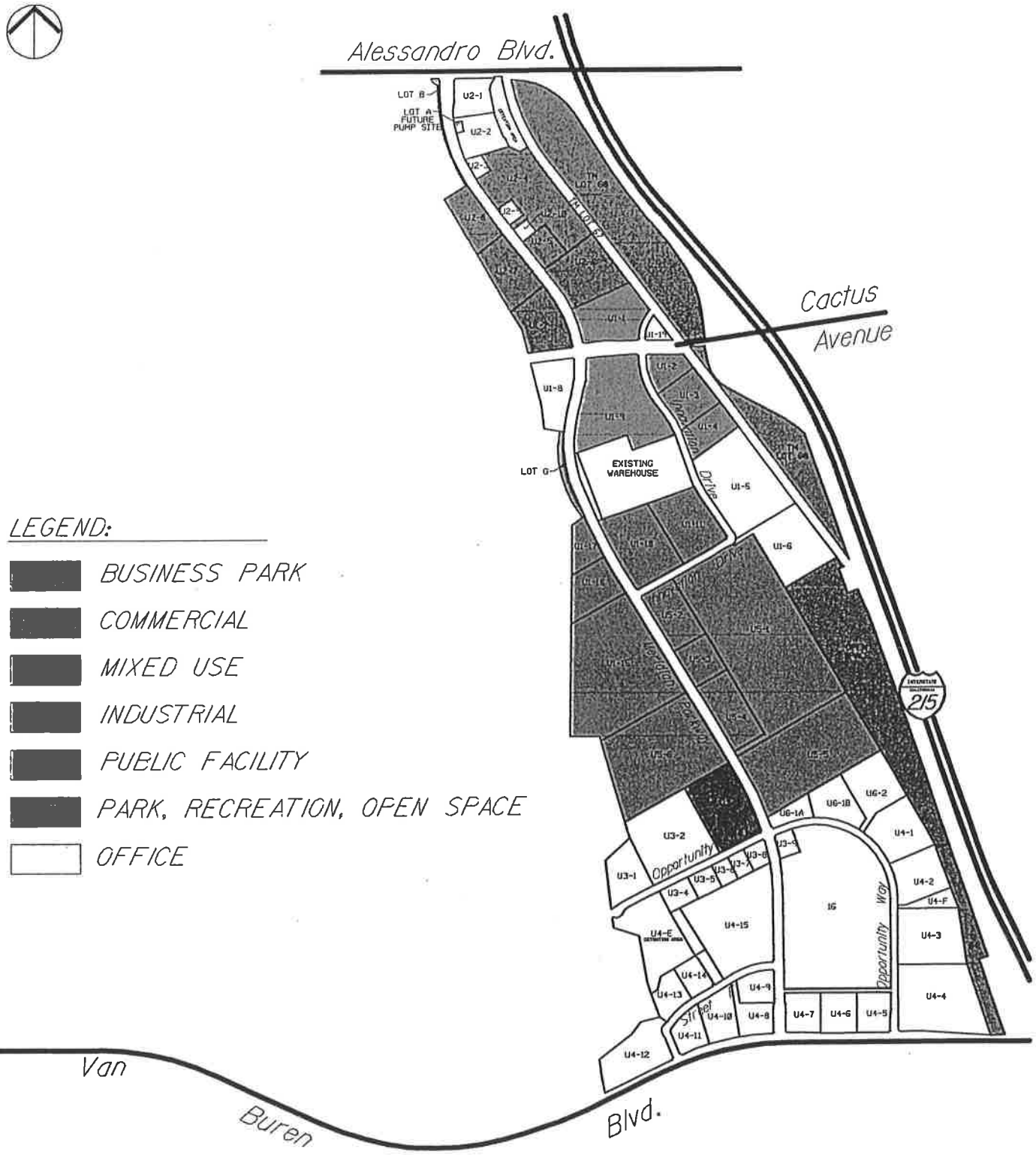
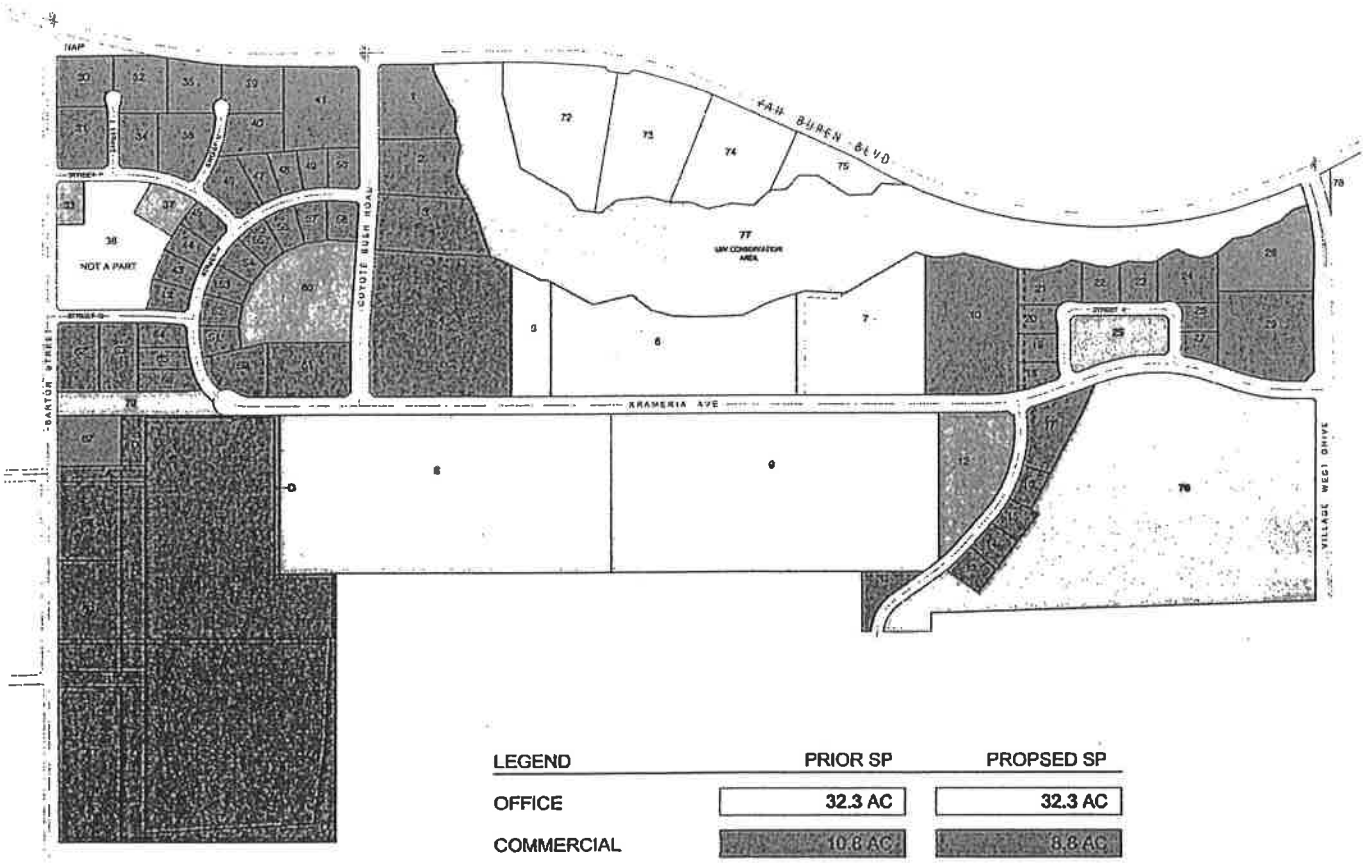


FIGURE II-5A

ZONING MAP FOR NORTH CAMPUS

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LEGEND	PRIOR SP	PROPSED SP
OFFICE	32.3 AC	32.3 AC
COMMERCIAL	10.8 AC	8.8 AC
MIXED USE	26.6 AC	23.3 AC
BUSINESS PARK	218.9 AC	230.0 AC
INDUSTRIAL	134.5 AC	134.5 AC
PARK / OPEN SPACE	119.4 AC	125.0 AC
NOT A PART	10 AC	0.0 AC
TOTAL NET ACREAGE	552.5 AC	553.9 AC

FIGURE II-1B

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3. Plot Plan Amendment

The Plot Plan Amendment would add 78.18 gross acres to a previously approved 48.02-acre parcel that will house a Parcel Delivery Terminal. The additional 78.18 gross acres would incorporate 1,587 standard vehicular parking stalls; 85 carpool stalls; 27 handicap parking stalls; 85 bike parking spaces; and 965 truck trailer stalls to the Parcel Delivery Terminal site. The 78.18-acre area would also accommodate a 5,000 square-foot customer service building; 12,000 square-foot enclosed truck maintenance and wash facility; a compressed natural gas (CNG) station; additional 298,417 square feet of landscaped areas; and a 9-acre landscape buffer zone along the easterly project boundary.

4. Design Guidelines

This document establishes architectural, signage, parking, and landscaping objectives that will guide the design of the March Business Center. The ~~The~~ Design Guidelines ~~will be~~are updated to ~~adopted by resolution~~reflect SP1, A6 and includes ~~,~~the following guidance pertaining to lighting - "site lighting must be 2700 Kelvin plus or minus 100 ~~points~~Kelvin.~~5. Focused Environmental Impact Report~~

~~A Focused EIR was previously prepared in accordance with the provisions under CEQA. The EIR evaluated the land use plan, circulation and infrastructure improvements associated with the March Business Center Specific Plan and the potential impacts that would result from their implementation. The EIR serves as a project-wide environmental document for the March Business Center Specific Plan Area. Review and permit approval by the Air Quality management district is required for all stationary source emissions other than natural gas and electricity, for projects with the possibility of emitting air pollutants. Also, any project which deviates or has impacts not considered in the Focused EIR shall require additional environmental documentation. Together, the March Business Center Specific Plan, Tentative Map and EIR provide a path to properly develop the project site, taking into account policies, goals, objectives and environmental considerations of the March JPA General Plan. The Focused EIR was previously certified by resolution.~~

~~6~~5. Tentative Subdivision Map

Tentative Subdivision Map 30857 was approved on February 19, 2003. The Tentative Map 30857, Amendment No. 4 would revise the circulation plan for the March Business Center South Campus Specific Plan by removing Street V, Street X, the southern portion of Street Y, and terminating Krameria Avenue at ~~the Project~~an approximate 3.4-acre Open Space site rather than extending it through to connect with Barton Street to the west. The Tentative Map Amendment would also reconfigure Parcels 67, 68, 69, 70 and 71. This amended Tentative Map details project land development, and is in accordance with guidelines and development intensities presented in this Specific Plan Amendment, the State Subdivision Map Act and March JPA requirements. The amended Tentative Map complies with Schedule "E" Parcel Map Division as per March Joint Powers Authority Development Code Section 9.14.100 (J). ~~Amendment 4 to Tentative Map 30857 is to be reviewed and approved by the March Joint Powers Planning Commission.~~

~~7~~6. Development Agreement

~~The~~ On June 18, 2004, the JPA ~~has~~ entered into a Development Agreement with the Master Developer in order ~~to~~ facilitate development of the land and provision of public services and urban infrastructure. ~~The Development Agreement will be adopted by ordinance.~~

III. LAND USE

The previously adopted Specific Plan helped to implement some of the regional land use/transportation goals outlined in the General Plan. Specifically, the previously adopted Specific Plan facilitated development of a large employment center in a portion of the County that is largely residential. Improving the balance of housing and jobs in this area. This provides an opportunity for residents to work locally, rather than commute to Los Angeles or Orange Counties. Jobs/housing balance provides a transportation capacity benefit ~~reducing the~~due to a reduced concentration of work trips on public streets during the peak hour/peak direction of travel.

A. Land Use Overview

This section identifies the types of land uses to be allowed in this Specific Plan Amendment and provides regulations and standards to govern future development. In accordance with the General Plan, the Specific Plan will accommodate land uses that will support future growth and development in the area. The March Business Center Specific Plan Land Use Element references the following policies, regulations, and guidelines:

- March JPA General Plan
- March JPA Development Code
- March Business Center Design Guidelines

This section specifies broad land use categories that will guide the development of the Specific Plan area. Within each broad category, specific land uses are identified, together with an indication of whether such uses are permitted, subject to a conditional use permit, or not allowed. In addition, development regulations that will govern the development of the individual projects comprising the March Business Center are described.

B. Purpose and Applicability

The following items describe the relationship of the Specific Plan land use regulations in the context of other land use documents developed by the JPA.

1. Terms used in these regulations and guidelines shall have the same definitions as given in the March JPA Development Code ("Development Code") and the General Plan of the March JPA ("General Plan") unless otherwise defined in the Specific Plan.

2. Any details or issues not specifically covered in these regulations shall be subject to the regulations of the Development Code.

3. The Specific Plan Land Use regulations are adopted pursuant to Section 65450 of the State of California Government Code et seq. It is specifically intended by such adoption that the development standards herein shall regulate all development within the project area.

C. Land Use Compatibility

This Specific Plan establishes development patterns to limit the potential for land use conflicts, both within the March Business Center and in relation to other uses in the project vicinity. A key consideration guiding the development is the proximity of Air Reserve Base Runway 14/32. The Riverside County Airport Land Use Commission published an Airport Land Use Plan in 1984. This plan established land use restrictions within Airport Influenced Areas, which consist of imaginary surfaces extending outward from an airport's runway. In 1998, an Air Installation Compatible Use Zone (AICUZ) Study was completed to identify land use restrictions and height limitations within the airfield influence area

This Specific Plan creates an overlay zone to limit the types of uses within a quarter-mile radius of the Tomas Rivera Elementary (off-site) based on noise and hazardous materials. (See Section E of this chapter for additional discussion.). Additionally, Arnold Heights Elementary School was located in the North Campus at the time of the original March Business Center Specific Plan approval in 2003. The school has since been demolished; therefore, there are no compatibility issues with the Specific Plan and this school. [1]

Another potential land use conflict involves the Commercial land uses proposed within the Specific Plan. The intent of these uses is to serve retail demand generated within the March Business Center only. They are not intended to attract customers or clientele from outside the Specific Plan area. This Specific Plan identifies land use types, intensities, and locations that will limit the potential competition between project Commercial uses and shopping centers and other retail uses in surrounding communities.

D. Objectives of Development Districts

This section of the Specific Plan identifies the following six land use districts: Business Park, Industrial, Office, Mixed Use, Commercial, and Park. [2]

The land use designations are summarized below:[3]

1. Business Park

Business park uses include administrative, financial, governmental, and community support services; research and development centers; light manufacturing; parcel delivery terminal on no less than 60-acres; vocational education and training facilities; business and trade schools; and emergency services. ~~A 15-acre transportation center to accommodate commuter rail service is a permitted use in this district.~~ Business Park areas are generally served by arterial roadways, providing automobile and transit access. These areas are characterized as major employment concentrations. Development in this category, except for warehousing, is generally within a campus-like setting or cluster development pattern. Outdoor storage is prohibited.

[1] Arnold Heights Elementary School was removed from the Specific Plan in accordance with Ordinance #JPA 08-01.

[2] The land use descriptions are taken directly from the General Plan, amended to apply to this Specific Plan.

[3] ~~The land use descriptions are taken directly from the General Plan, amended to apply to this Specific Plan.~~

2. Industrial

Industrial may support a wide range of manufacturing and non-manufacturing uses from warehouse and distribution facilities to industrial activities. Uses supported include warehousing/distribution and assemblage of non-hazardous products and materials or retailing related to manufacturing activity; and parcel delivery terminal on no less than 60 acres. Uses may include open storage, office/industrial park; light industry; manufacturing; research and development centers; maintenance shops; and emergency services centers. The area devoted to outdoor storage may not exceed the building area.

3. Office

Office uses include business activities associated with professional or administrative services. Activities can consist of corporate offices, cultural and community facilities, financial institutions, legal and medical offices, and other similar uses, which together represent major concentrations of community and employment activities. Uses may include office parks, office buildings, and educational and vocational training facilities. Development in this category is generally within a campus-like setting. Office development is typically located on arterial roadways for convenient automobile access and transit service.

4. Mixed-Use

Mixed uses include a variety of complementary land uses; including commercial, business park, office, medical, educational and vocational, research and development, and services. Industrial, warehousing, and outdoor storage is prohibited.

5. Commercial

Commercial/Service uses within the designation include retail and service oriented business serving the Planning Area. Commercial uses include retail establishments (shopping centers), administrative, financial, service and government offices. Development in this category generally occurs at key intersections of major arterial roads or at major off-ramps from Interstate 215. In addition to being accessible to automobiles and pedestrians, commercial developments may also be served by public transit. Commercial land uses within the Specific Plan are intended to serve the Specific Plan area only; they will not serve a regional demand.

6. Park/Recreation/Open Space

A 52-acre park is proposed within the planning area in the South Campus, adjacent to the existing golf course and Air Force Village West. A portion of the park is located on a closed and capped sanitary landfill. The park would be passive in nature, with limited athletic facilities and other improvements.

E. Overlay Districts

The Specific Plan area contains overlay zones within its boundaries. **Figure III-1** depicts the location of the runway Clear Zone (CZ), Accident Potential Zones (APZ), and the Elementary School Buffer zone. The CZ, together with both APZs, comprise Airport Influenced Area I, as defined in the *Riverside County Airport Land Use Plan* (ALUP). The remainder of the site is included in Airport Influenced Area II. The standards for military operations are as follows:

1. **Clear Zone (CZ):** The clear zone (CZ) is a 3,000-foot by 3,000-foot area closest to the end of each runway and along the approach and departure flight path. These areas must remain clear and free of any infrangible obstacles. The project would provide drainage facilities and underground utilities within the CZ.

2. **Accident Potential Zone (APZ) I:** The accident potential zones (APZs) are areas beyond the CZ, which possess a significant potential for accidents. APZ I extends from the outer edge of the CZ for an additional 5,000 feet. According to the AICUZ study, APZ I is compatible with a variety of industrial/manufacturing, transportation, and other uses. Uses that create dense concentrations of people are not recommended within this zone. See the current AICUZ standards for restrictions within the APZ I zone.

3. **Accident Potential Zone (APZ) II:** This APZ extends from APZ I for an additional 7,000 feet in length. The potential for accidents in this zone are lower than APZ I; accordingly, some low-density residential could be provided. However, multi-story buildings and places of assembly (theaters, churches, schools, restaurants, etc.) are not considered appropriate. See the current AICUZ standards for restrictions within the APZ II zone.

In order to conform to the ALUP, this Specific Plan provides land use regulations relating to safety (both for air navigation and for people within the March Business Center), noise impacts, and building heights. The following paragraphs summarize these regulations.

1. Aviation Safety Regulations

Figure III-2 shows the location of Airport Influenced Areas I and II. The ALUP has the following policies related to project land uses:

Policy 1: Area I shall be kept free of all high-risk land uses. High-risk land uses are defined as having a high concentration of people; having a critical facility (such as a telephone exchange); or having explosive or flammable materials.

In order to comply with the requirements of the ALUP, the following land uses are prohibited from Airport Influenced Area I:

- Assembly and Entertainment

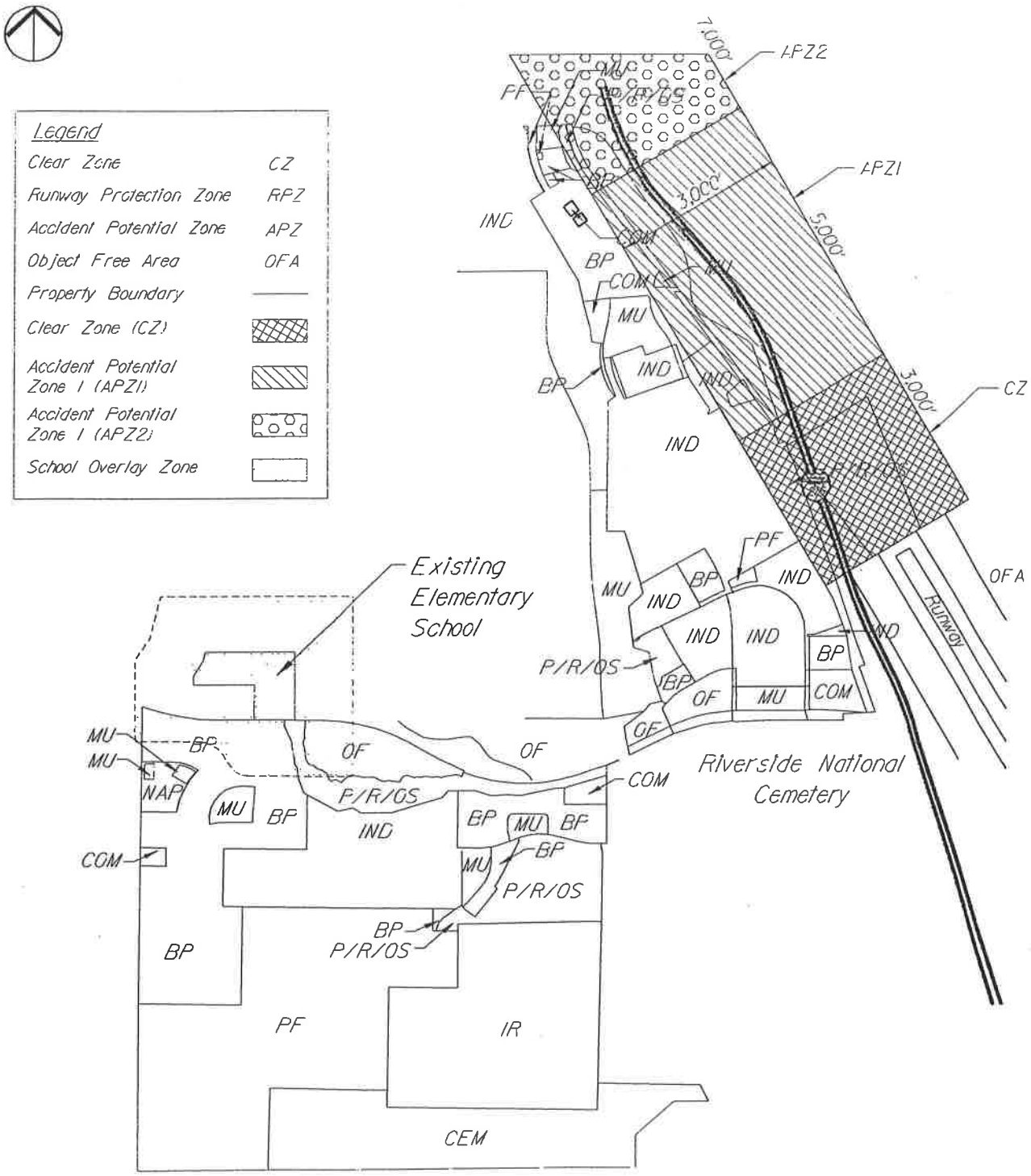


FIGURE III-1

OVERLAY ZONES

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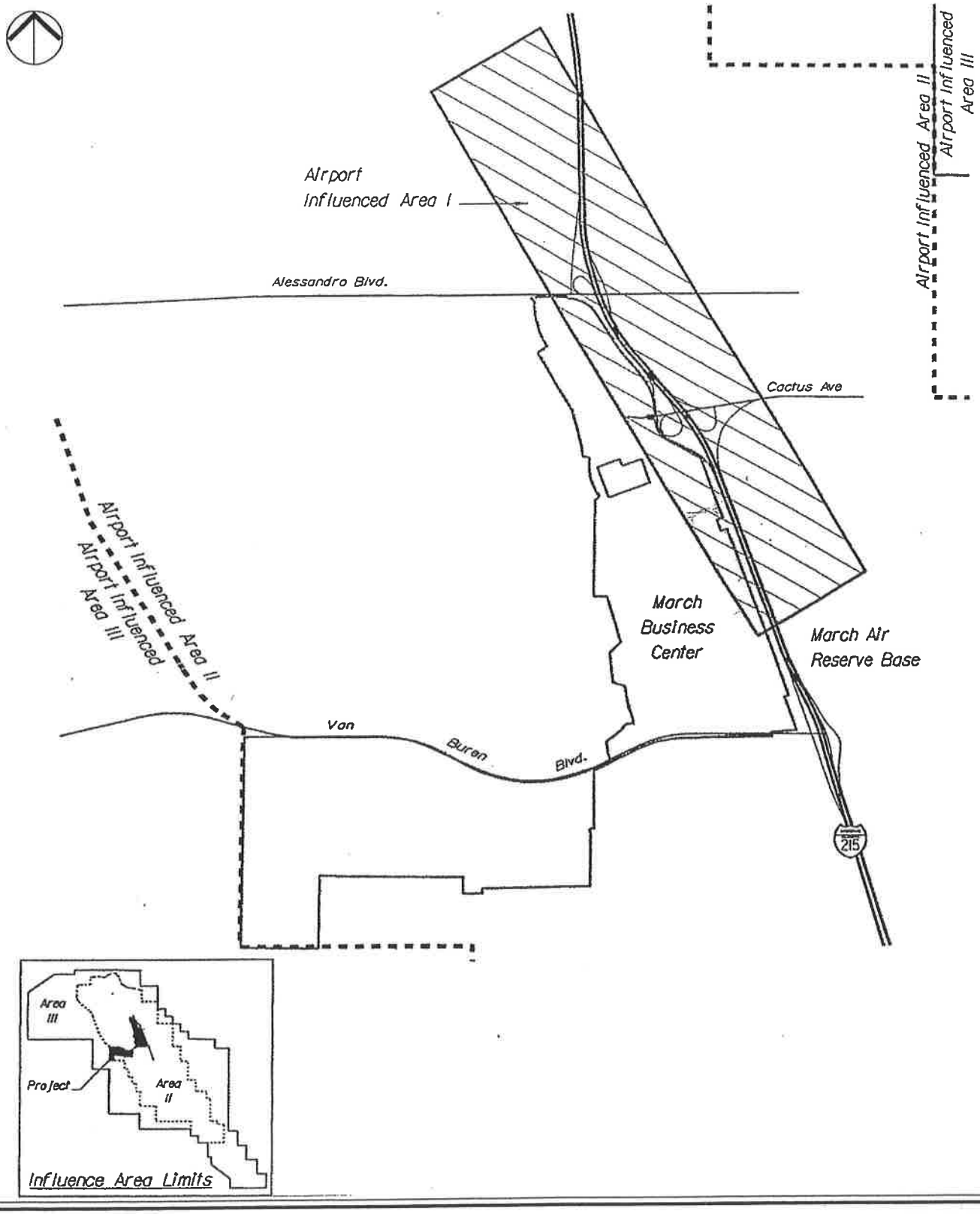


FIGURE III-2

AIRPORT INFLUENCE AREAS

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Land Uses Prohibited in Airport Influenced Area I

- Child Care Facilities
- Churches and Places of Religious Assembly
- Energy Generation and Distribution Facilities
- Hospitals, Intermediate Care Facilities and Nursing Facilities
- Hotel/Motel
- Major Transmission, Relay or Communications Switching Stations
- Nightclubs and Bars
- Petroleum Products Storage
- Private Clubs, Lodges, and Fraternal Organizations
- Restaurant (fast food)
- Restaurant (sit down)
- Sidewalk Cafes
- Theaters
- Trade Schools

The remainder of March Business Center is located within Airport Influenced Area II. Within this area, a number of land uses are prohibited or discouraged because of their proximity to the airport. Discouraged uses must demonstrate to the satisfaction of the March JPA Commission that development outside the Airport Influenced Area II is not feasible. The following uses are prohibited within Airport Influenced Area II:

Land Uses Prohibited in Airport Influenced Area II

- Child Care Facilities (Commercial facilities as defined in accordance with state law; noncommercial facilities ancillary to a place of business are generally allowed)
- Hospitals, Intermediate Care Facilities and Nursing Facilities
- Above-ground storage of explosives or flammable gases or liquids shall be prohibited, except gas and diesel of 500 gallons or less

Land Uses Discouraged in Airport Influenced Area II

- Churches and Places of Religious Assembly or Public Assembly
- Energy Generation and Distribution Facilities
- Hotel/Motel
- Petroleum Products Storage
- Private Clubs, Lodges, and Fraternal Organizations
- Trade Schools

Any discouraged use must be reviewed by the ALUC, and is required to obtain a use permit in accordance with Table III-1.

Regulations relating to the safety of air navigation are as follows:

- The Final Map shall convey an avigation easement to the JPA
- Lighting Plans for any development shall be reviewed and approved by the Airport Authority and the Air Force Reserve

- Uses that would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft during initial climb or final approach shall be prohibited
- Uses that would cause sunlight to be reflected toward an aircraft during initial climb or final approach shall be prohibited
- Uses that generate smoke or water vapor which would affect safe air navigation shall be prohibited
- Uses that generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation shall be prohibited
- Detention facilities within the Specific Plan will be designed to drain within six to 12 hours. These basins shall be monitored on a regular basis to identify if waterfowl and other birds are attracted to the basins. If such birds begin to be attracted to the basins, a plan to harass or exclude potential hazardous wildlife shall be developed and implemented.

2. Aviation Noise Regulations

An acoustical analysis shall be required for any noise sensitive uses. These uses include the following:

- Churches and Places of Religious Assembly
- Hotel/Motel
- Museums
- Private Clubs, Lodges, and Fraternal Organizations
- Radio and television studios
- Trade Schools

This analysis will include components necessary to achieve an indoor noise reduction level of 25 and 30 decibels for each of the project's components with noise sensitive uses, and will include all surrounding noise sources (e.g., transportation and industrial) at their ultimate design and capacity

3. Aviation Building Height Regulations

A further limitation on site development is the height of structures in the vicinity of the runway. Federal Aviation Regulations (FAR) Part 77 defines a variety of imaginary surfaces around airports, including a horizontal surface and a conical surface. FAR Part 77 is not an absolute height limit. Instead, it is a guideline used by the FAA to identify structures that may constitute a hazard to air navigation. Any construction or alteration of greater height than an imaginary surface extending upward and outward at a 100 to 1 slope from the nearest point of the runway (see FAR §77.13.2.i) will require the preparation of FAA Notice of Proposed Construction or Alteration (form 7460-1). If a hazard to air navigation is identified, then the FAA will issue a determination of hazard to air navigation. However, the FAA does not have the authority to prevent encroachment; it is up to the local land use authority to enforce the recommendation.

Figure B-1 in Appendix B is a land use compatibility map that shows FAR Part 77 surfaces adjacent to MARB. As shown in this exhibit, terrain elevations (without structures) penetrate the conical surface to the west of the North Campus and into the South Campus, east of Barton Street. Depending on the elevation of the finished grade and height of the proposed structure, future development in March Business Center may penetrate the Part 77 surfaces. Development proposals in March Business Center will file form 7460-1 as appropriate based on §77.13.2.i.

Figure B-1 in Appendix B also shows the location of the Height Caution Zone. This zone is defined as the area within Airport Influenced Area II where the maximum allowable building height plus the rough grading plan elevation penetrates the Part 77 surface. Within the Height Caution Zone, objects up to 50 feet tall are acceptable, and do not require ALUC review for the purposes of height factors. ALUC review will be required for any proposed object taller than 50 feet within the Height Caution Zone.

4. **Elementary School Buffer:** This zone extends 0.25 miles outward from Tomas Rivera Elementary (located north of Van Buren Boulevard). The objective of this zone is to limit the potential for incompatible uses within nearby Business Park, Office, Industrial and Mixed Use zones and to provide additional screening for the school through landscaping. This zone provides for the following:

    1. Abutting lots shall be required to provide 40 feet of landscaping adjacent to the school
    2. The following permitted or conditionally permitted uses are not allowed within the Buffer zone:

        - Automotive Service Stations
        - Hazardous Waste Treatment Facilities
        - Manufacturing (Custom, Light, Medium, Heavy)
        - Trucking/Transportation Terminals
        - Automotive/Truck Repair (Major and Minor)
        - Energy Generation and Distribution Facilities

    3. Development projects not listed above that are proposed within the Buffer zone shall provide studies of noise and hazardous materials impacts on the school.

Development (if allowed) within each aviation-related overlay district shall be consistent with the guidelines and standards established in the Airport Land Use Plan and the AICUZ study.

F. Land Use Table

Table III-1 is a matrix indicating the status of specific land use types within the development districts described in preceding paragraphs. For each specific land use, a "P" indicates that it is permitted and a "C" indicates that a conditional use permit is required. A blank space indicates that the use is not allowed.

TABLE III-1 MARCH BUSINESS CENTER SPECIFIC PLAN LAND USE TABLE					
USES	BUSINESS PARK[4,5]	INDUSTRIAL[6]	OFFICE	MIXED USE[7]	COMMERCIAL[8]
INDUSTRIAL					
Hazardous Waste Treatment Facility					
Bio-Medical Waste Treatment Facility		C			
Manufacturing – Custom	P	P			
Manufacturing – Light	P	P			
Manufacturing – Medium		P			
Manufacturing – Heavy		C			
Mining & Extractive Industries					
Newspaper Publishing Plants	P	P			
Parcel Delivery Terminal	P	P			
Research & Development	P	P	P	P	
Trucking/Transportation Terminals		P			
Wrecking & Dismantling of Motor Vehicles					
WHOLESALE STORAGE/DISTRIBUTION					
Public storage/Mini-warehouse (indoor)	C	C			
Business Enterprise	P	P		P	
Warehouse, Storage & Distribution – Medium		P			
Warehouse, Storage & Distribution – Heavy		P			
OFFICE					
Financial Institutions	P		P	P	P
Government	P		P	P	P
Medical Clinics	P	P	P	P	
Offices, Business & Professional	P		P	P	P
Regional & Corporate Headquarters	P		P	P	P
COMMERCIAL					
Agricultural Equipment Repair Shops		P			
Agricultural/Nursery Supplies & Service	C	C			C
Alcoholic Beverage Outlets					C
Animal Care/Pet Hotels	P	P			P

[4] Within the Business Park zone, a use permit is required for uses that provide outdoor storage in excess of 10% of the building area
[5] Parcel Delivery Terminal is allowed within the Business Park and Industrial zones on parcels that are 60 acres in size or larger
[6] Within the Industrial zone, a use permit is required for uses that provide outdoor storage in excess of the building area
[7] The Mixed Use designation shall have a maximum of 25 percent retail uses.
[8] Within the Commercial zoning district, a use permit shall be required for single uses above 25,000 square feet of gross floor area

TABLE III-1 MARCH BUSINESS CENTER SPECIFIC PLAN LAND USE TABLE					
USES	BUSINESS PARK[4,5]	INDUSTRIAL[6]	OFFICE	MIXED USE[7]	COMMERCIAL[8]
Assembly & Entertainment				C	
Automotive Parts and Accessory Sales					P
Automotive Fleet Storage		C			
Automotive Service Stations					C
Automotive/Truck Repair-major		P			
Automotive/Truck Repair-minor		P			C
Building & Site Maintenance Services	P	P		P	
Building Contractor's Storage yard		P			
Building Material & Equipment Sales	P			P	P
Business Supply/Equip Sales/Rentals	C	C			P
Business Support Services[2]	P	P	P	P	
Child Care Facilities	C		C	C	C
Churches & Places of Religious Assembly				C	
Communication Facilities, Antennas & Satellite Dishes	C	C			
Consumer Goods, Furniture, Appliances, Equipment Sales				P	P
Convenience Sales					C
Energy Generation & Distribution Facilities		C			
Equestrian Show & Exhibition Facilities					
Exhibit Halls & Convention Facilities				C	
Fairgrounds					
Food and Beverage Sales				P	P
Funeral & Mortuary Services	C				
General Retail Establishments					P
Golf Courses, Driving Ranges and Pitch & Putt Courses					
Health Club				C	C
Heavy Equipment Sales and Rentals with outside merchandising		C		C	
Horticulture Nurseries & Greenhouses	C	P			C
Hospitals, Intermediate Care Facilities & Nursing Facilities					
Hotel/Motel				C	C
Instructional Studios	P	P	P	P	
Interpretive Centers	P	P	P	P	

TABLE III-1 MARCH BUSINESS CENTER SPECIFIC PLAN LAND USE TABLE					
USES	BUSINESS PARK[4,5]	INDUSTRIAL[6]	OFFICE	MIXED USE[7]	COMMERCIAL[8]
Laundry Services	P	P		C	
Maintenance & Repair	P	P		P	
Major Transmission, Relay or Communications Switching Stations	P	P			
Museums			P	P	P
Bar & Grill				C	P
Open Air Markets for the Sale of Agriculture-related Products & Flowers	C			C	C
Outdoor Commercial		C			C
Outpatient Medical Clinics	P		P	P	P
Parking Facilities as a *Primary Use*	P				P
Personal Services				P	P
Petroleum Products Storage					
Pets & Pet Supplies				C	P
Private Clubs, Lodges & Fraternal Organizations				C	
Radio & Television Studios	P	P		P	
Recreational Facilities				C	C
Recycling Facilities (outdoor storage not to exceed building area)		P			
Repair Services	P	P		P	
Restaurant (fast food)				C	P
Restaurant (sit down)			C	P	P
Sidewalk Cafes					P
Social Service Institutions	P		P	P	
Sundries, Pharmaceutical & Convenience Sales					P
Swap Meets & Other Large Outdoor Retail Facilities		C			
Theaters					
Trade Schools	C				C
Vehicle, Boat and Trailer Sales	C			C	C
Vehicle Storage		C			
Veterinary Clinics & Animal Hospitals	P			P	P
Zoological Parks					

G. Development Regulations

No building or portion thereof shall be erected, constructed, converted, established, altered, enlarged, nor shall any legal lot or premises be used unless the legal lot or premises and building comply with the following regulations and standards:

(a) Lot Development

(1) Two adjoining lots which have a common interior side or rear lot line may be developed with zero side yard setbacks on the common lot line, provided that the opposite side yard setback is not less than 30 feet.

(2) Any construction or alteration of greater height than an imaginary surface extending upward and outward at a 100 to 1 slope from the nearest point of the runway (see FAR §77.13.2.i) will require the preparation of FAA Notice of Proposed Construction or Alteration (form 7460-1).

(3) Construction of objects taller than 50 feet in the Height Caution Zone (see Figure B-1), will require review by the Airport Land Use Commission

TABLE III-2
LOT AND YARD DIMENSIONS BY LAND USE CATEGORY

DIMENSIONS	Business Park	Industrial	Office	Mixed Use	Commercial
Area (minimum)	30,000 sq. ft.	30,000 sq. ft.	30,000 sq. ft.	30,000 sq. ft.	30,000 sq. ft.
Street Frontage (minimum)	100 ft. *	100 ft. *	100 ft.	100 ft.	100 ft.
Lot Width (minimum)	100 ft.	100 ft.	100 ft.	100 ft.	100 ft.
Minimum Yards					
Front Yard Setback	20 ft.	20 ft.	25 ft.	20 ft.	25 ft.
Interior Side Yard Setback	0 ft.	0 ft.	0 ft.	0 ft.	0 ft.
(Abutting Residential Zone)	30 ft.	30 ft.	30 ft.	30 ft.	30 ft.
Street Side Yard Setback	20 ft.	20 ft.	15 ft.	15 ft.	15 ft.
Rear Yard Setback	25 ft.	25 ft.	10 ft.	10 ft.	10 ft.
(Abutting Residential Zone)	50 ft.	50 ft.	40 ft.	40[R] ft.	40 ft.
Building Height	35'/2 stories**	35'/2 stories**	50'/3 stories	50'/3 stories	50'/3 stories
Floor Area Ratio	0.45	0.50	0.35	0.35	0.25
Site Landscaping[9]	10%	10%	20%	20%	20%

* Any lot which fronts on a turnaround or curving street having a radius of curvature of less than 100 feet, the minimum frontage shall be 60 feet.

** Increased height up to 80 feet is permitted where all building setbacks meet or exceed the proposed building height.

[9] May be reduced through the use of colored pavers or other decorative pavement treatments under certain conditions. See item (b) landscaping.

(b) Landscaping

Landscaping design for development in the March Business Center Specific Plan Amendment SP-1 A6 shall be consistent with the March Business Center Design Guidelines. A 15-foot landscaped setback, measured from the public right-of-way, will be required for all front and side yards adjacent to public streets. The following two exceptions apply:

(1) The use of colored pavers or other decorative pavement treatments within public right-of-ways or public areas in the Specific Plan Amendment Area -may reduce the site landscaping requirements for Office, Mixed-use and Commercial land uses by up to a maximum of twofive percent.

~~(1)~~(2) The use of colored pavers or other decorative pavement treatments within public right-of-ways or public areas in the Specific Plan Amendment Area may reduce the site landscaping requirement for Industrial land uses on lots or development greater than 20 acres by up to a maximum of two percent.

(c) -Driveway Widths and Locations

Driveway width and spacing shall be in conformance with the March JPA Development Code or as approved by the March IPA Civil Engineer.~~e.~~

(d) Off-street Loading Facilities

Loading or unloading facilities shall be so sized and located so that they do not require trucks to be located in required front or street side yards during loading and unloading activities.

(e) Special Regulations

All uses, except storage, loading and outdoor work, shall be conducted entirely within an enclosed building. Outdoor work; storage of merchandise, material, and equipment is permitted in interior side or rear yards, provided the area is completely enclosed by sight obscuring walls, fences, or a combination thereof.

Fences and Walls: The design and location of fences and walls shall be the same as set forth in the March Business Center Design Guidelines.

In addition to the above, the following regulations apply:

(1) Chain link fences shall not be used within 100 feet of a public right-of-way. Where used, chain link fences shall be vinyl coated.

(2) ~~(2)~~ Coiled, spiraled, or rolled fencing such as razor wire or concertina wire shall not be permitted.

(3) All walls or fences within 100 feet of a public right-of-way or visible from residential development shall match ~~the following~~ wall details in **Figure III-3** (higher walls may be necessary to screen trucks and outdoor storage, consistent with the approved screening plan). All walls facing residential development and along the outside boundaries of the Meridian South Campus Specific Plan Area shall be painted the designated color as

shown ~~on the following wall detail.~~**Figure III-3**. - All other site walls may be painted to be consistent with the approved building color scheme.

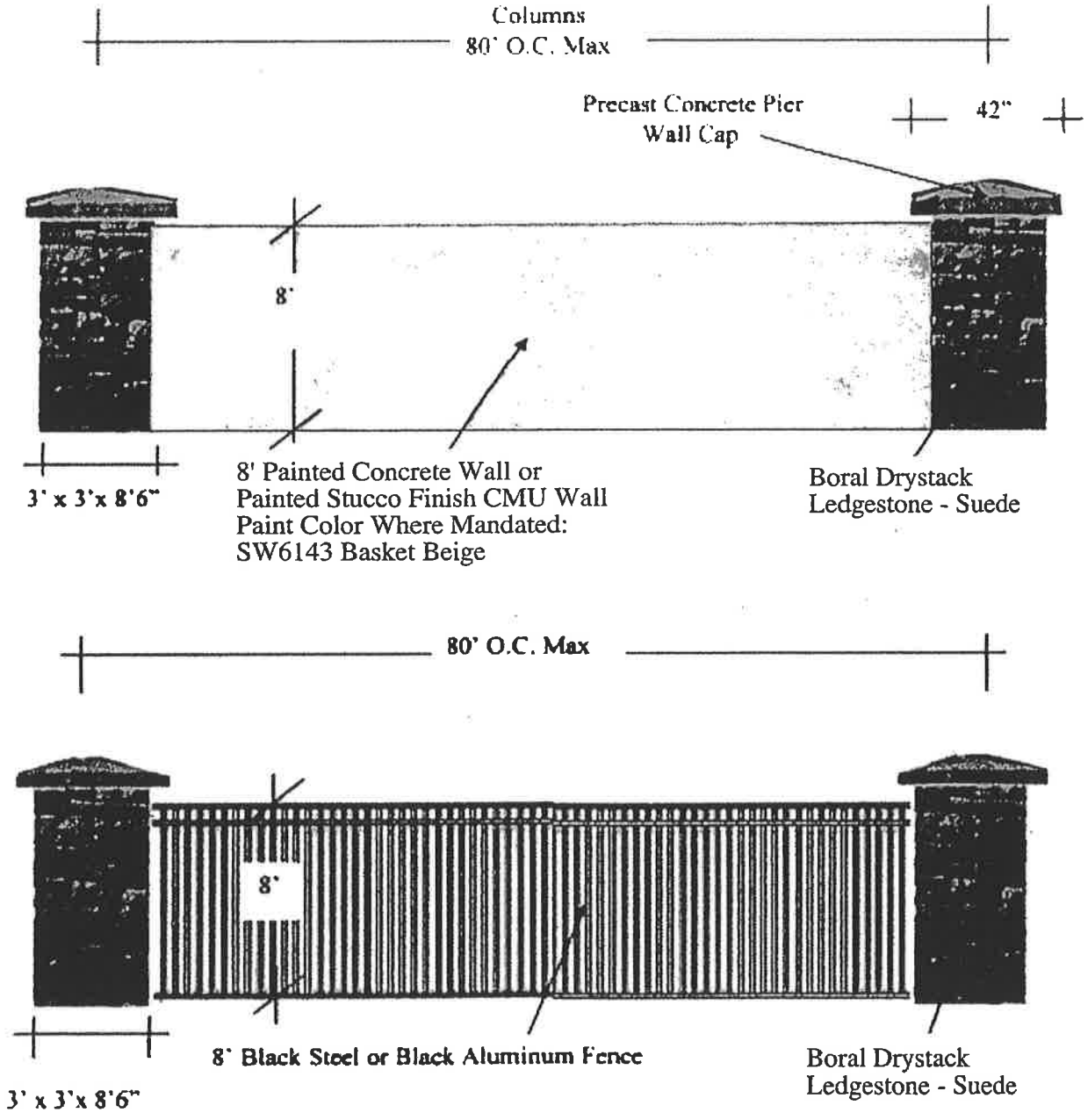


FIGURE III-3

WALL DETAIL

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(f) Off-street Parking Regulations

Transportation Element Policy 2.7 of the March JPA General Plan indicates that on-street parking should be de-emphasized in order to both increase vehicle capacity and to accommodate bicycle access. **Table III-3** summarizes Specific Plan parking ratios. It is acknowledged that certain land uses will have unique parking characteristics, based on building utilization, workforce composition, and other considerations. In these cases, the March JPA Commission may review a use permit application to reduce required parking through a detailed parking analysis. All uses shall provide a rack that can accommodate at least three bikes.

TABLE III-3
PARKING RATIOS BY LAND USE

Use	Parking Spaces Per 1,000 Square Feet of Gross Floor Area (Unless Otherwise Noted)
INDUSTRIAL	
Light, Medium & Heavy Manufacturing	2.0
Research & Development	3.0
Other Industrial Uses	1.0 – 1.5
WHOLESALE STORAGE & DISTRIBUTION	
Public Storage/Mini-Warehouse	1 per 100 storage spaces & 2 per caretaker residence
Other Wholesale Storage/Distribution 0 – 50,000 sq. ft. 50,000 – 200,000 sq. ft. 200,000 sq. ft. or greater	 1.0 per 1,000 sq. ft. 50 spaces + (0.33 per ksf > 50,000 sq. ft.) 100 spaces + (0.20 per ksf > 200,000 sq. ft.)
OFFICE	
Medical Clinics, Hospitals, and Medical Offices	4.0
Other Office	3.3
COMMERCIAL	
Agricultural Equipment Repair Shops	2.5
Agricultural/Nursery Supplies	3.3
Alcoholic Beverage Outlets	2.5
Animal Care/Pet Hotels	2.5
Assembly and Entertainment	3.3
Automotive Parts and Accessory Sales	3.3
Automotive Service Stations	3/station + 2/service bay
Automotive/Truck Repair-Major	3/station + 2/service bay
Automotive/Truck Repair-Minor	3/station + 2/service bay
Business Support Services	4.0
Churches and Places of Religious Assembly	1/3 seats, 1/60 inches of pew, 30.0 if no seating
Energy Generation & Distribution Facilities	2.0
Equestrian Show & Exhibition Facilities	1/3 seats
Funeral & Mortuary Services	1/3 seats, 30.0 for assembly area if no fixed seating
Interpretive Centers	3.3
Major Transmission, Relay or Communications Switching Stations	2.0
Bar & Grill	8.0
Outdoor Recreation and Swap Meet Facilities	(to be determined through use permit)
Private Clubs, Lodges and Fraternal Organization	4.0
Radio and Television Studios	3.3
Restaurants (sit down)	8.0
Restaurants (fast food)	8.0
Theaters	1-3 screens: 1/3 seats 4+ screens: 1/3.3 seats Per assembly area if no fixed seating: 50
Vehicle & Vehicular Equipment Sales and Service	1 per each 20 display cars (minimum of 5 spaces)
Vehicle Storage	2.5
Veterinary Clinic & Animal Hospitals	2.5
Other Commercial	3.5

(g) Settlement Agreement Provisions

A Settlement and General Release Agreement for Development of March Business Center within the March Joint Powers Authority was signed by the March JPA, the Master Developer and community groups in 2003 as the result of litigation following March JPA approval of the previously adopted Specific Plan. The Settlement Agreement contained a number of land use requirements and limitations related to "logistics"[10] warehouse type facilities, including the prohibition of such facilities to the west of Meridian Parkway. This Specific Plan Amendment is consistent with this restriction.

H. Special Treatment Areas

1. Riparian Areas

Riparian areas found within the project area are considered prime habitat for the endangered least bell vireo. The riparian vegetation community is located along several of the brief and intermittent drainages within the project area. These areas are concentrated in the north portion of the South Campus and the south portion of the North Campus. Projects adjacent to designated riparian areas will not be allowed to encroach within one hundred feet of the drainage channel. In addition, storm water runoff from adjacent development is to be intercepted by applicable non-source pollution control best management practices (BMP) prior to discharging off-site.

2. Adjacent to SKR Management Area

As part of the on-going management within the Stephens' kangaroo rat (SKR) set-aside area, development of lots directly adjacent to this area will be subject to brush removal activities along their western boundary. Suitable SKR habitat requires minimal vegetation. This is provided with frequent controlled burns. No encroachment of grading or improvements within the SKR management area are allowed without March JPA or USF&WS approval. Projects which are adjacent to the SKR management area will be required to design their sites in such a way as to limit the potential for controlled burns crossing into the property. These measures may include placing parking along the western edge of the site and use of less-flammable plants for landscaping.

[10] Defined in the Settlement Agreement as any structure over 500,000 square feet that is designed to have more than 95% of its ground floor area dedicated to the storage of finished goods that are received at the facility specifically to be stored for a time and then shipped to various locales.

IV. OPEN SPACE

A. Conservation Easements

The previously adopted Specific Plan and this Specific Plan Amendment include jurisdictional waters of the U.S. and State waters, which consist of unnamed ephemeral, intermittent and perennial channels, in-channel wetlands and wetlands. The previously adopted Specific Plan and this Specific Plan Amendment impact 4.06 acres that are waters of the U.S. and State waters under the jurisdiction of the U.S. Army Corps of Engineers (ACOE) and California Department of Fish and Game (CDFG). The total impact to waters of the U.S. is 2.36 acres, and the total impact to State waters is 1.70 acres.

The previously adopted Specific Plan and this Specific Plan Amendment will mitigate on-site and within the adjacent vacant land for impacts to jurisdictional waters of the U.S./State waters and LBV habitat. The purpose of the mitigation is to replace lost functional values of avian habitat, water quality and aesthetics. The mitigation will include the following:

- Create 4.2 acres of habitat (Riparian Woodland, Southern Willow Scrub and Mulefat Scrub) suitable for occupation by LBV in realigned and restored drainages.
- Create 1.9 acres and restore 1.4 acres of wetland waters of the U.S. and State waters.

All newly created and existing adjacent habitat and wetlands will be overlaid with a conservation easement for management and monitoring in perpetuity. The boundary of the easements will be extended past the limits of the habitat to include a "buffer" zone. This "buffer" will serve as additional protection of wetlands and riparian habitat. Also, this area provides the potential for wildlife to find refuge in a conserved and maintained habitat. The Conservation Easement is 185.9 acres and is located to the north and south of Van Buren Boulevard and west of the North Campus.

B. Park

An approximately 59-acre park area will be located near the southern boundary of the South Campus, south of Krameria Avenue. Approximately 16 acres of the designated park area is impacted by a closed and capped landfill. This area is subject to certain Deed Restrictions as directed by the Air Force and regulates/restricts access to this area. This 16-acre area will generally remain in its natural vegetation state. Approximately 6 acres of the park, adjacent to and accessed via Village West Drive is shown to be a picnic type area with turf, shade trees, benches, picnic tables, restrooms, parking areas, etc. This could be used by employees within March Business Center and/or local residents. Discussions have been held that may see the balance of the usable area of the designated park be utilized as an "interpretive style" memorial park incorporating the historical significance of the former March Air Force Base. Preliminary plans indicate that this area would incorporate approximately 11 acres. In addition, a 3.4-acre pocket park will be located at the west terminus of Krameria Avenue. Additional natural buffers surrounding the developed portions of the park areas would amount to approximately 19 acres.

The park is shown in the third phase of the project. Subject to the availability of construction capital and ongoing maintenance responsibilities being defined, the park could be constructed prior to commencement of the third phase of the development without causing significant impacts to the area. Potential sources of funding for the construction and maintenance of the park include county and local

funds, grants, bonds, tax increment financing or private sources. The park will have the following acreages:

Capped landfill:	16 AC
Pocket Park	3.4 AC
Picnic area/parking	6 AC
Interpretive park	11 AC
Buffer/open space	26 AC
TOTAL:	62.4~~59~~ AC

C. Scenic Corridor Landscape

Landscaping easements will be provided along the project frontages along segments of Van Buren Boulevard; Cactus Avenue, and Alessandro Boulevard. These easements will be 20 feet wide and the landscaping will be maintained by a Landscaping and Lighting Assessment District. A 30-foot landscape easement will be provided along the eastern side of Barton Street along the project frontage. In addition, a nine-foot landscaping easement will be provided along the entire length of Street Z. Supplemental landscaping shall also be provided adjacent to the Elementary School in accordance with the Elementary School Buffer Zone. The March Business Center Design Guidelines establish the landscaping criteria.

D. Drainage Basins

Drainage detention facilities will be provided along the eastern portion of the North Campus and the southwestern portion of the South Campus. The southern North Campus basin will encompass the portion of the project that is included in the CZ. Currently, there is a new Drainage Master Plan underway, which will revise the need for dual 8' x 8' box culverts at the Project's Van Buren terminus of the San Jacinto River Watershed. This revision to the Drainage Master Plan incorporates an increase of volume to the existing basins which can accommodate South Campus' post development run-off contribution into this system. The northern facility is south of Alessandro Boulevard in APZ II. The detention facilities shall be maintained by either the Riverside County Flood Control and Water Conservation District (RCFC & WCD) or an assessment district.

V. TRANSPORTATION

A. Existing Transportation Issues

Local and regional access to project area is provided by I-215, Alessandro Boulevard, Cactus Avenue, Barton Street, and Van Buren Boulevard. A Burlington Northern and Santa Fe (BNSF) Railway line runs parallel to I-215, along the west side of the freeway. Existing transportation network issues are summarized below:

- The Van Buren Boulevard/Barton Street intersection is characterized by LOS F conditions during the morning peak.

- An off-site segment of Krameria Avenue, west of Barton Street, will need to be paved in order to accommodate future traffic growth. This improvement will be constructed by the adjacent subdivider.

While the Specific Plan requires a General Plan amendment due to land use changes, it should be noted that the Specific Plan land uses will have a substantially lower traffic generation than previously approved uses evaluated in the MEIR. The MEIR assumed a development scenario for the entire March JPA area that totaled 220,000 trips per day. Of this, 131,400 trips per day were evaluated for the 1,290 acres comprising March Business Center. As discussed in the *Traffic Circulation and Phasing Study*, the March Business Center will generate 88,100 total daily trips, including 74,900 external trips. This is a 33 percent reduction from approved General Plan land uses. The *Traffic Circulation and Phasing Study* was prepared to fulfill the following objectives:

1. To provide the baseline for future traffic monitoring updates
2. To specify the internal circulation network for the March Business Center Specific Plan
3. To determine the timing of off-site transportation improvements with respect to Specific Plan development phases
4. To confirm whether or not the transportation improvements identified in the 1998 Transportation Study are still needed, given updated land use information for the Specific Plan and the surrounding area

B. Traffic Circulation Plan

An internal roadway network, consisting of a hierarchy of local, collector and arterial streets, will be constructed to provide access to and from the parcels comprising the March Business Center. The internal street network will be public roadways to be maintained by the County of Riverside. Off-site transportation improvements will be provided to ensure there is sufficient capacity to accommodate future traffic. The improvements associated with each development phase will be assured to the satisfaction of the JPA prior to the occupancy of that phase.

1. Project Development Phasing

South Campus of the March Business Center will be constructed in phases. Figure I-3 on page I-4 of this Specific Plan illustrates the boundaries of each of the three phases. The purpose of phasing the project is

to divide the project into smaller phases that deliver transportation facilities based on when the project needs these improvements. As shown in this figure, the first development phase encompasses the North Campus area between Alessandro Boulevard and the to-be-demolished former military housing project. **Figure V-1** illustrates the transportation improvements associated with this development phase. Phase 2 includes the area formerly occupied by the demolished housing development. The improvements for Phase 2 are shown in **Figure V-2**. Phase 3 includes the South Campus. The improvements for this phase are shown in **Figure V-3**.

2. Street Sizing and Landscaping

The internal street network will accommodate traffic from the March Business Center, traffic generated by new development in the project vicinity, and existing trips diverted to internal streets from parallel routes. **Figure V-4** illustrates the classifications of internal roadways and Van Buren Boulevard. **Figure V-5A – V-5G** depicts typical cross-sections for internal roadways based on the *Riverside County Road Improvement Standards and Specifications*. The project's circulation network has been designed to be consistent with the Riverside County Integrated Plan (RCIP) recommended additional right-of-way allocated for landscaping. Secondary Highways will be consistent with RCIP guidelines. However, additional landscaping on Van Buren Boulevard in accordance with RCIP is not practical for the following reasons:

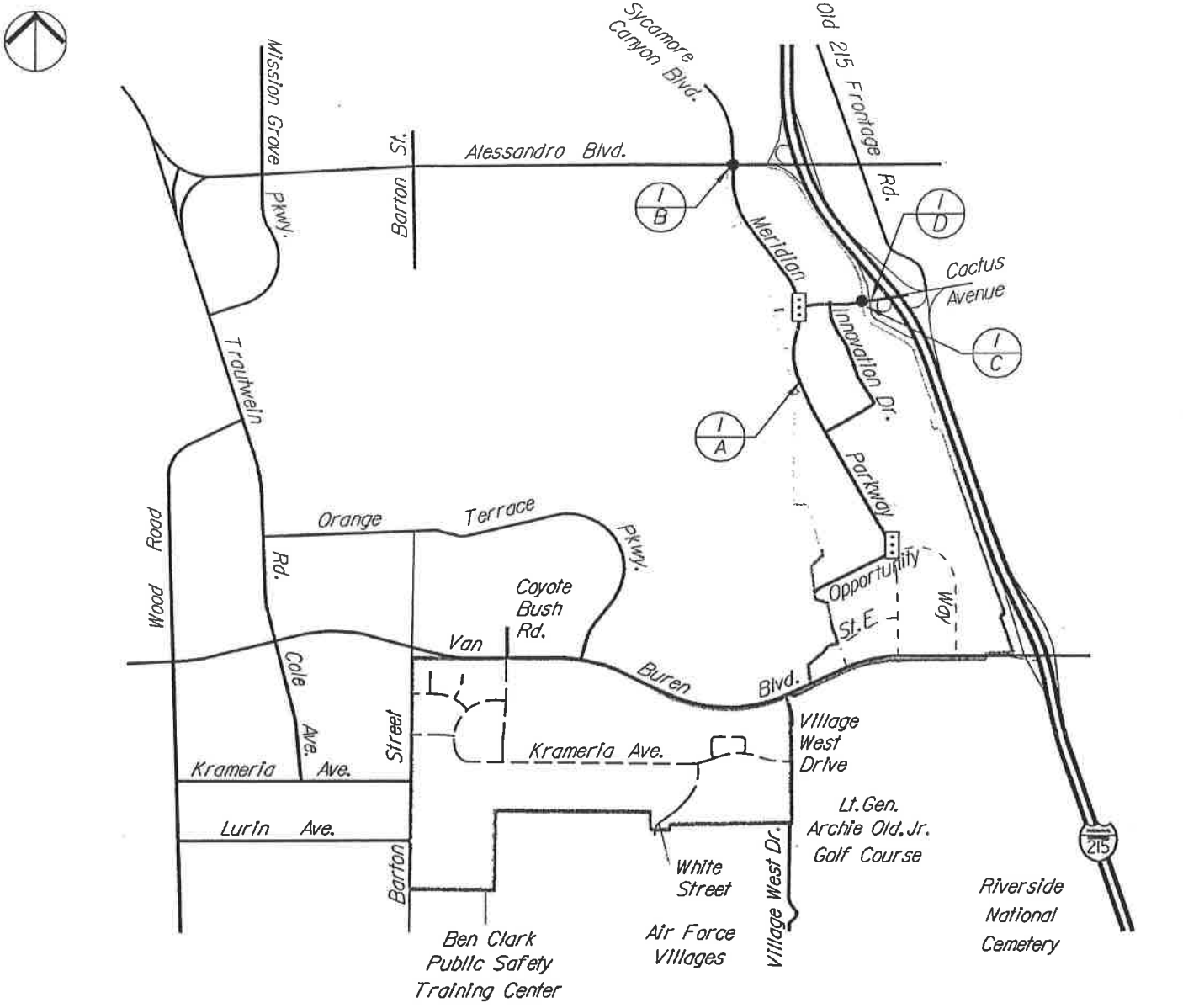
- Existing improvements are provided adjacent to the Orangecrest development and Riverside National Cemetery
- Van Buren Boulevard will traverse sensitive habitat west of the North Campus

However, the design of Van Buren Boulevard is consistent with the intent of the RCIP because additional landscaping will be provided along this roadway adjacent to the project, including a 50-foot landscaping easement on the south side of Van Buren Boulevard, east of Barton Street.

County standards typically provide 12-foot travel lanes and eight-foot shoulders. In cases where a Class II bike lane is recommended, the shoulder will be replaced by a six-foot striped bike lane, with the remaining two feet added to the outer travel lane (i.e., this lane would be 14 feet wide). This configuration is desirable to accommodate both bicyclists and trucks or other heavy vehicles.

3. Traffic Monitoring

One of the MEIR mitigation measures requires traffic monitoring every five years. Because the Transportation Study prepared in support of the MEIR was published in 1998, an updated *Transportation Circulation and Phasing Study* has been completed for March Business Center. This document forms the basis for future traffic monitoring updates. This document has established a traffic generation "budget" in order to ensure that the transportation network has sufficient capacity to accommodate project traffic. This budget is 74,900 daily external trips. Over the course of project buildout, the traffic generation characteristics of the site will be monitored and compared to the traffic generation assumed in the *Transportation Circulation and Phasing Study*. If future increases in density result in traffic generation in excess of the established budget, then the traffic impacts and mitigation identified in the study must be revisited as part of the traffic monitoring update process.



Phase ID	Proposed Phase I Improvements	Status of Improvements
I-A	Construct internal streets	Complete
I-B	Modify signal at Alessandro Blvd./Sycamore Canyon Blvd.	Complete
I-C	Widen Cactus Avenue railroad bridge	Complete
I-D	Improve Cactus Avenue/ I-215 southbound ramps	Complete

Legend:

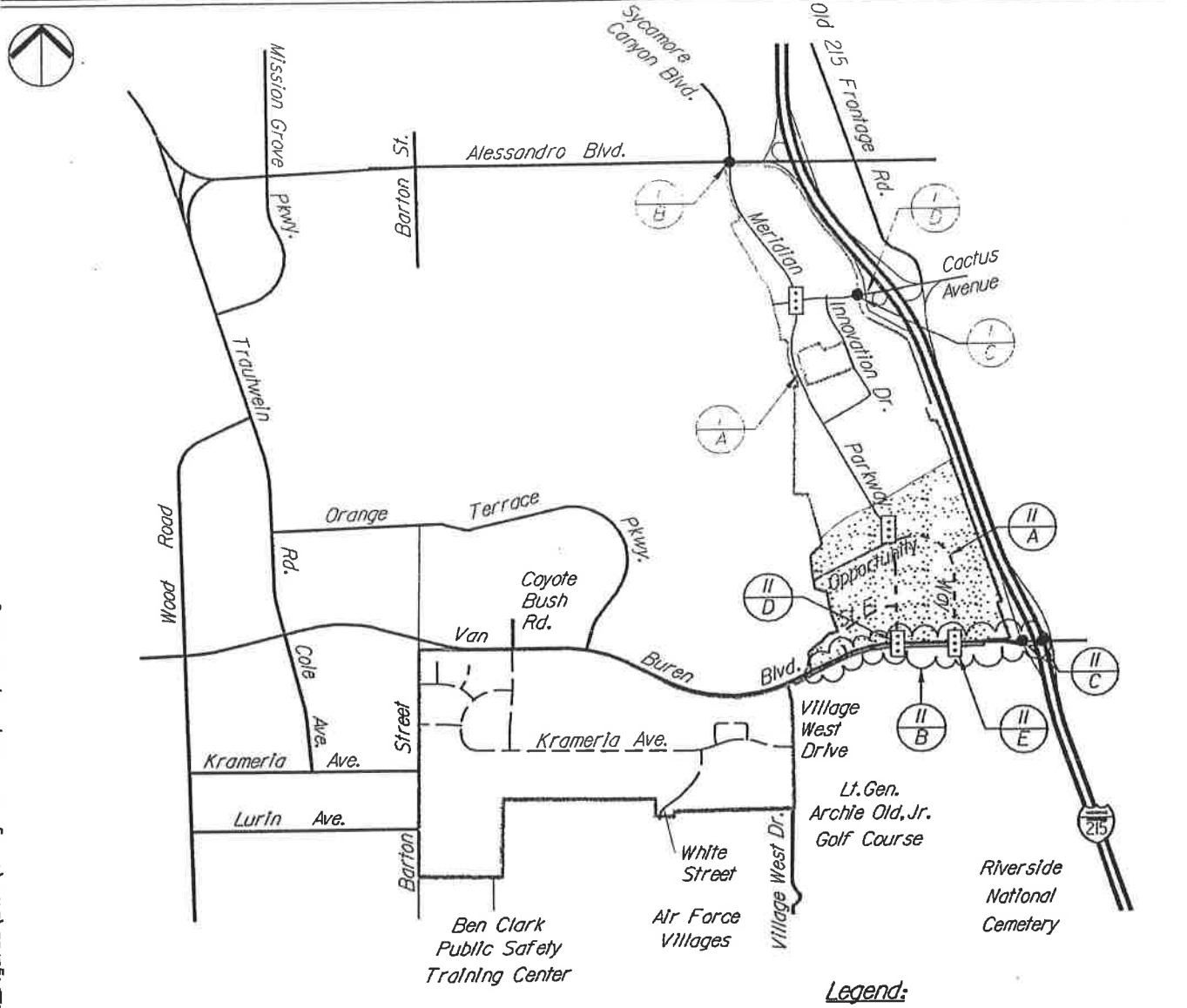
- Complete Project Roadway
- - - - - Future Project Roadway
- I/B - Improvement Phase / Identifier
- Traffic Signal

NOTE:
SPA Improvements Included In Phase II-A

FIGURE V-1

TRANSPORTATION IMPROVEMENTS, DEVELOPMENT PHASE I

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Legend:

- - - - - Future Project Roadway

I/B - Improvement Phase / Identifier

- Traffic Signal

- Phase II

Phase ID	Proposed Phase 2 Improvements	Status of Improvements *
II-A	Construct internal streets	Complete
II-B	Widen Van Buren Boulevard	In Construction
II-C	Improve Van Buren Blvd/ I-215 Interchange	Complete
II-D	Provide signal control	Complete
II-E	Provide signal control	Complete

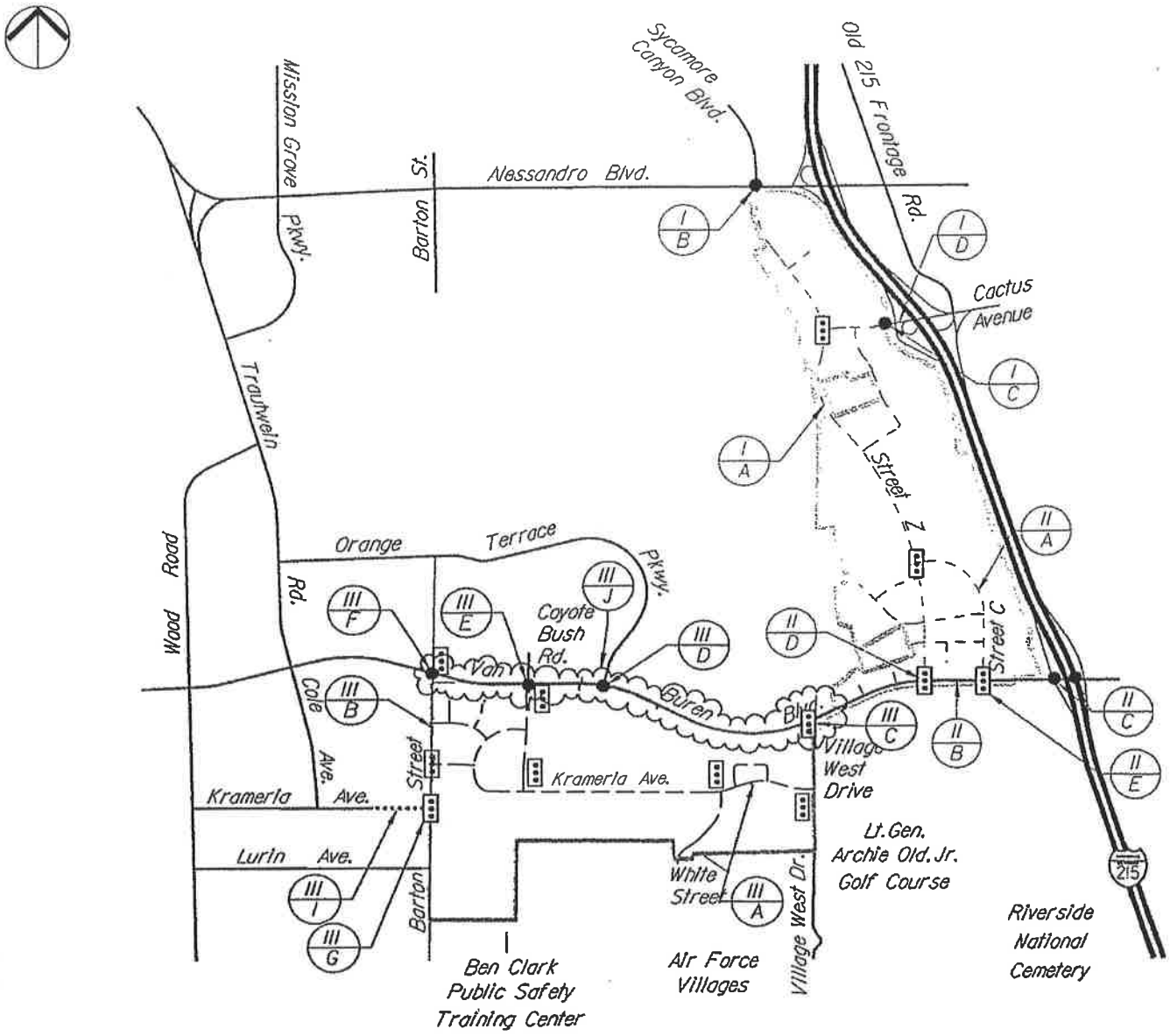
NOTE:
SPA Improvements Included in Phase II-A

* Improvements to be Constructed or Assured upon Issuance of occupancy permit for any use within Phase I, 2, or 2-A after traffic generated by this use exceeds 44,966 ADT.

FIGURE V-2

TRANSPORTATION IMPROVEMENTS, DEVELOPMENT PHASE II

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Phase ID	Proposed Phase 3 Improvements
III-A	Construct internal streets
III-B	Half-width Improvements on Barton Street
III-C Thru III-G	Provide or modify traffic signal control
III-I	Complete
III-J	Widen Van Buren Boulevard

Legend:

- - - - - Future Project Roadway

..... Future Roadway By Others

I/B - Improvement Phase / Identifier

- Traffic Signal

FIGURE V-3

TRANSPORTATION IMPROVEMENTS, DEVELOPMENT PHASE III

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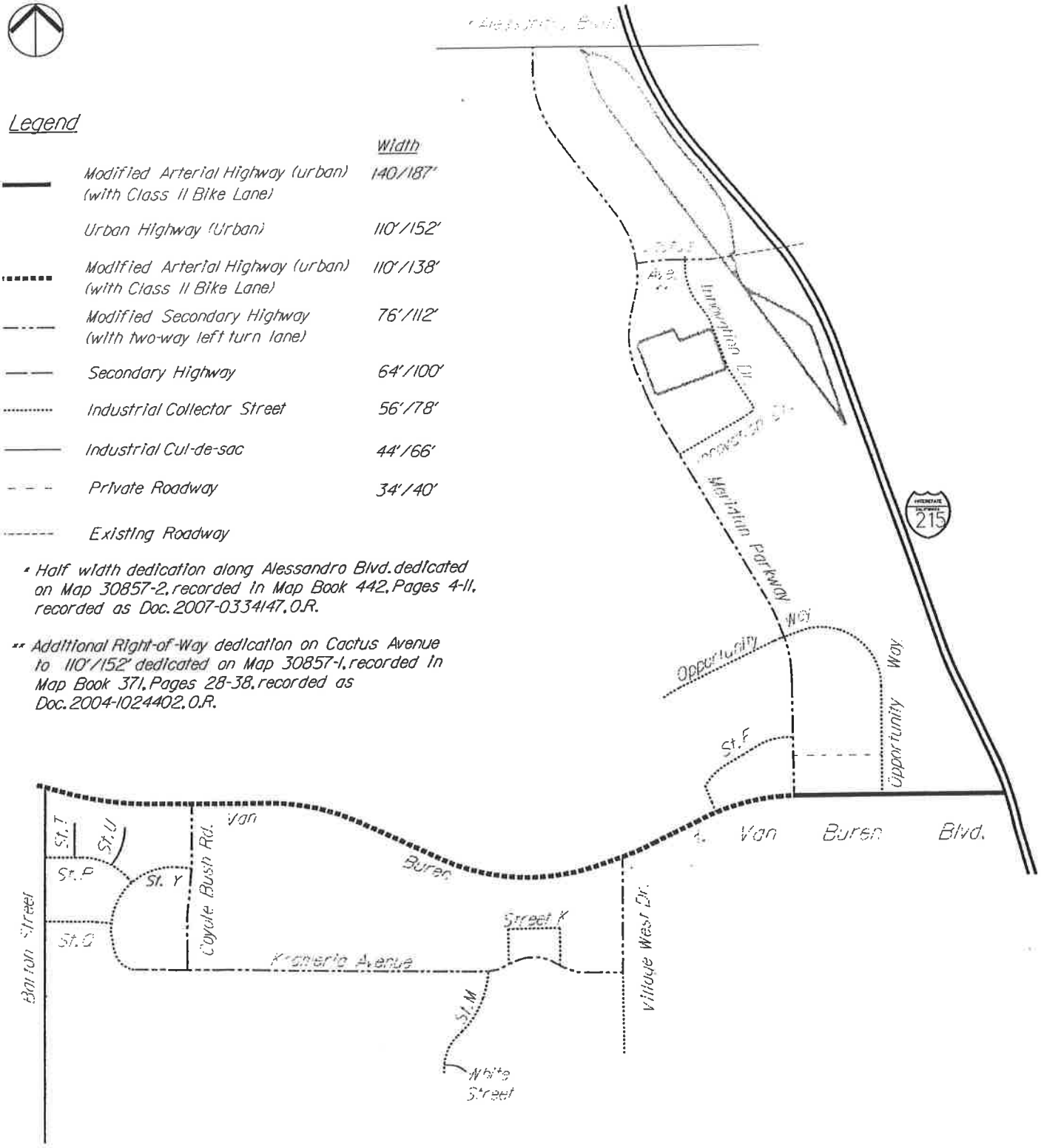
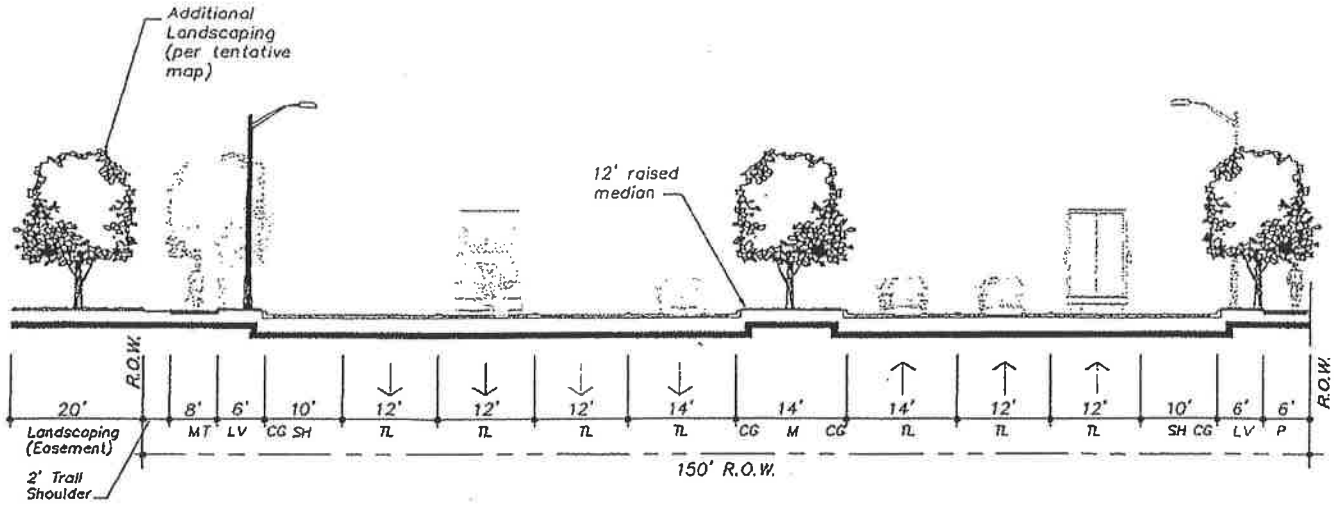


FIGURE V-4

TRANSPORTATION PLAN

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NOT TO SCALE



Legend

TL = Travel Lane
M = Median
LV = Landscape Verge
P = Pedestrian Way
CG = Curb/Gutter
SH = Shoulder
MT = Multi-use Trail

Notes:

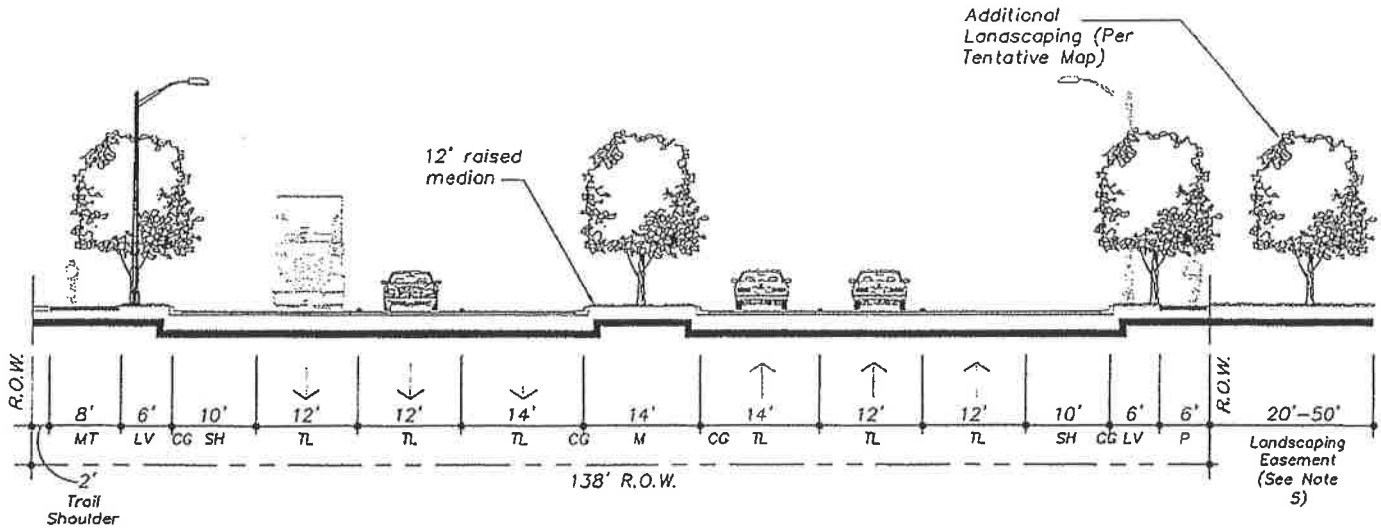
1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. Refer to Figure V-7 of the Specific Plan for the location of the Class I trail.
4. Design will match existing improvements where possible adjacent to Riverside National Cemetery.

FIGURE V-5A

VAN BUREN BLVD (STREET Z TO I-215, FACING EAST)
MOD. ARTERIAL (URBAN) HIGHWAY, 7 LANES (WITH CLASS I MULTI-USE TRAIL)

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NOT TO SCALE



Legend

TL = Travel Lane
M = Median
LV = Landscape Verge
P = Pedestrian Way
CG = Curb/Gutter
SH = Shoulder
MT = Class I Multi-Use Trail

Notes:

1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. Refer to Figure V-7 of the Specific Plan for the location of the Class I trail.
4. North side of Van Buren Boulevard to be constructed as proposed between Orange Crest Parkway and Street Z only.
5. -50' landscape easement on Van Buren Boulevard from South edge of Lot 39 to the east edge of South Campus Lot 22.

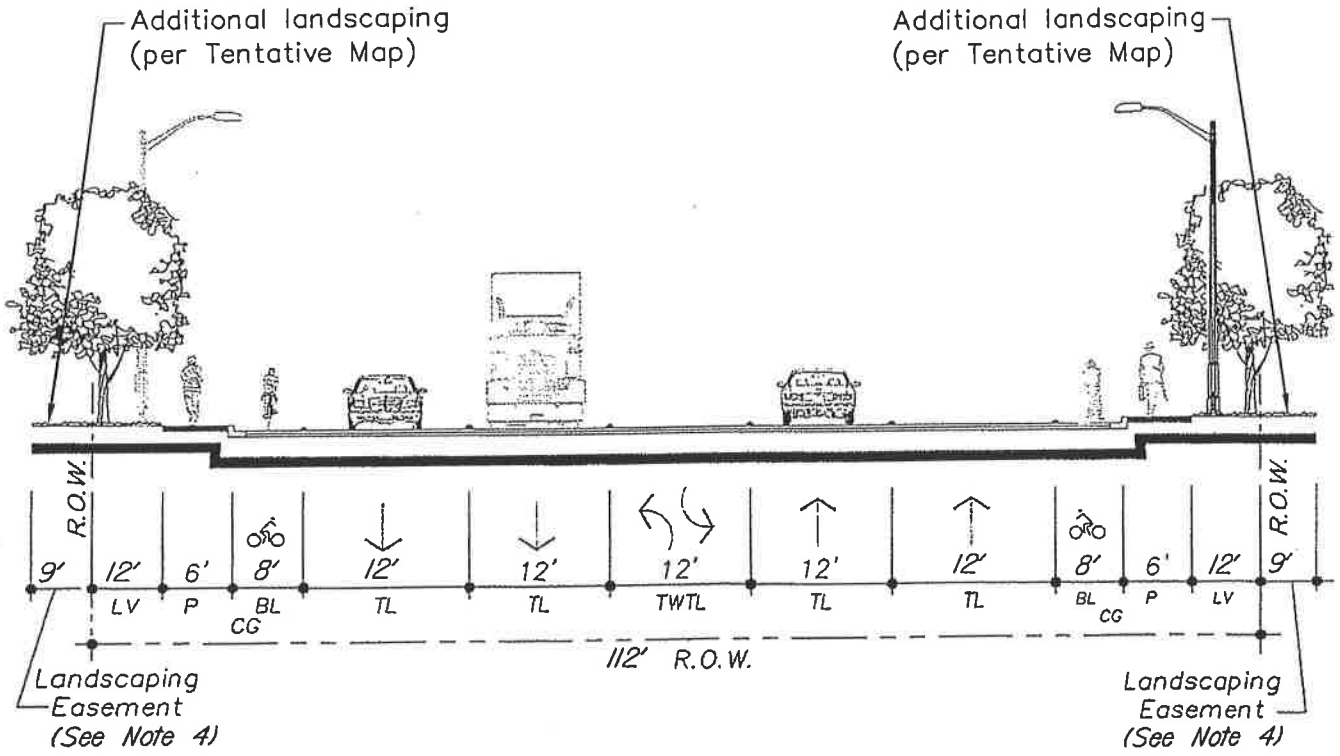
   -20' landscape easement on Van Buren Boulevard from West edge of North Campus Lot 23 to East edge of South Campus Lot 26.
6. Design will match existing improvements where possible adjacent to Orangecrest.
7. Landscaping will not be provided adjacent to wildlife habitat.
8. Multi-use trail will transition from north side of Van Buren Blvd. to the south side at Orange Terrace Parkway.

FIGURE V-5B

VAN BUREN BLVD (WEST OF STREET Z, FACING EAST)
MOD. ARTERIAL (URBAN) HIGHWAY (WITH CLASS I MULTI-USE TRAIL)

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NOT TO SCALE



Legend

TL = Travel Lane
LV = Landscape Verge
P = Pedestrian Way
CG = Curb/Gutter
BL = Class II Bike Lane
TWTL = Two-Way Left Turn Lane

Notes:

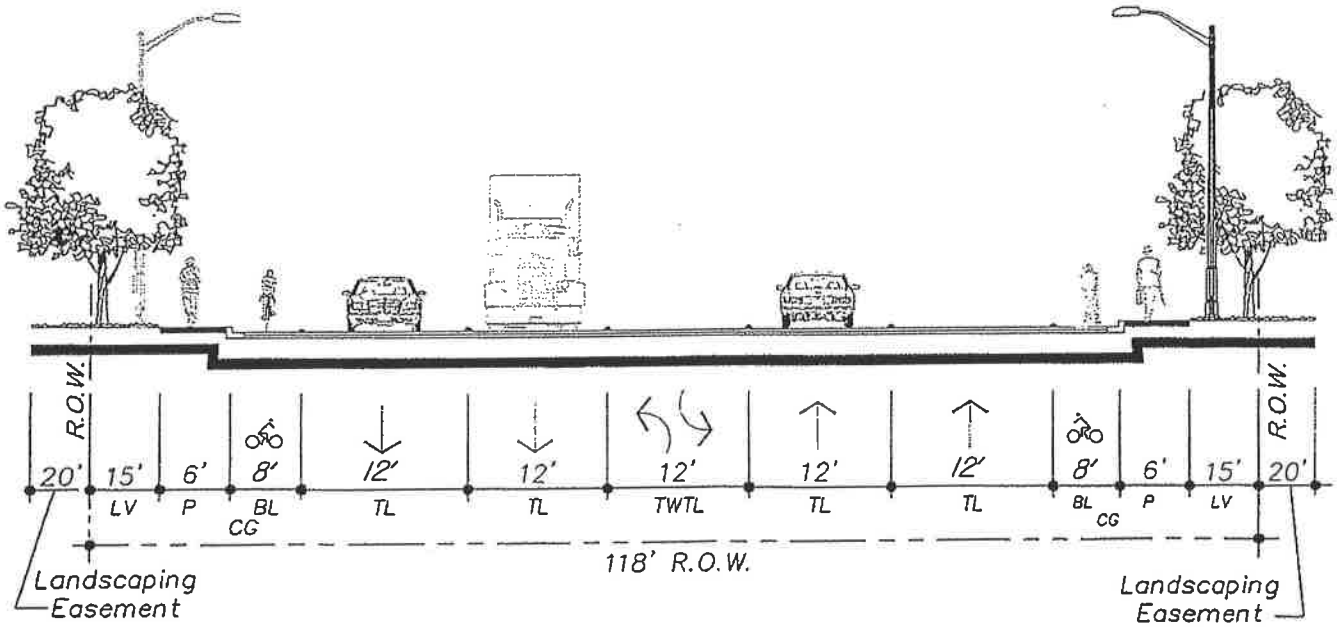
1. **Combined thickness of base and surface to be determined by soil test.**
2. **Minimum paving thickness per Riverside County specifications.**
3. **Refer to Figure V-7 of the Specific Plan for the location of the Class II bike lanes.**
4. **Provide 9' landscaping easement on Krameria Avenue and Street Z.**
5. **For Krameria Avenue and Street Z, the parkway slope from the back of sidewalk will be 6:1.**
6. **For Barton Street, provide 30' landscaping easement on east side only.**
7. **Assessment district will maintain all landscaping in public right-of-way.**

FIGURE V-5C

BARTON STREET (EAST HALF ONLY), STREET Z,
KRAMERIA AVENUE, AND VILLAGE WEST DR (NORTH OR KRAMERIA AVE.)
MOD. SECONDARY HIGHWAY (WITH TWO WAY LEFT TURN LANE AND CLASS II BIKE LANES)

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NOT TO SCALE



Legend

TL = Travel Lane
LV = Landscape Verge
P = Pedestrian Way
CG = Curb/Gutter
BL = Class II Bike Lane
TWTL = Two-Way Left Turn Lane

Notes:

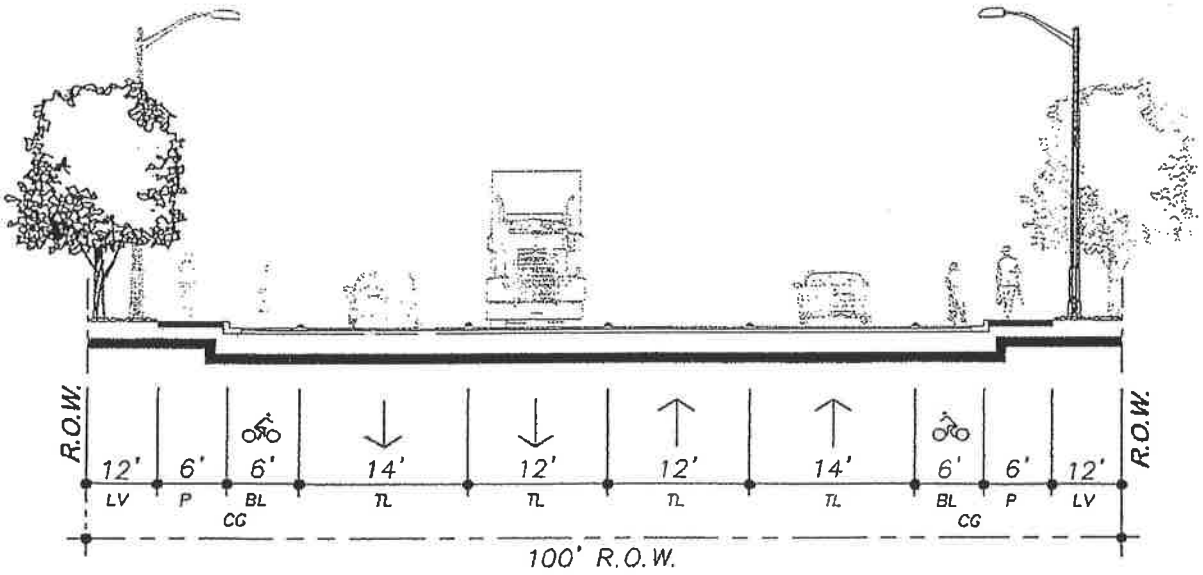
1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. Refer to Figure V-7 of the Specific Plan for the location of the Class II bike lanes.
4. Assessment district will maintain all landscaping in public right-of-way.
5. Build Out of Future Development Area will necessitate widening of Cactus Avenue to Arterial (Urban) Highway Standards (110' pavement/152' right-of-way).

FIGURE V-5C1

CACTUS AVENUE (STREET Z TO EASTERN EDGE OF SPECIFIC PLAN)
MOD. SECONDARY HIGHWAY (WITH TWO WAY LEFT TURN LANE AND CLASS II BIKE LANES)

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Legend

TL = Travel Lane
LV = Landscape Verge
P = Pedestrian Way
CG = Curb/Gutter
BL = Class II Bike Lane

Notes:

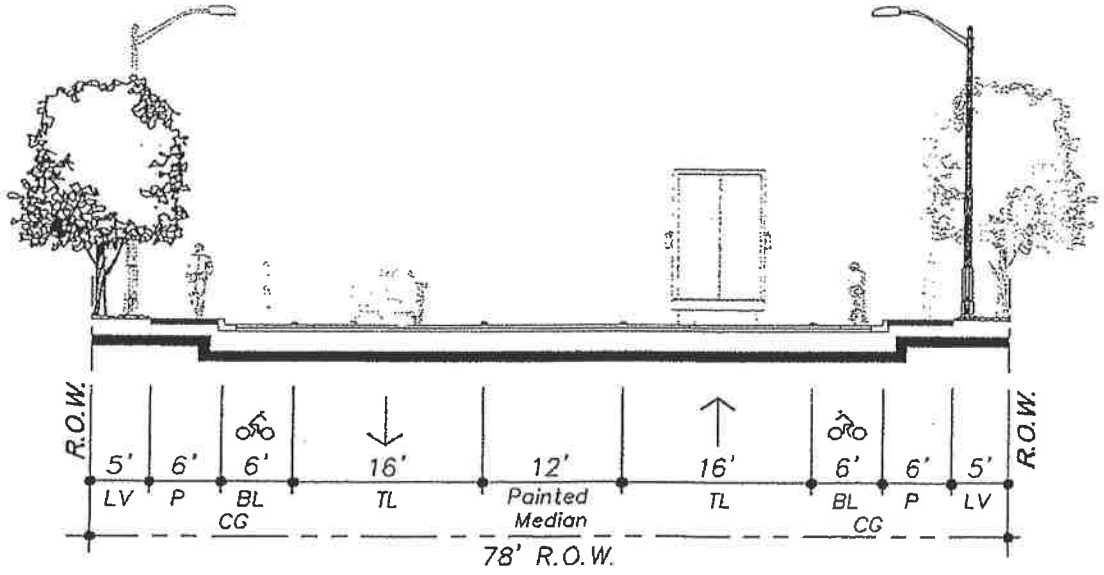
1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. Refer to Figure V-7 of the Specific Plan for the location of the Class II bike lanes.

FIGURE V-5D

COYOTE BUSH ROAD
SECONDARY HIGHWAY (WITH CLASS II BIKE LANE)

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NOT TO SCALE



Legend

TL = Travel Lane
M = Median
LV = Landscape Verge
P = Pedestrian Way
CG = Curb/Gutter
BL = Class II Bike Lane

Notes:

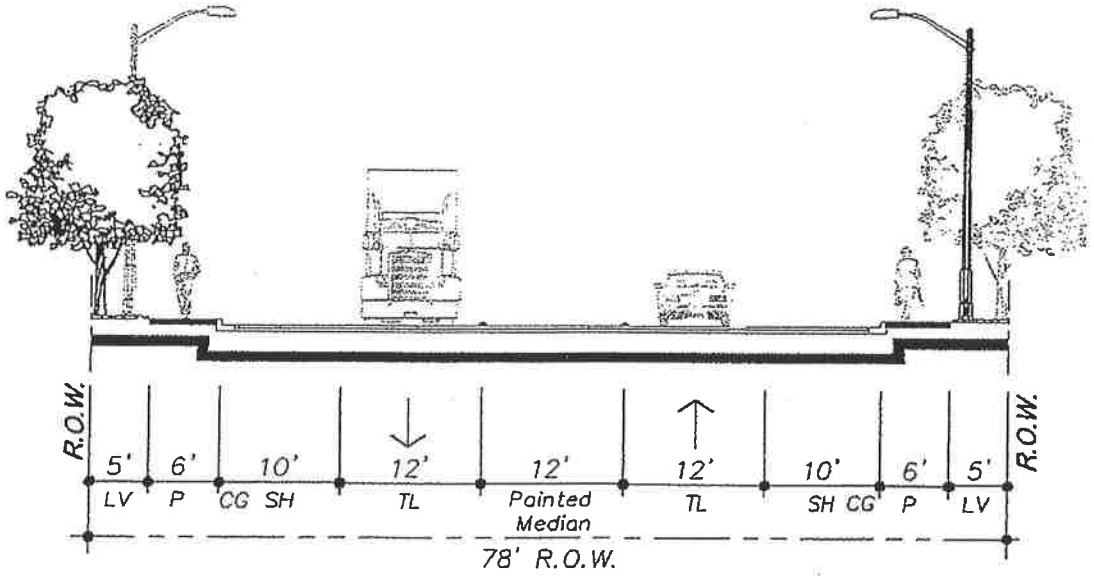
1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. All curb and gutter to be type "A-6" unless otherwise specified.
4. Refer to Figure V-7 of the Specific Plan for the location of Class II bike lanes.

FIGURE V-5E

STREET C, STREET E (EAST OF STREET Z), STREET F (EAST OF STREET Z), STREET K, STREET W, LURIN AVENUE, VILLAGE WEST DRIVE (SOUTH OF KRAMERIA AVE.) AND STREET Y INDUSTRIAL COLLECTOR STREET (WITH CLASS II BIKE LAN.

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NOT TO SCALE



Legend

TL = Travel Lane
M = Median
LV = Landscape Verge
P = Pedestrian Way
CG = Curb/Gutter
SH = Shoulder

Notes:

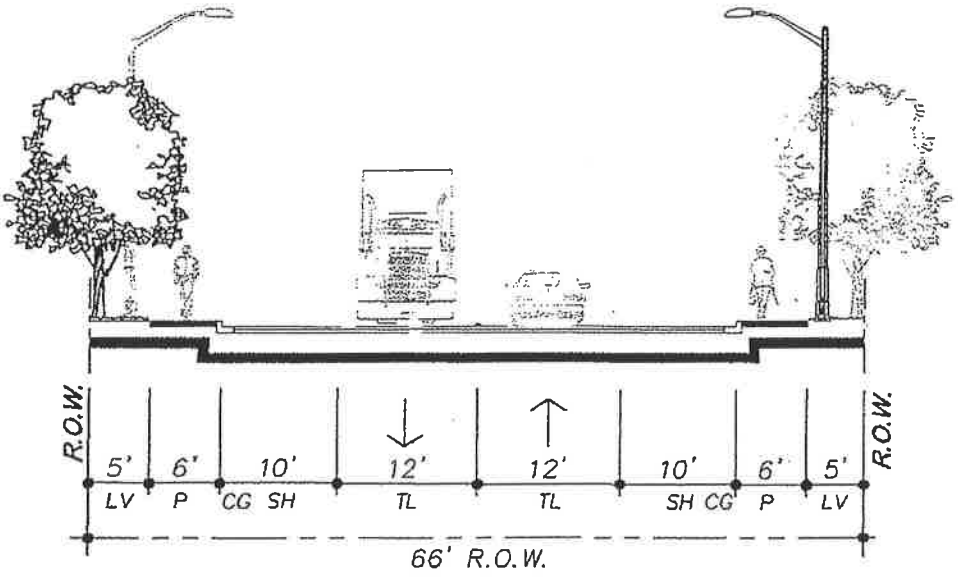
1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. All curb and gutter to be type "A-6" unless otherwise specified.
4. Refer to Figure V-7 of the Specific Plan for the location of Class II bike lanes.
5. Parking allowed on shoulders.

FIGURE V-5F

STREET A, STREET D, STREET E (FROM STREET Z TO STREET D), STREET M, STREET P, AND STREET O INDUSTRIAL COLLECTOR STREET (NO CLASS II BIKE LANE)

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NOT TO SCALE



Legend

TL = Travel Lane
LV = Landscape Verge
P = Pedestrian Way
CG = Curb/Gutter
SH = Shoulder

Notes:

1. Combined thickness of base and surface to be determined by soil test.
2. Minimum paving thickness per Riverside County specifications.
3. See Standard No. 212 for A.C. Dike Detail.
4. All curb and gutter to be type "A-6" unless otherwise specified.
5. This standard may also serve as a cul-de-sac in industrial or commercial use areas but shall not exceed 660 feet.

FIGURE V-5G

STREET E (NORTH OF STREET D), STREET F (WEST OF STREET Z), STREET G, STREET H, STREET R, STREET S, STREET T, AND STREET U INDUSTRIAL CUL-DE-SAC

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4. "Reverse Commute"

As discussed in Section III, The March Business Center Specific Plan will serve as a major employment center in a portion of the County that is characterized by primarily residential land uses. This will improve the balance of population and employment in the project vicinity, providing an opportunity for residents to work locally, rather than commute to Los Angeles or Orange Counties. Jobs/housing balance will provide a transportation capacity benefit, reducing the concentration of work trips in the peak hour/peak direction of travel.

The benefits of matching jobs and housing can be illustrated in the context of typical peak hour commuting patterns. For example, people living in Perris or other locations to the south of the project area may work in Orange County. In the morning peak some of these motorists may choose to exit I-215 at Van Buren Boulevard and proceed westbound on route SR-91. The March Business Center would "capture" some of the trips travelling along this path. This would provide the following benefits:

1. The magnitude of the future volume increase on Van Buren Boulevard west of the project, and at the Van Buren Boulevard/SR-91 interchange, would not be as high as compared to a no-project or residential type of development
2. The distance and duration of certain additional work trips will be substantially reduced,[11] providing fuel consumption and air quality benefits

The congestion, air quality, and fuel consumption benefits associated with the "capture" of trips along the route described above would also apply to other commuting patterns, both in the immediate project vicinity and the surrounding region.

5. Transportation Demand Management

While the March Business Center will provide a regional transportation benefit, much of the traffic accessing the site will be concentrated in peak commuting hours. This can cause regional and local problems, such as peak hour traffic congestion, increased air pollution, and extended periods of time spent commuting. Transportation Demand Management (TDM) strategies will be implemented to shift trips outside the standard commuting hours and/or to non-"drive alone" modes of travel. This is accomplished through various employer-initiated measures, such as flexible working hours, encouragement of carpooling, and facilitating access for non-motorized (i.e., bicycling or walking) modes of travel. The following TDM measures are recommended:

1. The March JPA shall coordinate with the RCTC as the project Transportation Management Agency (TMA). The purpose of the TMA will be to:
   - Provide information on employee matching for carpools and van pools
   - Identify park and ride lot locations
   - Provide information on and encourage transit use

[11] Transportation modeling done for the MEIR indicated the commuting trips out of Riverside County would be reduced by 32,000 vehicles per day with the implementation of the General Plan. Typical commuting distances would be reduced from 50 miles to 15 miles, reducing vehicle miles of travel by 350,000 per day (MEIR, page 3-69).

2. Each employer with more than 250 full-time employees shall submit a TDM plan to the JPA. The TDM plan shall address the following:
   - Designate a TDM coordinator
   - Provide a space (e.g., kiosk, bulletin board, etc.) for rideshare information
   - Provide preferential parking for carpools
   - Identify bus routes and bicycle facilities in the vicinity
   - Provide flexible working hours and/or a telecommuting program (to the extent feasible)
   - Bicycle storage facilities
   - Showers and locker rooms (optional)

C. Non-Automobile Circulation

1. Transportation Center

The existing General Plan Transportation Element identified a potential commuter rail/bus transfer facility near the I-215/Van Buren Boulevard interchange. This was actually constructed on Unit 2 Lot 4, whereas the construction was completed in December of 2015. The Transit Center, constructed by RCTC, has provided a commuter rail station and a transfer facility for express bus, local bus, and area shuttle service.

2. Local Transit Service

As established in the March Business Center Design Guidelines, site design and building orientation will facilitate pedestrian access and transit service. Where appropriate, this Specific Plan requires the installation of bus improvements, such as bus turnouts, bus stops, and terminals as part of the conditions of development for land uses that have a large number of employees. This Specific Plan also requires dedication of appropriate transit routes, stations, and stops as part of new development.

3. Truck Traffic

The industrial, business park, warehousing, and related uses typically generate a higher volume of truck traffic than other types of uses. The large size and acceleration/deceleration characteristics of trucks have a disproportionate impact on transportation capacity, as compared to passenger vehicles.

In order to reduce the impacts of trucks on roadway and intersection capacity, trucks that are not on local delivery routes will be routed through the Specific Plan roadways in accordance with the circulation routes depicted on **Figure V-6**. Also, the project will cooperate with the City of Riverside to support measures to restrict the use of residential collector streets and secondary highways by trucks. All project through streets within the Specific Plan are classified as Industrial Collectors (or higher classifications) in order to accommodate trucks. Design of pavement sections will provide a structural depth sufficient for anticipated truck traffic. Key access intersections shall be designed to accommodate truck turns.

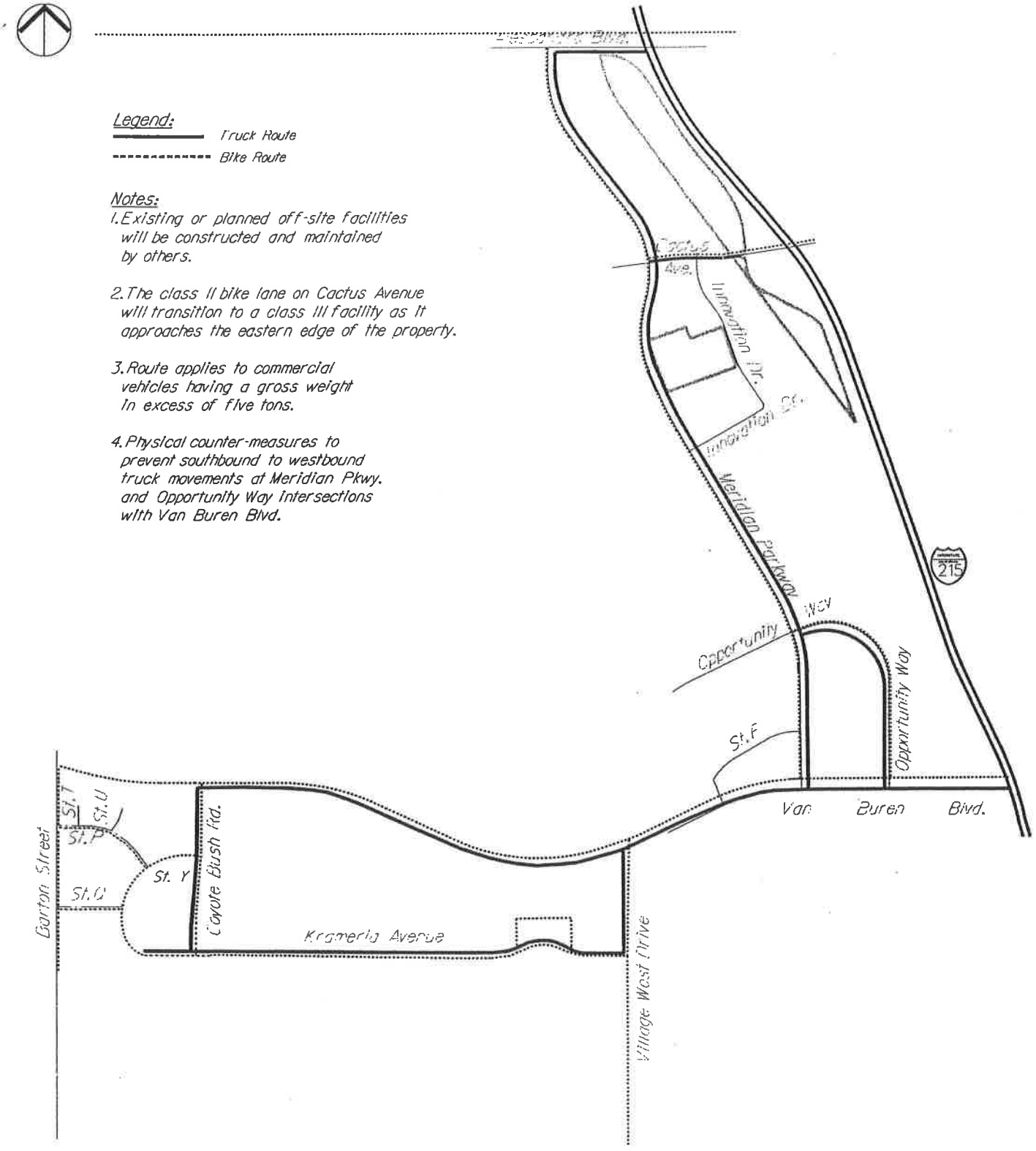


FIGURE V-6

TRANSPORTATION SYSTEMS PLAN

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4. ~~4.~~ Bicycle/Pedestrian Access

Bicycle and pedestrian linkages will help implement the trip reduction strategies outlined in the Transportation Demand Management section. The proposed network will consist of Multi-Use Bicycle paths (i.e., Class I facilities physically separated from vehicular traffic), Bike Lanes (Class II facilities), which are striped lanes on the shoulders of roadways, and Bike Routes (Class III facilities), which are designated by signs and traverse the shoulder of the roadway. Class III routes are not striped. The linkages were identified based on the following criteria:

1. The network was defined based on likely routes between March Business Center and existing and future residential development in the project area.
2. The proposed routes will provide linkages to bicycle and pedestrian facilities identified by adjacent jurisdictions. According to the City of Moreno Valley's Bikeway Plan, Cactus Avenue will accommodate a Class I facility east of I-215. According to the City of Riverside's General Plan, Alessandro Boulevard accommodates a Class II facility.
3. Bicyclists and pedestrians on Van Buren Boulevard should be physically separated from vehicular traffic due to the high-speed design and heavy volumes anticipated on this roadway.
4. Class II facilities should be provided on internal streets to facilitate access to project land uses and the Transit Center

Figure V-6 depicts the Class I, Class II, and Class III facilities on project streets and Van Buren Boulevard.

VI. INFRASTRUCTURE AND GRADING

A. Existing Infrastructure Issues

The March Business Center Specific Plan area, particularly the South Campus, consists primarily of vacant land, with minimal municipal utilities or services. Public facilities, services and infrastructure will be provided concurrently with the appropriate phase of project development. Figure I-3 on page I-4 of this Specific Plan shows the boundaries of each project development phase.

B. Sewer Service and Facilities

Existing sewer service in the March Business Center Specific Plan area is provided to the DRMO facility and the abandoned Arnold Heights residential development. **Figure VI-1** shows sewer facilities in the project vicinity. Sewage is currently conveyed to an existing secondary treatment plant located west of I-215 and north of Nandina Avenue. The on-site sewer system has been transferred to the Western Municipal Water District (WMWD). The existing treatment plant has a capacity of 0.75 million gallons per day (mgd), of which 0.60 mgd is used by existing development. Substantial additional conveyance facilities and treatment capacity must be provided in order to accommodate the sewage to be generated by Specific Plan land uses.

WMWD is constructing a replacement tertiary reclamation plant that will expand and upgrade the treatment capacity of the existing plant to 1.0 mgd. Future expansions will increase the treatment capacity to 5.0 mgd. The costs associated with these expansions will be borne by future developments in the March Business Center and other areas served by the sewer system. WMWD will own and maintain all planned future sewer facilities, including lift stations.

C. Potable Water Service

When March Air Force Base was an active duty military installation, it consumed 2.14 million gallons of water a day for both domestic and irrigation uses. Potable water delivered to the General Plan area is supplied by the WMWD via a 54-inch distribution main operated by Eastern Municipal Water District. (Note: WMWD has taken over the share of this pipe's capacity that was formerly controlled by MAFB.) A 20-inch pipeline transports water from Lake Mathews to the Lt. Gen. Archie Old Golf Course and to Riverside National Cemetery.

The March Business Center will substantially increase water demand as compared to previous uses. Because of the location and capacity of existing facilities, an entirely new system must be built to accommodate the project. **Figure VI-2** illustrates project water supply facilities. All potable water facilities, including water mains, zone transitions, pressure pumps and reducers, storage facilities, will be operated and maintained by WMWD.

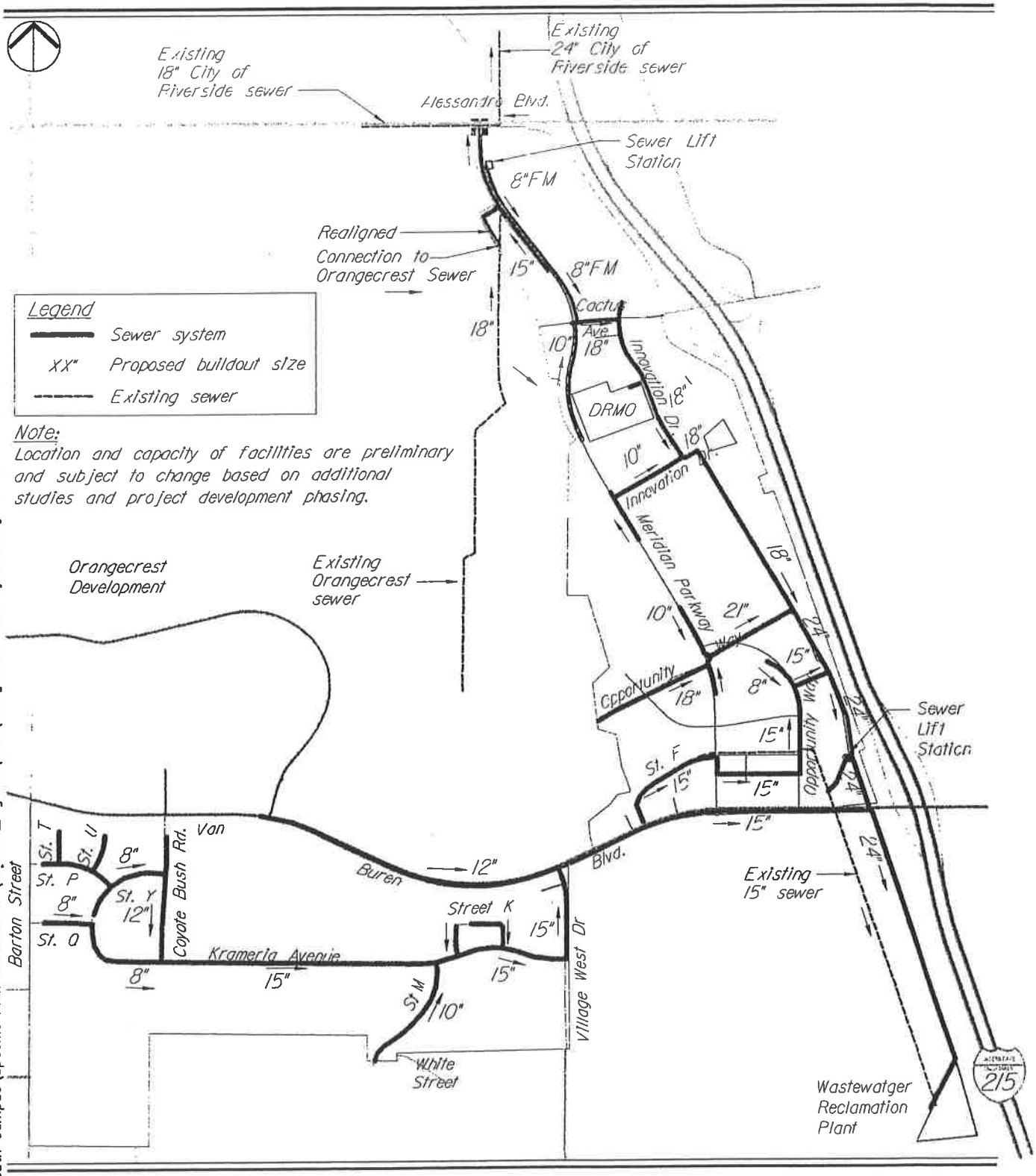


FIGURE VI-1

SEWER SYSTEM

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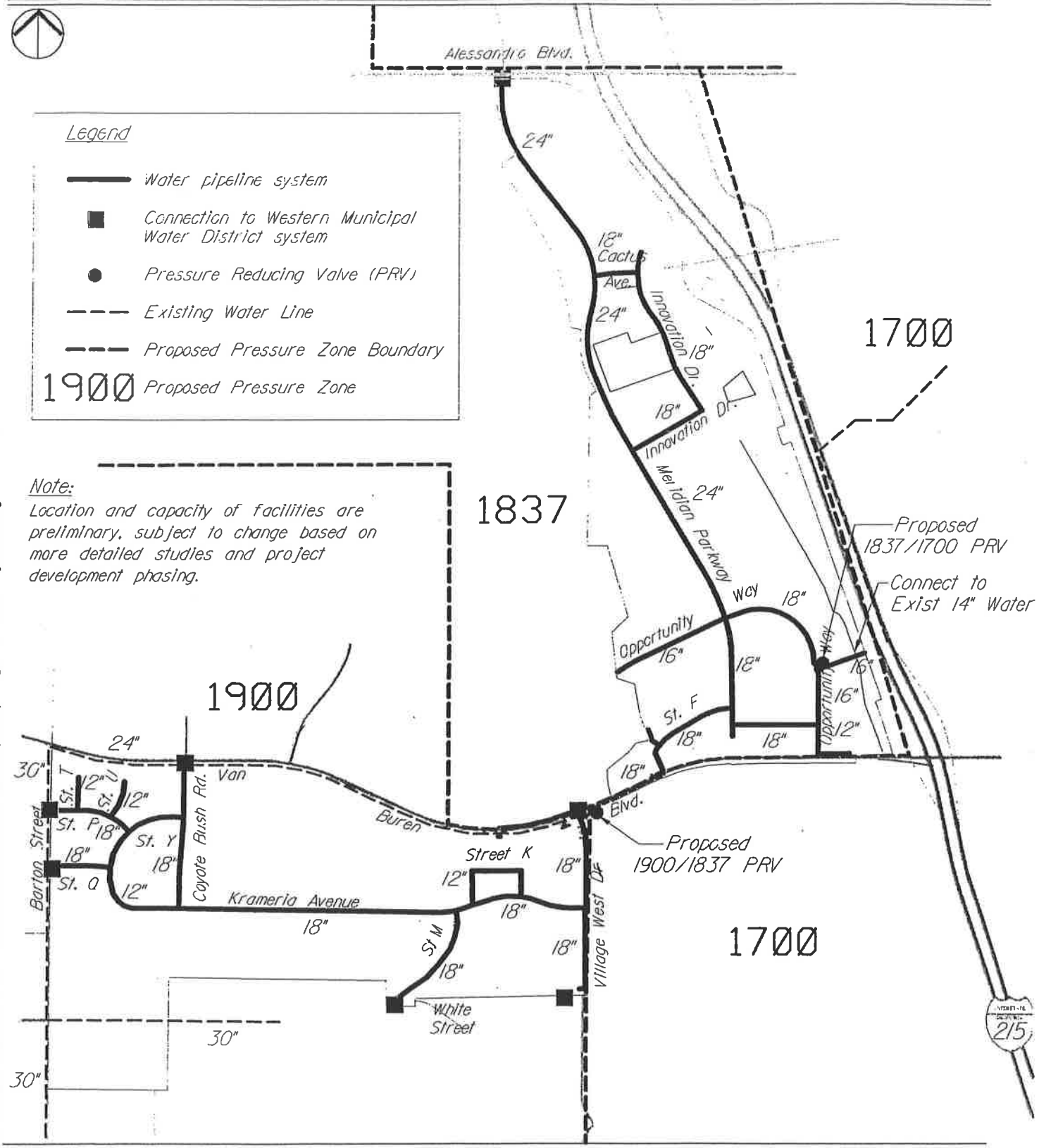


FIGURE VI-2

WATER SYSTEM

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D. Reclaimed Water

The March Business Center project will use reclaimed water for landscape irrigation throughout the project area. As the project develops, reclaimed water pipelines will be constructed within the rights-of-way of new roadways. Currently, no Title 22 reclaimed water is available to the project area. This may require that the reclaimed water system be temporarily connected to the potable system. The existing wastewater treatment plant along I-215 at Nandina Avenue provides secondary effluent through a 12-inch force main to a holding reservoir at the golf course (0.33 million gallons (mg)). This effluent is used to irrigate the cemetery and the golf course. The effluent does not meet state or federal treatment requirements for use as irrigation water, so it will not be used by the March Business Center project. The improvements to the existing treatment plant described above will provide a treatment capability that meets the requirements (i.e., Title 22) of the Regional Water Quality Control Board. The expanded plant will treat wastewater generated by the March Business Center project and supply it to the project's reclaimed water system. **Figure VI-3** illustrates the reclaimed water system. The proposed reclaimed water system will supply reclaimed water for all landscaped areas, streetscape, and for other open space areas that require irrigation. The reclaimed water distribution system, including pumps and storage facilities, will ~~by~~be maintained by WMMD.

E. Storm Water Management

The existing watersheds that drain the March Business Center project flow into either the Santa Ana River Basin or the San Jacinto River Basin. Both the northern portion of Phase 1 (which flows to the north) and the western edge of Phase 3 (which flows to the west) drain into the Santa Ana River Basin. The remainder of the project flows to the south into the San Jacinto River Basin. Soil types within the Specific Plan area consist primarily of Monserate sandy loam and Fallbrook sandy loam. A Drainage Plan has been prepared to identify and size drainage facilities required to accommodate the runoff resulting from the additional impervious area created by project development. This Plan is a project-specific supplement to the *March Air Force Base Reuse Drainage Plan* prepared for the Riverside County Flood Control and Water Conservation District (RCFC & WCD) for the entire General Plan area.

Figure VI-4 depicts proposed on-site drainage facilities. As shown in this figure, a detention basin will be provided in the eastern portion of the North Campus, north of Van Buren Boulevard. This area is designated as a Clear Zone (CZ) to accommodate aircraft operations at March ARB. Drainage facilities will intercept storm water runoff, reducing peak hour flows substantially below existing levels. The drainage system shall employ Best Management Practices for drainage, water quality, using basins, erosion control, and urban pollution removal prior to the discharge of runoff into natural watersheds or wetlands. Storm drain facilities shall be designed to the standards of the RCFC & WCD. Public storm drains 39" and larger will be maintained by the RCFC & WCD and private facilities shall be maintained by the property owner. The detention basins will be maintained by RCFC & WCD or an assessment district.

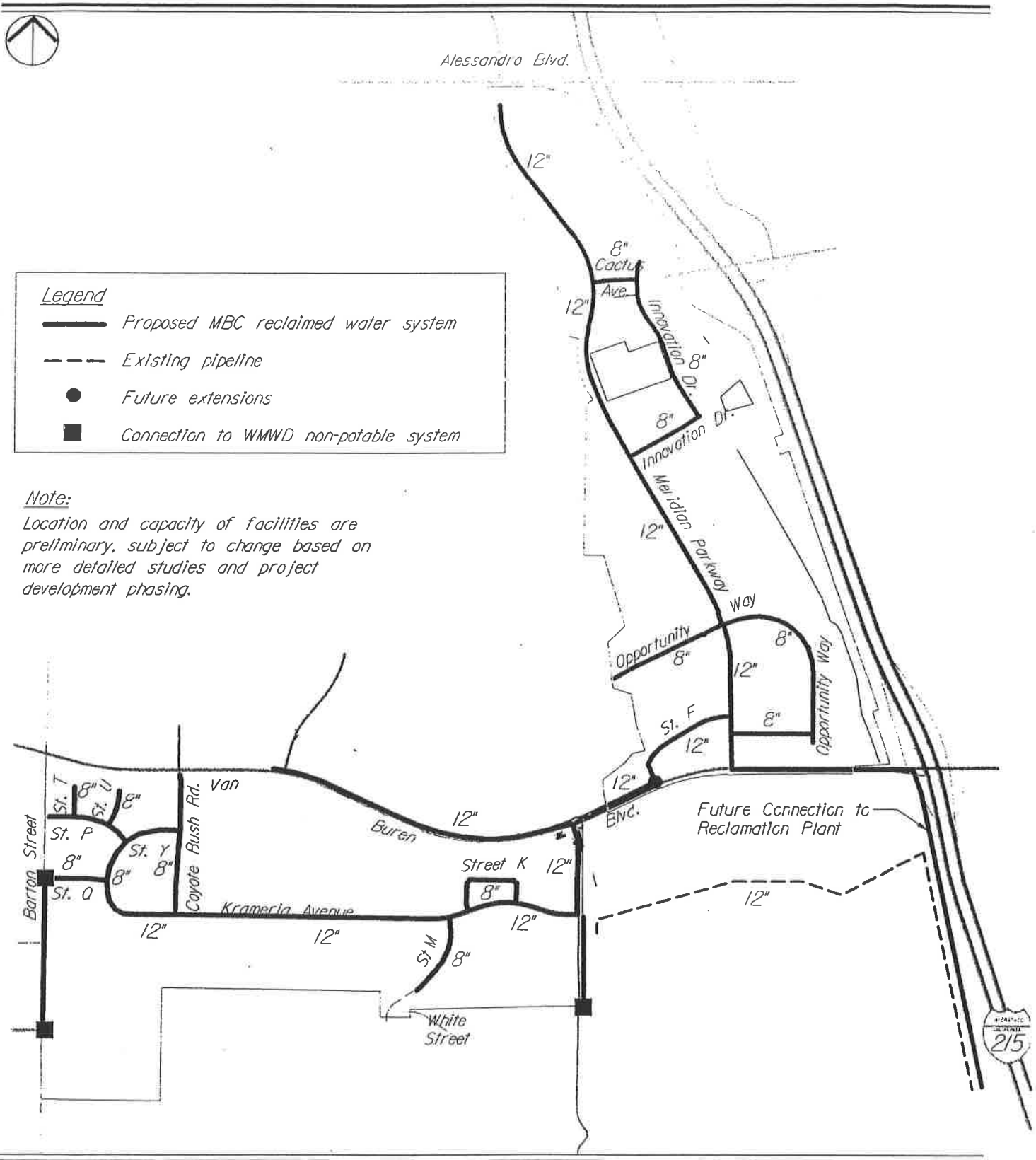


FIGURE VI-3

RECLAIMED WATER SYSTEM

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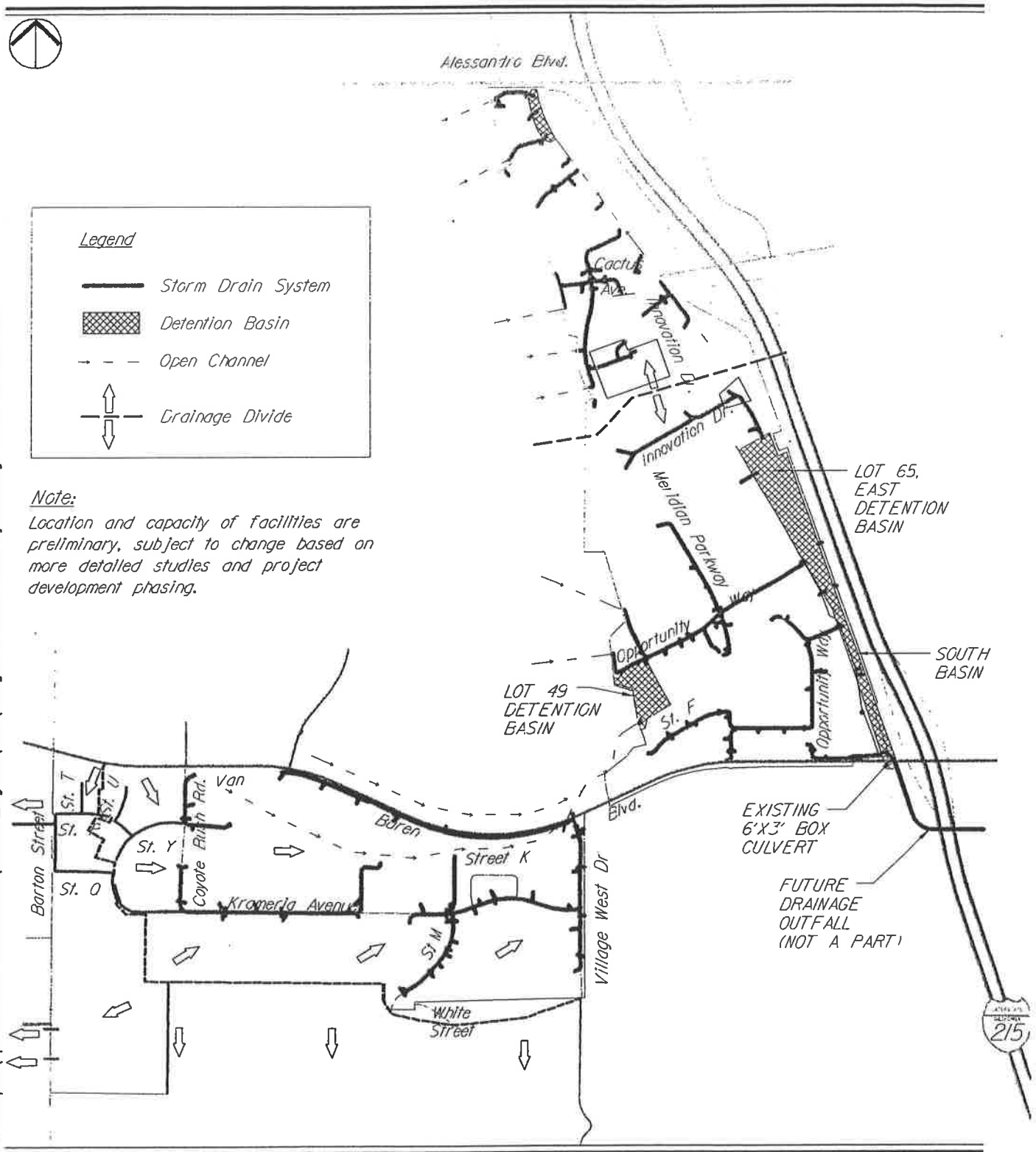


FIGURE VI-4

STORM DRAIN SYSTEM

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F. Gas and Electrical Services

The March Business Center planning area will have its own electrical distribution system. A "Municipal Utilities District" has been formed to provide electrical power to the site. This District's members include the Cities of Riverside, Moreno Valley and Perris. (Riverside County is prohibited by state law from participating). This district is working to procure electric power directly from the City of Riverside, which has distribution facilities adjacent to March Business Center. Southern California Gas Company provides natural gas. A 10-inch transmission main located west of I-215 traverses the planning area, and the Master Developer will install distribution from this line to individual building lots at the time that other land improvements and utilities are constructed.

G. Solid Waste

When MAFB was an active duty military base, it generated 13.1 tons per day of solid waste. When fully built out, the entire General Plan will generate about 49.1 tons per day. Solid waste in western Riverside County is disposed of at the El Sobrante, Lambs Canyon, and Badlands landfills. In order to reduce the amount of material generated by the Specific Plan, the March Business Center will comply with the requirements of the County of Riverside's Source Reduction and Recycling Element (SRRE).

H. Grading

A conceptual grading design will be required for each Tentative Map application consistent with the Development Code. Grading designs will implement the goals and policies of the March JPA General Plan.

Grading Plan Development Standards

- All grading activities shall be in substantial conformance with the approved tentative map or development permit and shall implement any grading-related mitigation measures outlined in the accompanying EIR for the March Business Center.
- Prior to any development within any area of the Specific Plan, an overall grading plan for the portion in process shall be submitted for approval by the JPA. The grading plan for each area shall be used as a guideline for subsequent grading plans for individual stages of development.
- All streets shall have a gradient not exceeding use minimums and maximums established by the County of Riverside or as approved by the March JPA
- A precise grading plan shall be prepared prior to any on-site grading for individual projects.
- The project developer/applicant shall be responsible for installation and maintenance of all planting and irrigation systems on manufactured slopes until those responsibilities are assumed by the Landscape Maintenance District or other parties.
- To the extent that it is feasible, the overall shape, height, and gradient of any cut and fill slope shall be designed to be consistent with the existing natural contours and scale of the natural terrain.
- Potential brow ditches, terrace drains, or other minor swales, determined necessary at future stages of project review, shall be concealed, as feasible and possible, with landscape plantings, earth berms, and similar features.

- Graded but undeveloped pads shall be maintained weed-free, appropriate erosion control measures within ninety (90) days of completion of grading, unless building permits are obtained from the JPA. Appropriate desiltation basins are required for graded areas.
- Cut and fill slopes shall be constructed at inclinations of no steeper than two horizontal feet to one vertical foot, unless otherwise approved by the March JPA. Variable slope ratios will be used to avoid abrupt changes from the pads to the slopes.
- All newly created slopes exceeding 10 feet in vertical height shall be landscaped with a permanent irrigation system approved by the JPA prior to final acceptance. Landscaping shall be consistent with the Landscape Concept Plan and the March Business Center Design Guidelines.
- Grading shall not be permitted to commence prior to approval of grading permits for any proposed development. Mass grading will only occur for those areas undergoing development, or for those areas specifically identified as borrow or disposal sites.
- Grading operations within the confines of the Specific Plan Area shall conform to all applicable March JPA Development Code standards.
- Project grading design shall make reasonable efforts to balance cut and fill on site to avoid the need for excessive importing or exporting of soil.

Manufactured slopes greater than 10 feet in vertical height, together with landscaping and irrigation systems, will be maintained by a maintenance assessment district or owner's association. These slope areas will be entirely within a separate lot or easement. Irrigation systems maintained by the assessment district or owner's association will be separate from private systems. All slopes less than 10 feet in vertical height will be maintained by each project consistent with the March JPA Development Code.

VII. IMPLEMENTATION

The procedures for filing applications for permits, variances, appeals, amendments, and approvals shall be in accordance with the Development Code unless otherwise defined in this Specific Plan.

A. Phasing Plan

The project will be constructed in planning phases, as illustrated in Figure I-3 on page I-4 of this Specific Plan. As shown in this figure, the first development phase encompasses the North Campus area between Alessandro Boulevard and the to-be-demolished military family housing development, known as Arnold Heights. Phase 2 includes the area occupied by the to-be-demolished Arnold Heights development. Phase 3 includes the South Campus. Each planning area may be implemented in smaller "sub-phases," with one or more Final Maps.

B. Financing Strategies

(a) Financing of Public Facilities

(1) Purpose and Intent

The public health, safety, and welfare require that employees in newly developing areas be adequately served with access, parks, open space, fire and police protection, and other public facilities concurrent with the need.

(2) Financial Responsibility

All necessary public facilities shall be assured by the project developer, either directly or by other means such as a charge against the area within the Specific Plan that benefits from the public facility.

(3) Financial Programs for Municipal Facilities

The Municipal Facilities required for the March Business Center may be financed through any of these programs, either individually or in combination:

(A) Facilities Benefit Assessment or Development Impact Fee.

(i) For facilities that already exist outside of the March Business Center Specific Plan, but which require additions or expansions to existing facilities to meet the requirements of the Specific Plan: i.e., police and public works facilities.

(ii) For new facilities necessitated by the March Business Center: i.e., fire station and transportation facilities.

(iii) For facilities which extend beyond the limit of March Business Center, whose service area is also greater than the March Business Center and the need for which is not solely created by the March Business Center Specific Plan: costs for improvements so constructed may be partially offset by reimbursements from development in those service areas greater than the March Business Center.

(iv) For facilities within or without the community which are intended for the use of residents such as: street scene improvements (landscaping of the medians and right-of-way along major streets), traffic signals at the intersection of major streets, and other transportation facilities.

(B) Improvement District

An Improvement District under the provisions of State Law or local procedural ordinance may be created to create assessments against the land to generate funds to finance facilities which are related to each individual planned district area by amount of benefit received. The facilities to be provided by this improvement district may include, but not be limited to; major perimeter streets; transit improvements, both municipal and other public utilities and drainage facilities contained therein. The boundary of each improvement district will be the centerline of the bordering perimeter streets, or other applicable limit, of each individual development plan area within the March Business Center as the JPA shall determine.

(C) On-Site Municipal Improvements

The on-site municipal facilities, those within the individual project and not provided by (i) or (ii) above, such as streets, storm drains, and sewer, water, gas, power, and telephone utilities, will be provided by the subdivider under the conventional bonded subdivision agreement.

(D) Off-Site Municipal Improvements

The off-site municipal improvements are those outside of an individual development plan area at the time of its development and not provided under the conventional subdivision process for off-site improvements. The off-site improvements so constructed may be subject to a reimbursement agreement between the persons who constructed the improvements and the March JPA. Reimbursement pursuant to that agreement will be generated by the subdivider(s) of the subsequent development plan areas, where adjacent, and will be paid to the appropriate subdivider(s) as and when such funds are generated within the subareas covered by the reimbursement agreement.

(E) Any other programs approved by the March JPA Board.

(F) Implementation

No final subdivision map for the development of the property shall be approved by the March JPA Executive Director unless and until the following have been accomplished or are in formation:

(i) A Capital Improvement Program (CIP) for all public facilities needed to support the project, as required by the March JPA, has been adopted. The CIP may be adopted in phases.

(ii) There has been established either a Facilities Benefit Assessment or a Development Impact Fee applicable to the property covered by the development plan, or a greater area, and the March JPA has by resolution, set the amount of such Facilities Benefit Assessment or Development Impact Fee. Streets, storm drains, and sewer, water, gas, power, and telephone utilities, will be provided by the subdivider under the conventional bonded subdivision agreement.

(b) Tax Increment Financing

In ~~January,~~January 1996, the March JPA established the March Joint Powers Redevelopment Agency. In ~~June,~~June 1996, the March Joint Powers Redevelopment Agency prepared a Redevelopment Plan, which established a process and framework for implementation of the redevelopment of the former MAFB. With the adoption of the Redevelopment Plan, the Redevelopment Agency was authorized to finance Redevelopment using various sources. The most important source from a redevelopment perspective is tax increment financing.

Tax increment financing is a redevelopment tool authorized by State statute and used by cities and development authorities, such as the March Joint Powers Redevelopment Agency, to finance certain public redevelopment costs. Projects financed with tax increment financing must serve a public purpose such as redeveloping blighted areas, constructing low- and moderate-income housing, providing employment opportunities and improving the tax base. When a tax increment financing district is established, the tax capacity of the properties located within the district are "frozen." For the district's duration, which varies depending on the type of district, the property taxes resulting from any increase in the tax capacity above the frozen level are available to the Redevelopment Agency to finance public project costs. This financing approach will be a valuable tool for financing public facilities that will serve the March Business Center. Because the properties comprising the Specific Plan have not as yet been subjected to taxation, the tax capacity will be frozen at zero.

After pass-through of property tax receipts that are required to provide adequate levels of police and fire protection and reserves for the maintenance of public roadways, a significant amount of funds will be allocated back to the March Redevelopment Agency. The Agency will be in position to use this ever-increasing annual influx of funding to issue bonds that would provide the funding to build any number of designated projects within the Redevelopment area. These types of bonds (tax-increment secured) are of minimal risk to both the issues and holders as the annual payment of property taxes by owners/users is the

source of bond debt service. Given that properties within the March Redevelopment Area have never previously been on tax rolls, a relatively high percentage of collected taxes will go directly to the Agency.

(c) Grants

The March JPA will apply for any number of federal, state and/or local grants that are available to it. The project area qualifies in many categories to be eligible for grants such as those administered by the federal Economic Development Administration (EDA), the state Infrastructure Bank, California State Transportation Improvement Program (STIP), Community Development Block Grants (CDBG) and many others. The March JPA has retained the services of firms specializing in securing grants.

C. Project Review and Processing

1. March JPA staff and their consultants shall endeavor to review all development applications in an expeditious manner.

2. All proposals for new development shall proceed toward approval through the following process:
   A. ***Pre-application:*** A pre-application meeting shall be scheduled with March JPA staff to assure that the use is permitted and that the development requirements are accurately conveyed to the applicant. The applicant shall provide a conceptual site plan at the time of the pre-application meeting.
   B. ***March Business Center Implementation Committee:*** Prior to submittal of the project construction plans, the project developer shall prepare a detailed site plan, conceptual landscape plan, and colored building elevations for the review and approval of the March Business Center Implementation Committee. The Committee shall review new development applications for consistency with the March Business Center Design Guidelines. Any project denial may be appealed to the March JPA Commission.
   C. ***Construction Plan Submittal:*** Upon approval of the project by the March Business Center Implementation Committee, the project developer shall submit completed construction plans, including a detailed site plan, landscape plan, irrigation plans, grading plans, foundation plans, building elevations, fire suppression plans, electrical plans, plumbing plans, structural plans, civil plans, and other plans, as required by the March JPA.

D. Roles of the JPA Staff and March Business Center Implementation Committee

(a) General Provisions

(1) The March JPA Planning Manager shall administer the March Business Center Specific Plan. The March JPA Planning Manager shall ensure compliance with the regulations and procedures of this section. The March Business Center Specific Plan as presently adopted or as amended from time to time, shall be used in reviewing any development permit applied for under these regulations. Building permits shall be required as identified in the Uniform Building Code.

(2) Where not otherwise specified in this Specific Plan, the provisions of the March JPA Development Code apply.

Where there is a conflict between the Development Code and this Specific Plan, this Specific Plan applies.

(3) The following projects may be approved or denied by the March JPA Planning Manager:

(A) The proposed use is consistent with the land use designation and text of the March JPA General Plan.

(B) The proposal is in compliance with the March Business Center Specific Plan, particularly with respect to the financing of public facilities, permitted uses, and property development regulations.

(C) The project does not require any action that requires approval by the March Joint Powers Commission or March Business Center Implementation Committee.

(4) All other projects shall be approved or denied by the March JPA Planning Commission or the March Joint Powers Commission in accordance with the Specific Plan or Development Code:

(b) March Business Center Implementation Committee

(1) March Business Center Implementation Committee

(A) It is hereby created a March Business Center Implementation Committee ("the Committee") which shall be composed of three members. The members shall consist of three at-large members appointed by the March JPA Commission. One of the three at-large members shall serve as the Committee Chair.

(B) The at large member shall be specifically qualified by reason of interest, training or experience in land development, landscape, architecture, planning, urban design or other relevant business or profession upon the property values, and development of surrounding areas.

(C) The Committee may adopt rules of procedure to supplement those contained within this Specific Plan. Two voting members shall constitute a quorum for the transaction of business and a majority vote; and not less than two affirmative votes shall be necessary to make any Committee decision.

(D) The March JPA Planning Manager or his designated representative shall serve as Secretary of the Committee and maintain records of all official actions of the Committee.

(E) All Commission Members of the March JPA shall endeavor to cooperate with the Committee and render reasonable assistance to it.

(F) The Committee shall render a report annually on March 31, or on request, to the March JPA Executive Director.

(2) Powers and Duties

It shall be the duty of the Committee to review Development Review Applications and comment on development plans, the Capital Improvement Plan implementation and on major public improvements. The Committee shall approve or deny the design of the site plan, landscape plan and building elevations. Appeals of committee denials shall be

placed on the next available March JPA Commission agenda for final determination. The Committee shall submit its recommendations or comments on other items to the March JPA Executive Director. The Committee shall also recommend to the March JPA Executive Director any changes to the regulations, provided such changes are necessary for the proper execution of the adopted plan. The Committee may also consider items of broader scope that may affect the March Business Center Specific Plan and, when appropriate, offer its recommendations on these matters to the March JPA Executive Director.

E. Maintenance

The March JPA will create a landscape maintenance district to accommodate the maintenance of portions of the open space and landscaped areas within the March Business Center. The district would be formed per the Landscape and Lighting Act of 1972 which allows for properties to be assessed via property tax billing for allocated maintenance items. The Master Developer, with assistance from the March JPA staff, will be responsible for the formation and initial funding of the district, which will be approved and adopted by resolution by Riverside County. The district will be used exclusively for the ongoing maintenance of the improvements described below. The district will not be for the capital expenditures and/or construction of the improvements. The improvements will be constructed by the Master Developer or future developers as outlined in a particular subdivision's conditions of approval or otherwise mandated by approving jurisdiction(s). Subdivision conditions of approval will require that all projects within the Specific Plan will be subject to the district, as well as all subsequent subdivisions/phases of the March Business Center.

The district's maintenance responsibilities and budgeted items will include, but not be limited to, the following:

- Street lighting electricity, maintenance and replacement;
- Landscape maintenance of the parkways, medians within all public streets, and landscape easements shall be maintained by the landscape and lighting district.
- Irrigation water for the above;
- Tree trimming and/or color replacement;
- Maintenance of drainage structures not maintained by RCFCD or Riverside County;
- Project entry monumentation, maintenance and repairs;
- Any insurance requirements;
- Slope maintenance (over 10 feet);
- Graffiti control;
- Traffic signal maintenance;
- District management fee.

The district's engineer will prepare the annual budget for the district as well as determine budget amounts for new properties entering the district. All other terms of the district will follow those dictated by the Act, including the methodology of interfacing with the Riverside County Tax Collector/auditor and other agencies involved in the collection and disbursement of the assessments.
The maintenance of major regional infrastructure components will be as follows:

- Water, sewer, reclaimed water: Western Municipal Water District
- Drainage facilities: Riverside County Flood Control & Water Conservation District

- Public Streets: County of Riverside

Other facilities will be maintained as described in the table below.

Table VII-1 summarizes the funding source for the initial capital expenditure and the responsibility for ongoing operations and maintenance for services and infrastructure to be provided for the March Business Center.

TABLE VII-1
INFRASTRUCTURE/SERVICE FUNDING RESPONSIBILITY

SERVICE /INFRASTRUCTURE	CAPITAL EXPENSE[12]	OPERATIONS AND MAINTENANCE
Street Lighting	Master Developer	Landscape and Lighting Maintenance District
Fire Protection	Impact Fee collected in permitting	Property tax
Reclaimed Water Delivery System	Master Developer	Distribution system: Western Municipal Water District Irrigation system: Landscape and Lighting Maintenance District
Police	Impact Fee collected in permitting	Contract with County Sheriff by JPA
Storm Drains	Master Developer	Public lines: Riverside County Flood Control District (36"+); Riverside County – Public Lines ≤ 36" Private line: Landscape and Lighting District or Owners of Individual Lots
Detention Basins	Master Developer	Large basin near I-215/Van Buren: Riverside County Flood Control District Other Basins: Landscape and Lighting Maintenance District
Traffic Signals/Streets, sidewalk, curb and gutter	Master Developer	March JPA/County[13]
Bus Stops	Master Developer	RTA
Bus Shelters	Riverside Transit Authority	RTA
Landscaping	Master Developer	Public R/W "letter lots" and landscaping easements: Landscape and Lighting Maintenance District Other Landscaping: Owner of Individual Lots

F. Specific Plan Amendments

Specific Plan amendments will be subject to the Major Project Development Review Process, as identified in the March JPA Development Code.

[12] Capital commitments as noted due not preclude funding from other sources, such as Transportation Impact Fees, grants, or state and federal transportation funding programs.

[13] Transportation facilities will be conveyed to Riverside County. The County will be responsible for O&M after they have accepted the transportation facilities.

VIII. Consistency with the General Plan

A. Overview

The March Business Center Specific Plan is based upon the goals and policies set forth in the March JPA General Plan. This section addresses the conformance of the March Business Center Specific Plan to the General Plan on a general or conceptual basis.

B. General Plan Elements

1. Land Use

Goal: *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.*

> **Consistency:** Development of March Business Center will occur in a logical pattern of growth, compatible with adjacent land uses and regional plans. The project will provide a large employment center in a portion of the County that is largely residential. This will 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.

Goal: *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.*

> **Consistency:** The land use summary in Table III-1 provides a mixture of compatible land uses that may be developed in the Specific Plan area. Incompatible or competing land uses will not be allowed in the Specific Plan area.

Goal: *Manage growth and development to avoid adverse environmental and fiscal effects.*

> **Consistency:** Development of the project will be phased to the assurance of required infrastructure and services. The Specific Plan accommodates a number of financing strategies to fund public improvements.

Goal: *Develop an identity and foster quality development within the Planning Area.*

> **Consistency:** The March Business Center Design Guidelines establishes architectural, signage, parking, and landscaping standards that will achieve the goals of both project identity and quality development.

Goal: *Maximize and enhance the tax base and generation of jobs through new, reuse and joint use opportunities.*

Consistency: The proposed land uses will be a major employment center. As such, it will provide a substantial enhancement to the tax base.

Goal: *Support the continued Military Mission of March Air Reserve Base, and preservation of the airfield from incompatible land use encroachment.*

Consistency: The project is designed to incorporate appropriate uses within the development-limited areas as defined in the Air Installation Compatible Use Zone (AICUZ) Study done in 1998.

Goal: *Maximize the development potential as a regional transportation facility to support passenger service.*

Consistency: The March Business Center will accommodate a transportation center for inter-city passenger rail service.

Goal: *Preserve the natural beauty, minimize degradation of the March JPA Planning Area, and provide enhancement of environmental resources and scenic vistas.*

Consistency: The project proposes the establishment of open space along the riparian corridor within the South Campus.

Goal: *Preserve the integrity of the historic and cultural resources of the Planning Area and provide for their enhancement.*

Consistency: The project area does not impact significant historic or cultural resources.

Goal: *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.*

Consistency: This Specific Plan identifies a number of financing strategies, including tax increment financing, to pay for needed public facilities.

Goal: *Plan for the location of convenient and adequate public services to serve the existing and future development of March JPA Planning Area.*

Consistency: All public facility connections are located adjacent to the site, and adequate capacity has been deemed available by the responsive agencies. Service facility letters were obtained from these agencies and their comments/recommendation have been incorporated into the project accordingly.

Goal: *Ensure, plan, and provide adequate infrastructure for all facility reuse and new development, including but not limited to, integrated infrastructure planning, financing and implementation.*

Consistency: Development of the project will be phased to the assurance of required infrastructure and services. This Specific Plan identifies a number of financing strategies, including tax increment financing, to pay for needed public facilities.

Goal: *Secure adequate water supply system capable of meeting normal and emergency demands for existing and future land uses.*

> **Consistency:** As described in Section VI, the water supply system will have sufficient capacity to accommodate projected normal and emergency needs.

Goal: *Establish, extend, maintain and finance a safe and efficient wastewater collection, treatment and disposal system, which maximizes treatment and water recharges, minimizes water use, and prevents groundwater contamination.*

> **Consistency:** As described in Section VI, the March Business Center will provide the necessary conveyance and treatment facilities to achieve this goal.

Goal: *In compliance with state law, ensure solid waste collection, siting and construction of transfer and/or disposal facilities, operation of waste reduction and recycling programs, and household hazardous waste disposal programs and education are consistent with the County Solid Waste Management Plan.*

> **Consistency:** the March Business Center will comply with the requirements of the County of Riverside's Source Reduction and Recycling Element (SRRE).

Goal: *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.*

> **Consistency:** All public facility connections are located adjacent to the site, and adequate capacity has been deemed available by the responsive agencies. Service facility letters were obtained from these agencies and their comments/recommendation have been incorporated into the project accordingly.

Goal: *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.*

> **Consistency:** As discussed in Section VI, the Specific Plan will provide drainage facilities to achieve this goal.

2. Transportation

Goal: *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.*

> **Consistency:** Where feasible, existing transportation facilities, such as the Burlington Northern Santa Fe (BNSF) rail line, are incorporated into the Specific Plan transportation network.

Goal: *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.*

Consistency: The March Business Center will accommodate a transportation center, local transit service, bicycle lanes, and pedestrian facilities. A Transportation Demand Management (TDM) plan will be implemented to limit peak hour traffic impacts.

Goal: *Develop a transportation system that is safe, convenient, efficient and provides adequate capacity to meet local and regional demands.*

Consistency: The March Business Center will construct an internal street network and provide transportation capacity improvements to existing facilities off-site based on future demand. Transportation improvements will be constructed in phases based on March Business Center development and projected background traffic growth.

Goal: *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.*

Consistency: Project internal streets are sized to accommodate projected future traffic in an efficient manner.

Goal: *Plan and encourage land use patterns and designs, which enhance opportunities for non-vehicular circulation and improve trip reduction strategies.*

Consistency: Site plans for individual buildings shall be reviewed to ensure that pedestrian, bicycle and transit access is facilitated. A bicycle and pedestrian circulation network is provided.

Goal: *Establish vehicular access control policies in order to maintain and insure the effectiveness and capacity of arterial roadways.*

Consistency: Project internal roadways will be designed in accordance with the "County Road Improvement Standards and Specifications," published by the County of Riverside, and take into account additional landscaping requirements established in the Riverside County Integrated Plan County standards limit intersection intervals on arterial roadways.

Goal: *Facilitate and develop transportation demand management and transportation systems management programs, and use of alternate transportation modes.*

Consistency: Transportation Demand Management (TDM) strategies will be implemented to shift trips outside the standard commuting hours and/or to non-"drive alone" modes of travel. This is accomplished through various employer-initiated measures, such as flexible working hours, encouragement of carpooling, and facilitating access for non-motorized (i.e., bicycling or walking) modes of travel.

Goal: *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.*

Consistency: The project will be designed to accommodate both local transit service and inter-city passenger rail service. The local transit system of bus stops and bus shelters will be approved by the Riverside Transit Agency (RTA).

Goal: *Develop measures which will reduce the number of vehicle-miles traveled during peak travel periods.*

Consistency: The March Business Center improve jobs/housing balance in western Riverside County by providing a large employment center in an area that is largely residential. This will provide an opportunity for residents to work locally, rather than commute to Los Angeles or Orange Counties. Jobs/housing balance will help reduce vehicle miles of travel.

Goal: *Regulate the travel of trucks on March JPA Planning Area streets.*

Consistency: The project is designed to accommodate truck traffic. In addition, trucks will be required to travel on designated routes as they traverse the March Business Center internal streets.

Goal: *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.*

Consistency: This Specific Plan provides parking ratios that will limit the potential for parking spillover.

Goal: *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.*

Consistency: The project will include bicycle and pedestrian linkages as defined in Section V of this Specific Plan. The network will consist of Multi-Use Bicycle paths and Bike Lanes.

Goal: *Goods movement through the San Jacinto Rail Branchline shall be capitalized.*

Consistency: The project includes the existing BNSF railway line is incorporated into the project design.

Goal: *In accordance with state and federal law, promote and provide mobility for the disabled.*

Consistency: Development plans and public improvement plans shall take into account the accessibility requirements of the Americans with Disability Act (ADA).

3. <u>Noise/Air Quality</u>

Goal: *Ensure that land uses are protected from excessive and unwanted noise.*

Consistency: Project development shall be consistent with the land use limitations established in the AICUZ study and the Riverside County Airport Land Use Plan.

Goal: *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.*

Consistency~~:~~ (: (see above)

Goal: *Work toward the reduction of noise impacts from vehicular traffic, and aviation and rail operations.*

Consistency: The project shall implement the noise related mitigation established in MEIR.

Goal: *Promote alternative modes of travel.*

Consistency: The March Business Center will accommodate a transportation center, local transit service, bicycle lanes, and pedestrian facilities. A Transportation Demand Management (TDM) plan will be implemented to limit peak hour traffic impacts.

Goal: *Reduce emissions associated with vehicle miles traveled by enhancing the jobs/housing balance of the subregion of western Riverside County.*

Consistency: The March Business Center improve jobs/housing balance in western Riverside County by providing a large employment center in an area that is largely residential. This will provide an opportunity for residents to work locally, rather than commute to Los Angeles or Orange Counties. Jobs/housing balance will help reduce vehicle miles of travel, resulting in reduced emissions.

Goal: *Reduce air pollution through proper land use, transportation and energy use planning.*

Consistency: The March Business Center Specific Plan will provide access using a variety of transportation modes, including highways, local bus service, inter-city rail, bicycles, and pedestrians. The project's Transportation Demand Management (TDM) strategy will accommodate the shift of some trips from "drive-alone" to transit or non-motorized modes of travel.

Goal: *Pursue reduced emissions for stationary and mobile sources through the use and implementation of new and advancing technologies.*

Consistency: Where feasible and appropriate, development of March Business Center shall accommodate the use of advancing technologies, such as alternate fueled vehicles and other innovations that would provide air quality benefits.

Goal: *Maximize the effectiveness of air quality control programs through coordination with other governmental entities.*

Consistency: Development in March Business Center will comply with the policies outlined in Air Quality Goal 5 of the March JPA General Plan.

Goal: *Reduce emissions associated with vehicle/engine use.*

Consistency: The March Business Center improve jobs/housing balance in western Riverside County by providing a large employment center in an area that is largely residential. This will provide an opportunity for residents to work locally, rather than commute to Los Angeles or Orange Counties. Jobs/housing balance will help reduce vehicle miles of travel.

Goal: *Reduce emissions associated with energy consumption.*

Consistency: Development in March Business Center will comply with the policies outlined in Air Quality Goal 7.

Goal: *Reduce air pollution emissions and impacts through siting and building design.*

Consistency: Development in March Business Center will comply with the policies outlined in Air Quality Goal 8.

Goal: *Reduce fugitive dust and particulate matter emissions.*

Consistency: Development in March Business Center will comply with the policies outlined in Air Quality Goal 9.

4. 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 March Business Center Specific Plan maintains consistency with the General Plan's absence of a residential land use designation within the Planning Area.

3. Resource Management

Goal: *Conserve and protect surface water, groundwater, and imported water resources.*

Consistency: The project will be constructed to minimize impacts to the existing drainage channels. The landscape plan includes drought tolerant plant materials. Irrigation will be moisture sensitive to limit irrigation during times of heavy rains.

Goal: *Control flooding to reduce major losses of life and property.*

Consistency: The March Business Center Specific Plan will provide a number of drainage facilities, including culverts, open channels, and retention basins, to control flooding.

Goal: *Conserve and protect significant land forms, important watershed areas, mineral resources and soil conditions.*

Consistency: The MEIR and the Focused EIR have been prepared to assess and, if appropriate, mitigate project impacts on geology, soils, and hydrology.

Goal: *Conserve energy resources through use of available energy technology and conservation practices.*

Consistency: As appropriate, the March Business Center shall comply with applicable regulations relating to energy conservation.

Goal: *Conserve and protect significant stands of mature trees, native vegetation, and habitat within the planning area.*

Consistency: The project will protect and preserve areas of riparian habitat. This preservation area will include associated drainage channels and wetlands.

Goal: *Provide an effective and efficient waste management system for solid and hazardous wastes that is financially and environmentally responsible.*

Consistency: The March Business Center shall comply with appropriate and applicable regulations and standards with respect to the management of solid and hazardous wastes.

Goal: *Promote cultural awareness through preservation of the planning area's historic, archaeological and paleontological resources.*

Consistency: The project area does not impact significant historic, archaeological or paleontological resources.

Goal: *Develop and maintain recreational facilities as economically feasible, and that meet the needs of the community for recreational activities, relaxation and social interaction.*

Consistency: The project will include a ~~52-acre~~52-acre passive park facility to be utilized by employees of the business center.

Goal: *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 recreational use, as well as visual and physical relief from urban development.*

Consistency: The project abuts the Stephens' kangaroo rat (SKR) management area, which seeks to protect the endangered species. This area encompasses 1,178 acres and is located between residential uses and the project. Within this open space area, a variety of natural resources will be protected, including riparian communities.

Goal: *Establish standards for scenic corridors, trails and vistas that contribute to the quality of the planning area.*

Consistency: The March Business Center will provide landscaped lots adjacent to major arterial roadways and will provide additional landscaping within easements along internal streets adjacent to large industrial lots. A Class I multi-use pedestrian/bicycle trail will be provided along Van Buren Boulevard between Barton Street and I-215.

4. Safety/Risk Management

Goal: *Minimize injury and loss of life, property damage, and other impacts caused by seismic shaking, fault rupture, ground failure, and landslides.*

Consistency: A geological reconnaissance has been conducted for the property. That study revealed that there are no active or inactive faults crossing the property and that the property is suitable for development.

Goal: *Minimize grading and otherwise changing the natural topography, while protecting the public safety and property from geologic hazards.*

Consistency: Grading within the Specific Plan area is designed to minimize impacts to the existing topography. The project will incorporate grading development standards and recommendations, which will minimize any potential geotechnical and site development constraints that occur on-site.

Goal: *Minimize injury, loss of life, property damage, and economic and social disruption caused by flood hazards.*

Consistency: The March Business Center Specific Plan will provide a number of drainage facilities, including culverts, open channels, and retention basins, to control flooding.

Goal: *Reduce threats to public safety and protect property from wildland and urban fire hazards.*

Consistency: As appropriate, the March Business Center shall comply with applicable regulations and guidelines relating to brush management and fire protection services.

Goal: *Reduce the potential for hazardous material exposure or contamination in the Planning Area.*

Consistency: To the extent that it is appropriate, the March Business Center shall comply with regulations and guidelines relating to hazardous material exposure/contamination.

Goal: *Ensure to the fullest extent practical that, in the event of a major disaster, critical structures and facilities remain safe and functional.*

Consistency: To the extent that it is appropriate, the March Business Center shall comply with regulations and guidelines relating to the functionality of critical structures in the event of a major disaster.

Goal: *Reduce the possible risk of upset, injury and loss of life property damage, and other impacts associated with an aviation facility.*

Consistency: The project is designed to incorporate appropriate uses within the development-limited areas as defined in the Air Installation Compatible Use Zone (AICUZ) Study done in 1998. The project will also comply with the Airport Land Use Plan.

Goal: *Plan for emergency response and recovery from natural and urban disasters.*

Consistency: The project shall comply with appropriate and applicable regulations and guidelines relating to emergency response and recovery from natural and urban disasters.

Appendix A Land Use Definitions

The following definitions are intended to provide a general description of each use category. Under each category, example uses are provided. These examples are not all-inclusive, but are intended to provide a sample of uses that would fit in a particular category. Uses not addressed in the Land Use Table (i.e., Table III-1) are prohibited. However, the March JPA Planning Manager has the discretion to make land use interpretations based upon the description of the proposed use and similarities with the listed uses.

INDUSTRIAL

Hazardous Waste Treatment Facility: Activities include the treatment, transfer, storage, resource recovery, disposal, or recycling of hazardous waste.

Bio-Medical Waste Treatment Facility: Activities include the treatment, transfer, storage, disposal or recycling of wastes generated during the diagnosis, treatment or immunization of patients.

Manufacturing - Custom: Activities typically include: manufacturing, processing, assembling, packaging, treatment, or fabrication of custom made products. These types of business establishments do not utilize raw materials for their finished products, but rather, may utilize semi-finished type of manufactured materials for their custom made-to-order products. The finished products from these business establishments are ready for use or consumption and may include incidental on-site display, wholesale and retail sale of the goods produced, not to exceed 25% of the building. Such uses may include: jewelry, household furniture, art objects, apparel products, small instruments (musical, electronic and photographic), stationary, signs, advertising displays, stained glass products, and leather products. The uses do not produce odors, noise, and vibration or particulate that would adversely affect uses in the same structure or on the same site.

Manufacturing - Light: Activities typically include: labor-intensive manufacturing, assembly, fabrication or repair processes which do not involve frequent large container truck traffic or the transport of large scale bulky products. The new products may be finished in the sense that it is ready for use or consumption or it may be semi-finished to become a component for further assembly and packaging. These types of business establishments are customarily directed to the wholesale market, inter-plant transfer rather than the direct sale to the consumer, however, may include incidental on-site display, wholesale and retail sale of the goods produced, not to exceed 25% of the building. Such uses may include: electronic microchip assembly, printing, publishing, candy, confectionery products, canned/bottled soft drinks, bottles water, apparel, paper board containers, boxes, drugs, small fabricated metal products, such as hand tools, general hardware, architectural and ornamental metal; and, toys amusement, sports and athletic goods. The activities do not produce odors, noise vibration, hazardous materials or particulate, which would adversely affect other uses in the structure on the same site.

Manufacturing - Medium: Activities typically include: manufacturing, compounding of materials, processing, assembly, packaging, treatment or fabrication of materials and products which require frequent large container truck traffic or rail traffic, or the transport of heavy, bulky items. The new products are semi-finished to be a component for further manufacturing, fabrication and assembly. These types of business establishments are customarily directed to inter-plant transfer, or to order from industrial uses, rather than for direct sale to the domestic consumer. However, may include incidental on-site display, wholesale and retail sale of the goods products not to exceed 25% of the building. Such uses

may include, but not limited to: canned food, textile products; furniture and fixtures converted paper and paper board product; plastic products made from purchased rubber, plastic or resin; fabricated metal products made from sheet metals; electrical and electronic machinery, equipment and supplies; office, commuting and accounting machines. Activities may produce noise, odors, vibrations and illumination or particulate that affects the persons residing in or conducting business in the vicinity.

Manufacturing - Heavy: Activities typically include: manufacturing, compounding of material, processing, assembly, packaging, treatment or fabrication. Activities in this area may have frequent rail or truck traffic and the transportation of heavy large-scale products. Characteristics of use activities permitted within this area may include massive structures outside of buildings such as cranes, conveyor systems, cooling towers or open-air storage of large quantities of products including, but not limited to forge shops, metal fabricating facilities, open welding shop, lumber woodworking facilities, heavy machine shops, chemical storage and distribution, plastic, plants, light or vacuum casting facilities, vehicular assembly plants, concrete products manufacturing activities, batch plants, air melting foundries and aggregate or asphalt yards.

Mining and Extractive Industries: Activities typically include: prospecting for or exploration of minerals for commercial purposes, surface mining, and excavations or grading.

Newspaper Publishing Plants: Activities typically include the production and distribution of newspapers and related publications.

Parcel Delivery Terminals: Activities typically include sorting, processing, and distribution of parcels to the consumer or to other inter-transfer facilities.

Research and Development: Activities typically include: research, design, analysis and development, and/or testing of a product. Uses typically include testing laboratories, acoustical chambers, wind tunnels, and computer services. Such uses do not promote odors, noise, vibration or particulate that would adversely affect uses in the same structure or on the same site.

Trucking/Transportation Terminals: Activities typically include the temporary storage and transfer of trailers.

Wrecking and Dismantling of Motor Vehicles: Activities typically include: temporary storage and wrecking/dismantling of passenger cars and other vehicles and sales and/or distribution of salvaged parts and other materials.

WHOLESALE, STORAGE AND DISTRIBUTION

Public Storage/Mini-Warehouses: Activities include mini-warehouse or recreational vehicle storage facilities for the rental or lease of small scale enclosed storage units or parking spaces primarily to individuals rather than firms or organizations.

Business Enterprise: Activities typically include: wholesale, storage, and warehousing services and storage and wholesale to retailers from the premises of finished goods and food products. Activities under this classification are typically conducted in enclosed buildings and occupy 50,000 square feet or

less of building space. May include incidental display and retail sales from the premises, not to exceed 25% of the building.

Wholesale, Storage and Distribution - Medium: Activities typically include: wholesale, storage and warehousing services, moving and storage services, storage and wholesaling to retailers from the premises of finished goods and food products, and distribution facilities for large scale retail firms. Activities under this classification are typically conducted in enclosed buildings and occupy greater than 50,000 square feet of building space.

Wholesale, Storage and Distribution - Heavy: Activities typically include: warehousing, storage, freight handling, shipping, trucking services and terminals; storage and wholesaling from the premises of unfinished, raw or semi-refined products requiring further processing fabrication or manufacturing. Typically uses include, but are not limited to, trucking firms, automotive storage or impound yards, and the wholesaling of metals, minerals and agricultural products.

OFFICE

Financial Institutions: Banks, savings and loan associations and similar establishments.

Government Offices: Offices to accommodate administrative and/or operational functions of local, county, state and federal agencies.

Medical Clinics: Activities include medical clinics, family planning, in-patient and out-patient health care, inclusive of hospitals and convalescent homes.

Offices, Business and Professional: Offices or firms or organizations providing professional, executive, management, or administrative services, such as architectural, engineering, real estate, insurance, investment, legal, and medical/dental offices. This classification includes medical/dental laboratories incidental to an office use, but excludes banks and savings and loan associations.

Regional and Corporate Headquarters: Office buildings solely occupied by a single business or entity for the purpose of managing or organizing other, affiliated units.

COMMERCIAL

Agricultural Equipment Repair Shops: Activities typically include: temporary storage and repair and maintenance of agricultural equipment, such as tractors, harvesters, irrigation equipment, etc.

Agricultural/Nursery Supplies and Services: Activities typically include: retail sale from the premises of feed and grain, fertilizers, pesticides, herbicides, and similar goods, feed and grain stores, well drilling, tree services and plant materials and nursery/landscape services.

Alcoholic Beverage Outlets: Activities typically include: retail sale from the premises of beer, wine, and other alcoholic beverages.

Animal Care/Pet Hotels: Activities typically include: provision of animal care treatment, and boarding services of large and small animals, animal clinics, large and small animal hospitals, kennels and catteries.

Assembly and Entertainment: Indoor or outdoor facilities to accommodate concerts and/or civic events. This land use will be restricted in capacity and ancillary services in order to limit potential noise and parking impacts.

Automotive Parts and Accessory Sales: Activities typically include: retail sale from the premises of automobile components, lubricants, specialized tools, and related accessories.

Automotive Fleet Storage: Activities typically include: storage of vehicles used regularly in business operations and not available for sale on-site. Such uses typically include: overnight storage of service vehicles, mobile catering trucks and taxicabs, inclusive of dispatching services.

Automotive Service Stations: Activities typically include: the sale of goods and the provision of service normally required in the day-to-day operation of motor vehicles, including the principal sale of petroleum products, the incidental sale of tires, batteries and replacement items, and the performance of minor repairs, such as tune-up, tire changes, part replacement, oil change and brake work. Activities include incidental convenience, food and beverage sales.

Automotive/Truck Repair – Major: Activities typically include: heavy automobile and truck repair such as transmission and engine repair, the painting of automobile vehicles, automotive body work, and the installation of major accessories.

Automotive/Truck Repair – Minor: Activities typically include: automotive and light truck repair, the retail sale of goods and services for vehicles, and the cleaning and washing of automotive vehicles, brake, muffler and tire shops and automotive drive-through car washes. Heavier automotive repair such as transmission and engine repair are not included.

Building and Site Maintenance Services: Activities include maintenance and custodial services, window cleaning services, disinfecting and exterminating services, pool and landscape services.

Building Contractor's Storage Yards: Activities typically include: offices and storage of equipment materials, and vehicles for contractors who are in trades involving construction activities which include: plumbing, painting, electrical, roofing, carpentry, and other services.

Building Material and Equipment Sales: Activities typically include: retail sale or rental from the premises of goods and equipment, including paint, glass, hardware, fixtures, electrical supplies, roto-tillers, small trailers and lumber.

Business Supply/Equipment Sales/Rentals: Activities include retail sales, rental or repair from the premises of office equipment, office supplies and similar office goods primarily to firms and other organizations utilizing the goods rather than to individuals. The exclude the sale of materials used in construction industry.

Business Support Services: Activities include services that support the activity of other local businesses, such as clerical, employment, protective, personal services, or minor processing, including blueprint and copying services. Activities not included in this category are the printing of books.

Child Care Facilities: Any childcare facility licensed by the State of California; includes infant care centers, preschools and extended day care facilities. Excludes family day care homes.

Churches and Place of Religious Assembly: Structures and/or assembly areas to be used for worship, related meetings, ministerial residence, and/or religious education.

Communication Facilities, Antennas & Satellite Dishes: Activities typically include: broadcasting and other information relay services accomplished primarily through use of electronic and telephonic mechanisms, inclusive of television and radio studios, telegraph offices, and cable, cellular and telecommunication facilities. The use of antennas, satellite dishes and similar communication facilities shall be regulated pursuant to AICUZ and the Airport Land Use Plan.

Consumer Goods, Furniture, Appliances, Equipment Sales: Typically a freestanding retail store where merchandise is sold to an end user, typically in small quantities.

Convenience Sales: Activities typically include: retail sales from the premises of frequently needed small personal convenience items and professional services that are used frequently. Uses include drug stores, stores selling toiletries, tobacco, and magazines, shoe repair and apparel laundering and dry cleaning.

Energy Generation and Distribution Facilities: Activities typically include: conversion of other forms of energy, such as water power (i.e., hydroelectric), fossil fuels, nuclear power, and solar power, into electrical energy. These facilities typically produce electric energy and provide electricity to transmission systems or to electric power distribution systems.

Equestrian Show and Exhibition Facilities: Activities typically include: training and competition of horses and riders in cross-country equestrian events and the exhibition of participating horses.

Exhibit Halls and Convention Facilities: Temporary display of materials and products associated with a specific trade group, recreational organization, or other affiliation.

Fairgrounds: Large display of agricultural products, such as livestock and produce, to consumers and the general public. Fairgrounds are typically associated with county or state agricultural agencies and are held on an annual basis.

Food and Beverage Sales: Activities include retail sale from the premises of food and beverages for off-premises consumption. Including mini-markets, liquor stores and retail bakeries, catering businesses except chain type grocery stores.

Funeral and Mortuary Services: Activities include services involving the care, preparation, and disposition of human or pet dead, inclusive funeral homes, crematories and mausoleums, inclusive of above ground and in-ground internment.

Golf Courses, Driving Ranges, and Pitch and Putt Courses: Activities typically include: recreational golfing, driving range, short game practice, and tournament competition.

Heavy Equipment Sales & Rentals: Activities typically include: the sale or rental from the premises of heavy construction equipment, farm equipment, trucks and aircraft together with maintenance, including aircraft, farm equipment, heavy truck, large boats and heavy construction equipment dealers.

Horticultural Nurseries and Greenhouses: Activities typically include the cultivation of various indoor and outdoor plants for sale to the public.

Hospitals, Intermediate Care Facilities and Nursing Facilities: A hospital is a freestanding institution where the sick or injured are given medical or surgical care. Emergency medical treatment is usually provided.

Hotel/Motel: Activities typically include: lodging services to transient guests on a less-than-monthly basis, other than in the case of uses classified as residential uses, including hotels, motels, boarding houses and resorts.

Instructional Studios: Instructional studios are establishments in which skills including dance, art, and martial arts are taught to individuals or groups. Instructional studios do not include educational facilities.

Interpretive Centers: Interpretive centers are structures or facilities designed to inform and educate the public about the surrounding environment.

Laundry Services: Activities typically include: institutional or commercial linen supply and laundry services, dry cleaning plants, rug cleaning and diaper service laundries.

Maintenance and Repair: Facilities to accomplish the repair and maintenance of non-automotive devices and other appliances.

Major Transmission, Relay or Communications Switching Stations: Telecommunications facilities accommodating fiber optics, Integrated Services Digital Network (ISDN) and digital switching infrastructure.

Museums: Activities typically include the display of items, materials, and media of historical and/or cultural significance.

Bars and Grill: A restaurant or pub where food is predominately sold.

Open Air Markets for the Sale of Agriculture-Related Products and Flowers: Typically informal outdoor facilities to accommodate the sale of agricultural materials to the general public and other buyers.

Outdoor Commercial: Activities typically include: those that produce or may produce a substantial impact upon the surrounding area. Including flea markets, outdoor auction sales or swap meet activities.

Outpatient Medical Clinics: Medical facilities providing limited treatment to patients not requiring an overnight stay.

Parking Facilities as Primary Use: Paved lots to accommodate the temporary storage of passenger cars and other vehicles.

Personal Services: Activities typically include: services of a personal nature, including photography studios and barber/beauty shops.

Petroleum Products Storage: Activities include bulk storage sale, and distribution of gasoline, liquefied petroleum gas, and other petroleum products.

Pets and Pet Supplies: Activities typically include: sale of mammals, fish, reptiles and birds as pets, sales of food, toys and other pet supplies, and related services, such as pet grooming.

Private Clubs, Lodges, and Fraternal Organizations: Private clubs, lodges, and fraternal organizations are associations of persons, whether incorporated or unincorporated, for the promotion of some common social, cultural, educational, religious, or recreational objective. This use does not include *churches* or any group whose primary objective is a business customarily carried on for a profit.

Radio and Television Studios: Activities typically include: production, taping, editing, distribution, and broadcasting of various programs and/or advertisements for radio, television and other media.

Recreational Facilities: Activities include sports performed either indoor or outdoors which require a facility for conducting the recreational activity, such as health clubs, exercise studios or classes, swimming centers, skating rinks, bowling alleys, tennis courts, sports fields, golf courses and amusement parks.

Recycling Facilities: Activities include: drop-off facilities, reverse vending machines, small and large collection facilities, green materials composting facilities, mixed organics composting facilities, and tire processing facilities

Repair Services: Activities include repair services involving articles such as upholstery, furniture and large electrical appliance repair services.

Restaurant (fast food): Activities typically include: the retail sale from the premises of unpackaged food or beverages generally prepared for immediate on-premises or off-site consumption, including restaurants and delicatessens, inclusive of drive-through facilities.

Restaurant (sit down): Activities typically include: the retail sale from the premises of unpackaged food or beverages generally prepared for immediate on-premises consumption, including restaurants and bars and delicatessens, exclusive of drive-through facilities.

Sidewalk Cafes: Eating and drinking establishments with outdoor dining facilities adjacent to public street sidewalks and other pedestrian-oriented areas.

Social Service Institutions: Activities typically include organizing and executing local, regional, and national service and charitable campaigns.

Sundries, Pharmaceutical and Convenience Sales: Freestanding establishment selling food items, beverages, and other items. Sales are typically in small quantities. This use may also provide up to four vehicle fueling spaces.

Swap Meets and Other Large Outdoor Retail Facilities: Activities typically include sales of a range of specialized products to the general public, usually from designated stalls.

Theaters: Activities typically include the performance of plays or music from a stage in an indoor or outdoor venue.

Trade Schools: Activities typically include: information, instruction and similar services, including computer training, driving schools, travel bureaus, photography studios, and vocational and trade schools.

Vehicle, Boat and Trailer Sales: Activities typically include: display, retail sale, leasing, rental of new and used vehicles, boats and trailers, with incidental minor repair, body work, and sale and installation of accessories. Vehicles include automobiles, motorcycles, boats, recreational vehicles and golf carts.

Vehicle Storage: Uses include the storage of operable and inoperative vehicles, including impound yards.

Veterinary Clinics and Animal Hospitals: Activities typically include: provision of routine and emergency medical attention to domestic pets and other animals.

Zoological Parks: Wilderness areas and freestanding facilities designed to house animals that are foreign to the surrounding area. Typical zoological parks also include aquariums, aviaries, and natural wildlife areas.

Appendix B Airport Land Use Plan Exhibits

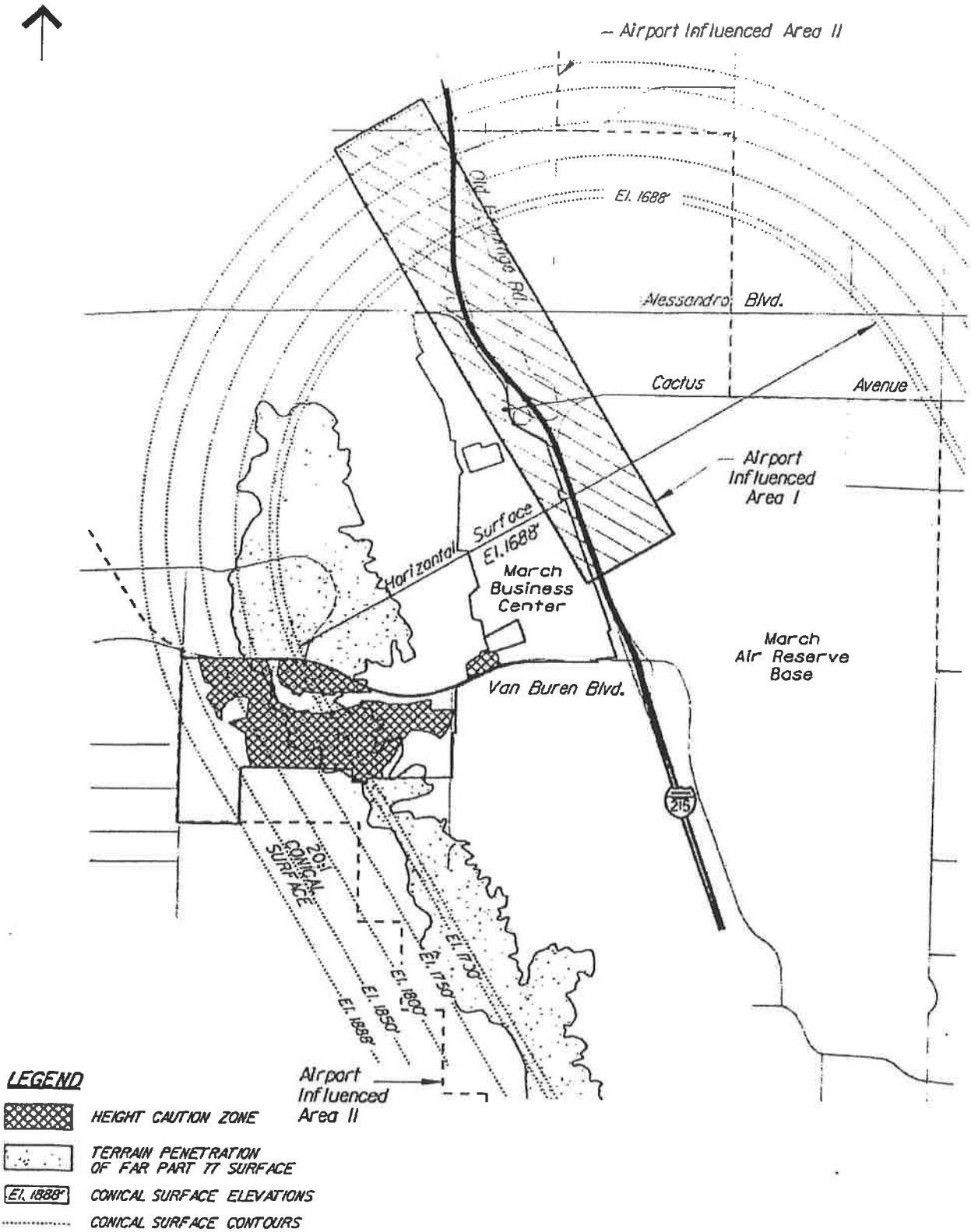


Figure B-1

Land Use Compatibility and FAR Part 77 S

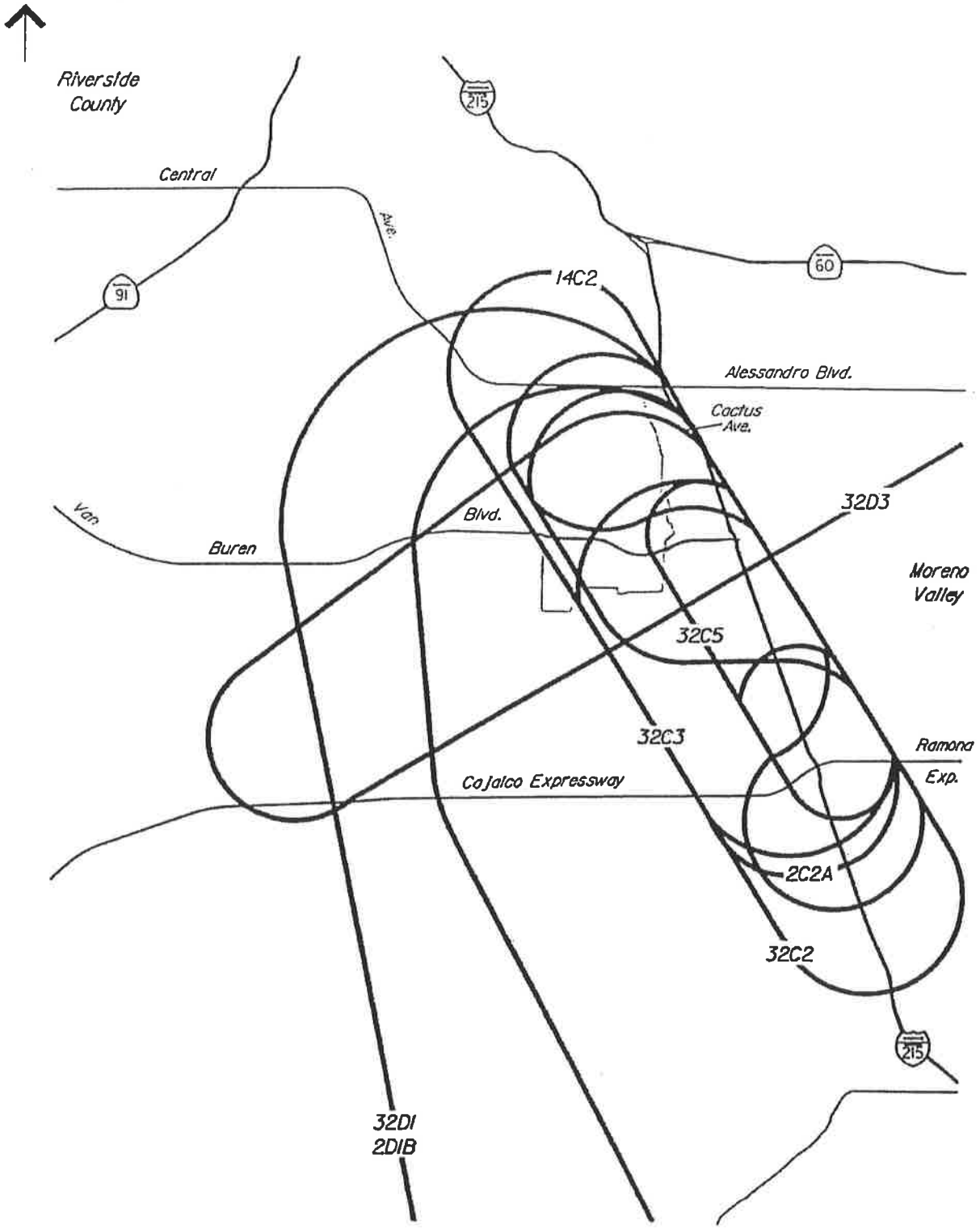
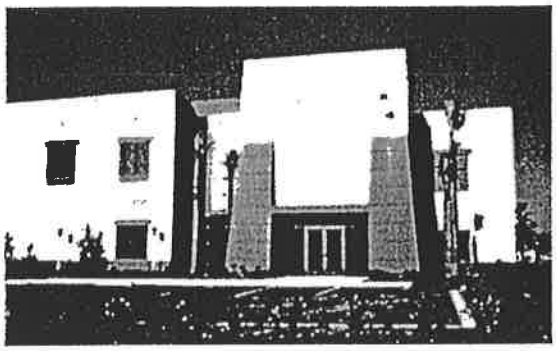
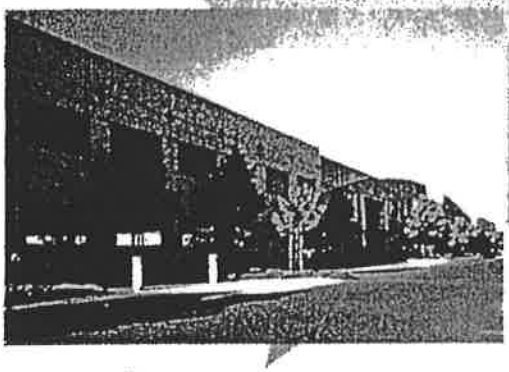


Figure B-2

March Air Reserve Flight Tracks

Design Guidelines





March Business Center





March Joint Powers Authority

July 2017

Amendment #2

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March Business Center

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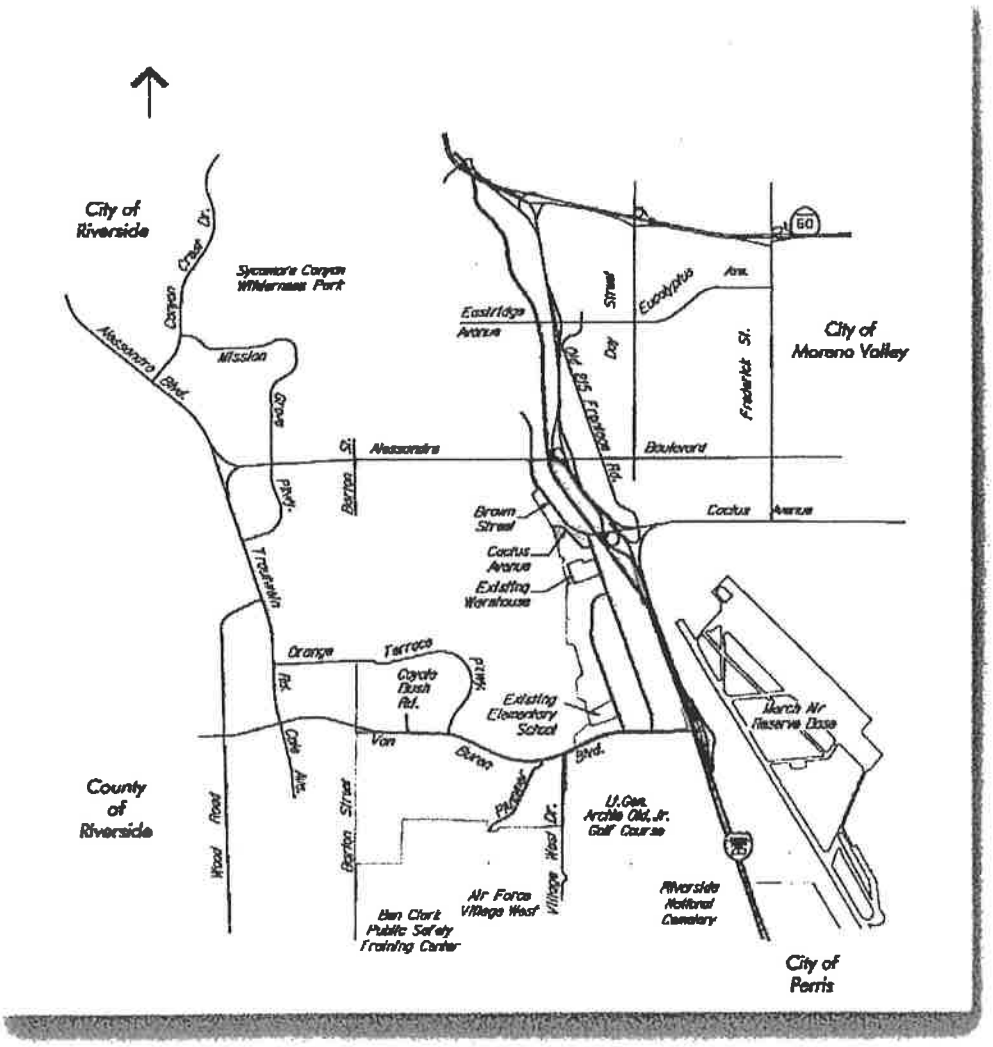
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1.0 INTRODUCTION

"The design guidelines given in this document define criteria for implementing coordinated design, organizational unity and overall visual identity for the area, while maintaining opportunities for individual needs and creativity for each project."

1.1 MARCH BUSINESS CENTER

March Business Center is a master-planned development for business, commercial, research, and industrial development, designed to provide quality business locations in a quality environment. It is located in Riverside County, California, along Interstate 215, between the Alessandro and Van Buren interchanges.



March Business Center

1.2 DESIGN GUIDELINE PURPOSE

To promote the quality of development planned for March Business Center, the design guidelines given in this document define criteria for implementing coordinated design, organizational unity and overall visual identity for the area, while maintaining opportunities for individual needs and creativity for each project. Included are parameters for integrated site planning, architecture, landscaping and exterior lighting, as well as procedures and requirements for design submittal and review. The intent of these guidelines is to establish a consistent design concept that produces a clear image and a sense of prestige, efficiency and integrity for March Business Center and all projects within.

1.3 RELATED CONTROLS

All development within March Business Center must comply with the intent of the March Business Center Design Guidelines, as well as the following documents:

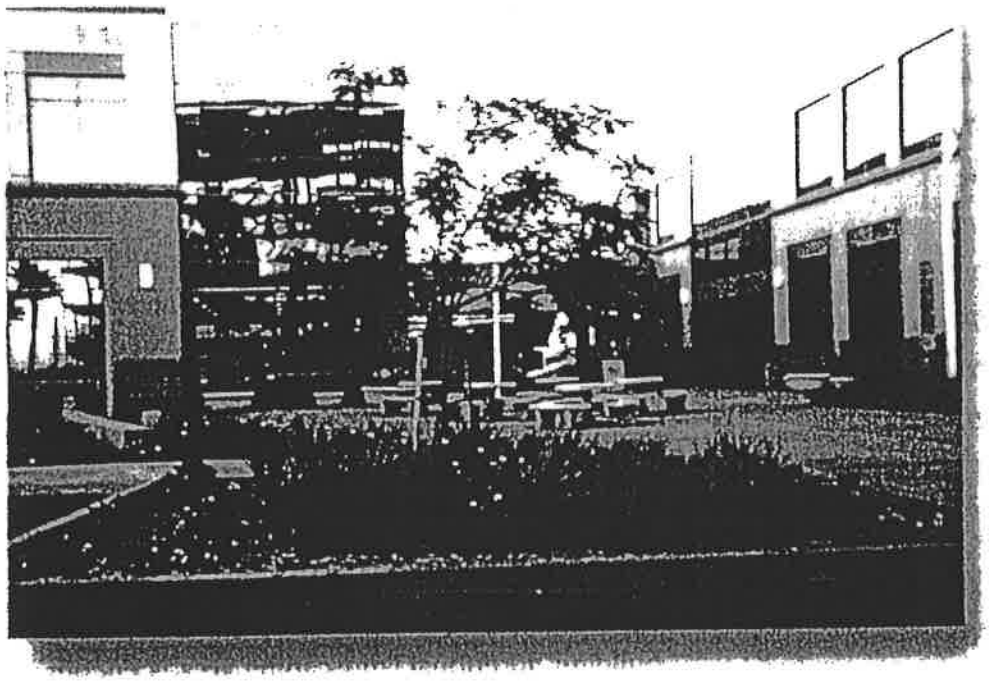
- March JPA General Plan — The planning document that outlines in general terms the development plans for the entire March JPA area.
- March Business Center Specific Plan — A more specific planning and regulatory document outlining requirements for future development of March Business Center.
- March JPA Development Code — Zoning Ordinance level development requirements.

In general terms, the Specific Plan and Design Guidelines provide basic land use planning and design objectives for development in the project, while the Development Code provides construction and building permit minimum standards.

To the extent these Design Guidelines provide a more stringent development standard than any applicable JPA, state or federal regulation, it is the intent that the March Business Center Design Guidelines shall apply. To the extent that any applicable JPA, state or federal regulation is more stringent, it shall apply.

Remedies for noncompliance with these guidelines are stated in the March Business Center Specific Plan.

4.3.4 — All buildings/site plans shall provide an outdoor break area for employees with seating and shade trees, as shown below.



4.3.5 — The orientation of multiple buildings on a single site must be clearly coordinated, such as separating service areas from more public areas.

4.4 SITE ACCESS/DRIVEWAY WIDTHS AND LOCATIONS

Vehicular access points to individual sites should be limited to minimize disruption of traffic flow and setback zones.

Driveway locations and size criteria shall be required as outlined in the Development Code.

4.5 VEHICULAR CIRCULATION

On-site vehicular circulation should be clear and direct. Dead-end parking aisles should be avoided, if possible. All circulation requirements of the County Fire Department will be met, including apparatus turn arounds.

4.6 PARKING

Parking quantity, location, configuration, and landscape requirements shall be as outlined in the Specific Plan and Development Code, Section III. Refer to Section 6.0 of the Design Guidelines and the March JPA Development Code for landscape requirements related to parking.

4.7 PEDESTRIAN/BICYCLE CIRCULATION

Pedestrian access, separate from the vehicular access, will be provided from street sidewalks to building entrances, in accordance with the American Disabilities Act requirements. A minimum of three bicycle parking spaces will be provided for each building near the building entrance.

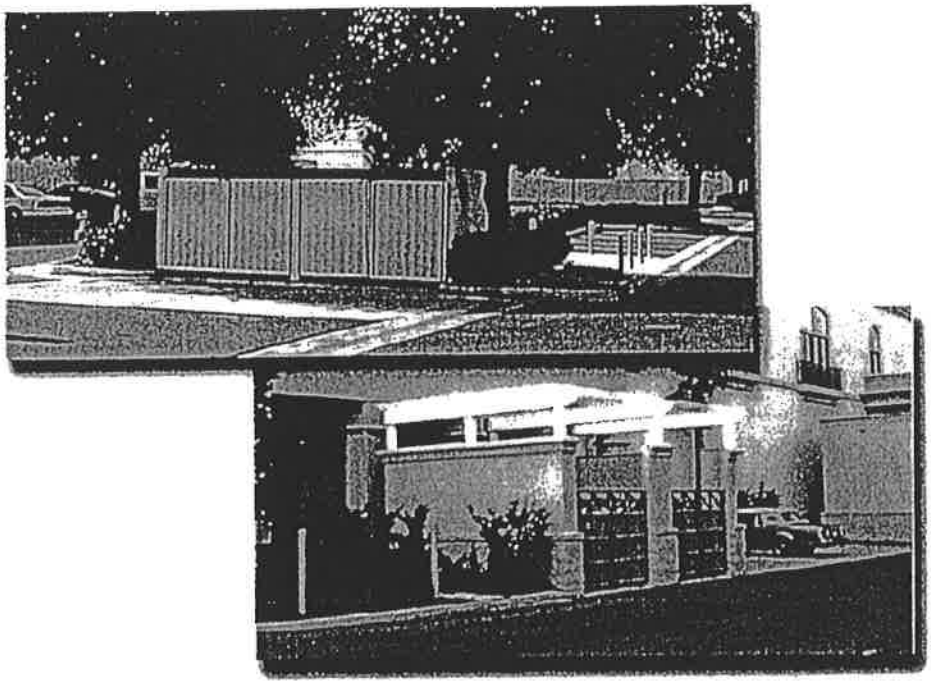
4.8 SERVICE AREAS

Service, storage, maintenance, loading and refuse collection areas are to be located out of view of public roadways, and buildings on adjacent sites, and screened by dense landscaping and architectural barriers. These enclosures shall be fully screened by a minimum 6' decorative wall and finished opaque screening gates. Landscape will be used to de-emphasize the refuse containers and further integrate the refuse facilities into the site plan. In addition, all enclosures must be designed with materials that are compatible with the project's architecture.

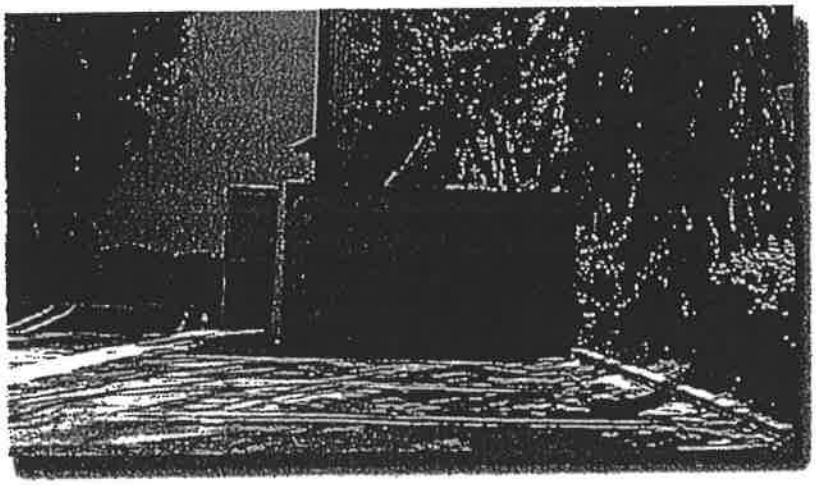
Service areas may not extend into required setback zones.

Service areas should be located so that service vehicles have clear and convenient access and do not disrupt vehicular and pedestrian circulation. No loading or unloading is permitted from public streets, or in front of street side yards. Concrete paving is required for all service areas.

All backflow preventors shall be screened by landscape berms or landscaping. All building loading bays, tractor trailer parking/storage, and outdoor inventory/ storage areas shall be screened to the maximum extent possible by landscape or decorative masonry walls.



Appropriate treatment.



Inappropriate treatment.

4.9 GRADING AND DRAINAGE

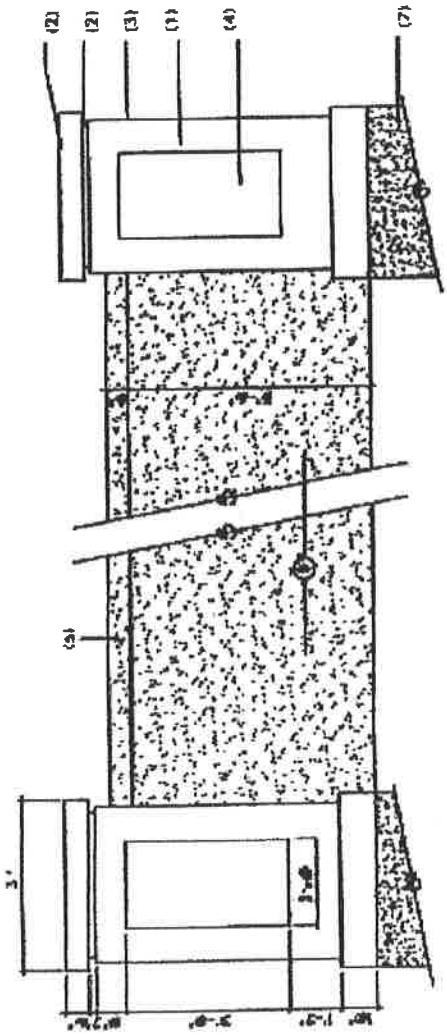
Grading and drainage shall be designed so that surface drainage and soil erosion do not flow off-site.

On-site grading shall be designed to accommodate and be compatible with streetscape grades. The grading concept must prevent ramps with handrails from being required by public agencies, both from the public sidewalk to the site and from the parking lot to the building.

Typical Wall/Fence Details

(1) DECORATIVE PLASTER AT 30' O.C.
(2) 3'SQ X 6' THICK DECORATIVE CAP
(3) REVEAL AS DIMENSIONED
(4) 2' X 3'-6" X 1/2" INSET
(5) 6' DECORATIVE MASONRY WALL (36" HEIGHT W/ 3" CAP @ STREETSIDE WALL)
(6) 6" CAP W/ 1/2" - 1" OVERHANG
(7) FOOTINGS AS REQUIRED BY BUILDING CODE

NOTES:
1. MASONRY WALLS SHALL BE STUCCO WITH EARTH TONE COLOR CONSISTENT WITH SECTION 3.10 OF THE DESIGN GUIDELINES
2. THIS WALL STANDARD APPLIES ONLY TO WALLS BUILT ALONG VAN BUREN, CACTUS, ALESSANDRO, IRATION, BROWN AND REDLANDS
3. PROJECT ENTRY WALLS MAY INCORPORATE ADDITIONAL AESTHETIC ENHANCEMENTS CONSISTENT WITH THE OVERALL PROJECTS THEME
4. ALL PLASTERS TO BE CULTURED STONE, DRYSTACK LEDGE STONE, SUEDAL MARSH AND NANA COLORS (CS4-3061 OR SIMILAR.
5. WALL COLOR TO BE FRAZER SW 6143 "BASKET BEIGE"



DECORATIVE MASONRY WALL
N.T.S.

★★ March
★ Business
★★ Center

4.10 UTILITIES

All utilities are to be installed underground. Easements for underground utilities that preclude the planting of trees may not be located along side and rear property lines where the design guidelines require perimeter trees.

4.11 WALLS AND FENCES

Walls, when used, must be designed as an integral part of the overall architectural or landscaping design concept.

No walls are permitted within streetside landscaping setback areas except for parking screening walls. Any wall between the streetside landscaping area and a building front is limited to a maximum height of 30", unless otherwise approved by the JPA.

No side or rear wall may exceed 8'-0" unless approved by the JPA. Refuse enclosure walls must be 6'-0" high.

All walls must be built of materials and finishes that are compatible with adjacent buildings. In addition, all walls or fences along Van Buren, Cactus,Alessandro, Barton, Krameria, and Brown must be consistent with the standard details in this section. Additionally, all properties along the western property line that are visible from the residential units within Orangecrest/Mission Grove are required to install a 6' wall or fence consistent with details in this section.

No chain link fences are allowed within 100' of a public R.O.W. Beyond the 100' distance from a right-of-way, black, commercial grade, vinyl clad chain link fences are permitted to secure properties. Razor wire, barbed wire, and similar materials are not permitted within the development. Appropriate landscaping is required with all fences and walls to soften their appearance. At a minimum, a combination of trees and shrubs shall be required providing a 75% opaque screen, within two years of planting, along all chain link fence areas. All other walls and fences shall have a minimum of 30% planting opacity within the same period.

Typical Wall/Fence Details

(1) 3 1/2" SQUARE STEEL POSTS

(2) 2 1/2" SQ TOP & BOTTOM RAIL

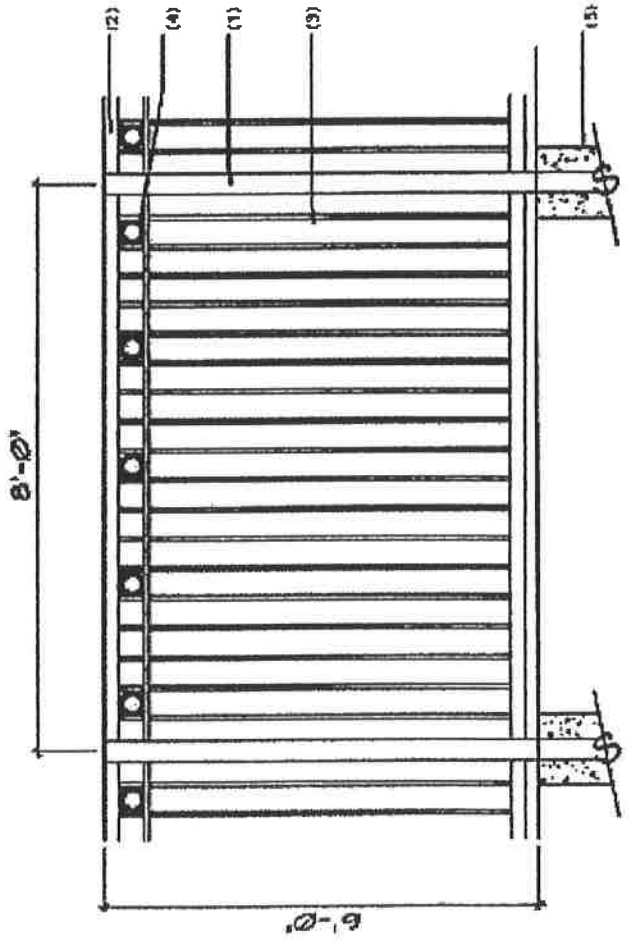
(3) 3/4" SQ PICKETS @ SPACED AS SHOWN

(4) 4 3/4" O.D. DECORATIVE CIRCLES EVERY 4TH PICKET

(5) POST FOOTER AS REQUIRED BY BUILDING CODE

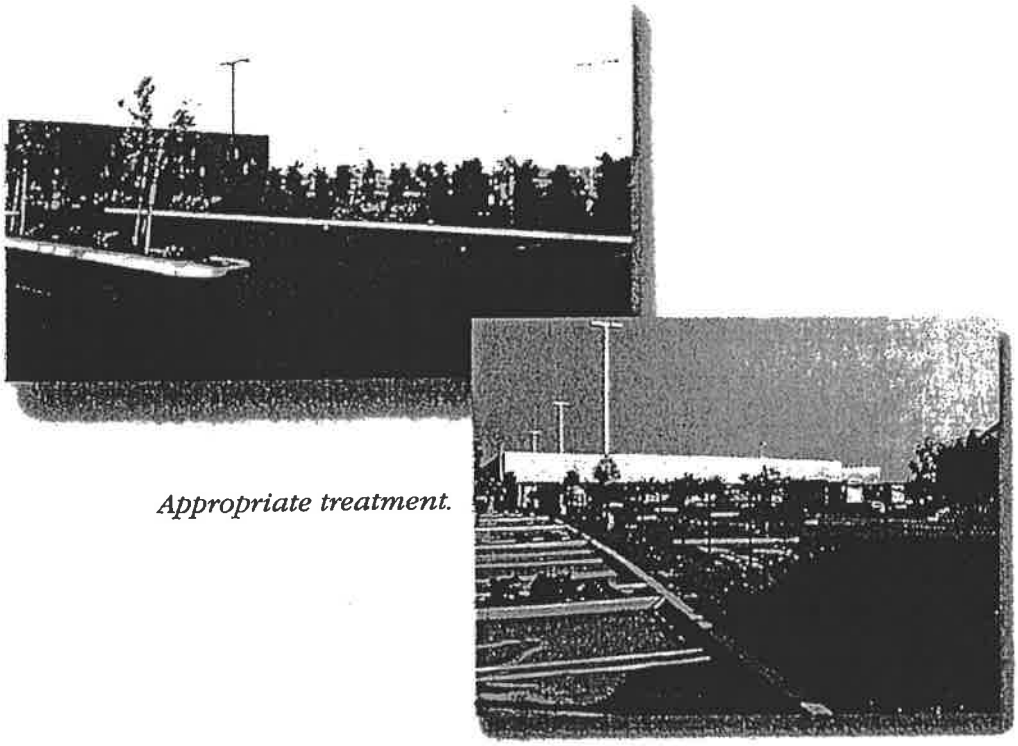
NOTES:

1. FINISH SHALL BE ONE COAT OF PRIMER AND TWO COATS OF SEMI-GLOSS BLACK. PAINT AND COATING SYSTEM BY MATTHEW PAINT CO. (1-800-323-6593) OR APPROVED EQUAL
2. ALL METAL TO BE COMMERCIAL GRADE TUBULAR STEEL OR ALUMINUM.
3. ALL FENCES SHALL BE SUBMITTED FOR REVIEW AND APPROVAL BY THE J.P.A.
4. ALL PILASTERS TO BE CULTURED STONE, DRYSTACK LEDGE STONE, SUEDE, MARSH AND NAPA COLORS (CS4-3084 AND CSH-3095) OR SIMILAR.

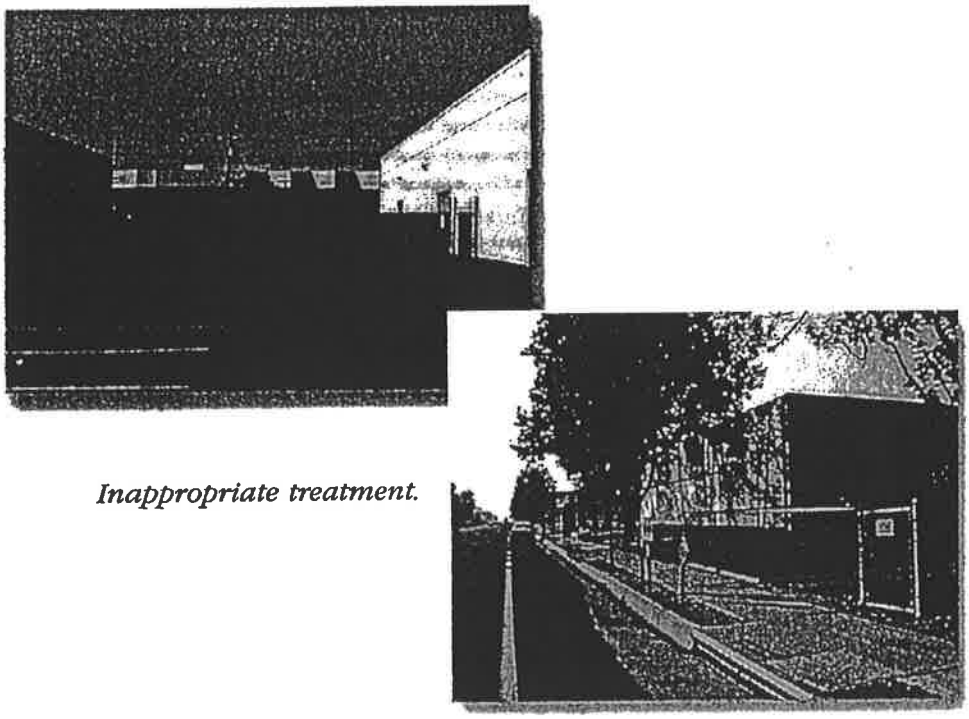


DECORATIVE ALUMINUM FENCE
N.T.S.

★★ March
★ Business
★★ Center



Appropriate treatment.



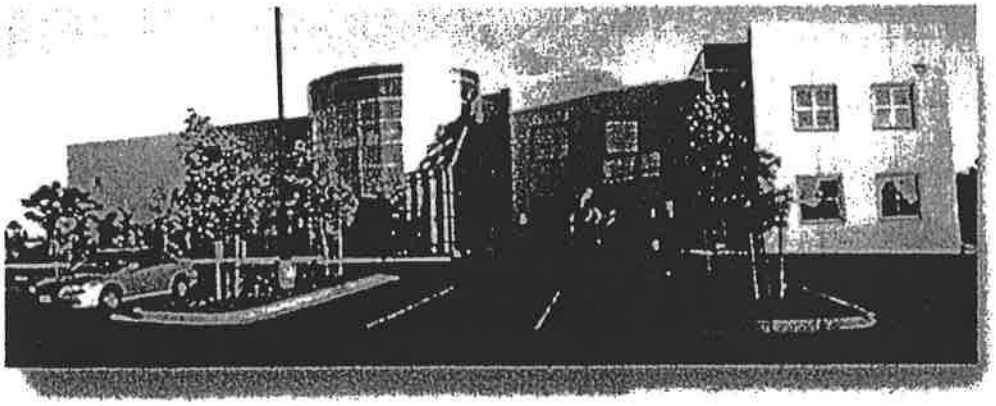
Inappropriate treatment.

5.0 ARCHITECTURE

"Individual creativity and identity are encouraged."

5.1 OBJECTIVES

Architectural design should express the character of a high quality business center in a manner that is both progressive and enduring. Individual creativity and identity are encouraged, but care must be taken to maintain design integrity and compatibility among all projects in order to establish a clear, unified image throughout March Business Center.



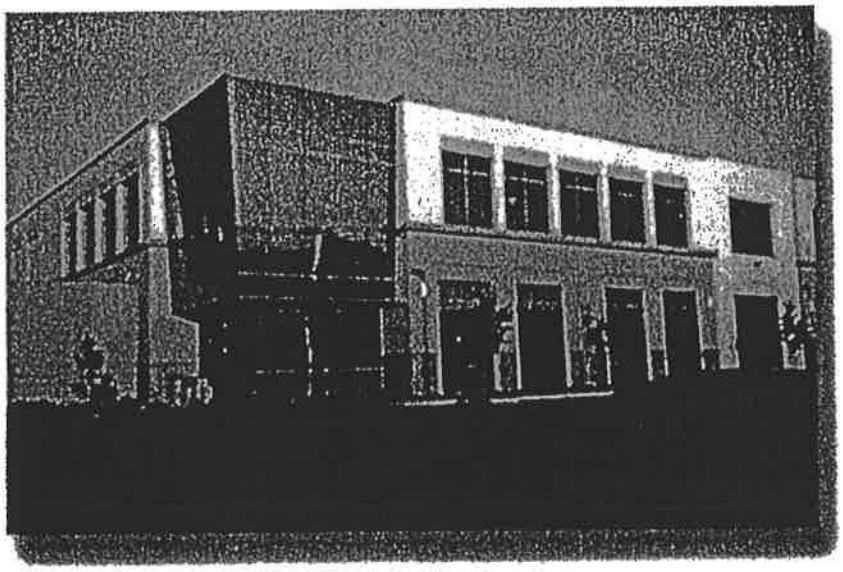
The following guidelines present parameters for architectural character, building form and massing, facades, fenestration, structure, entries, materials, colors, details, service areas and mechanical equipment.

5.2 ARCHITECTURAL CHARACTER

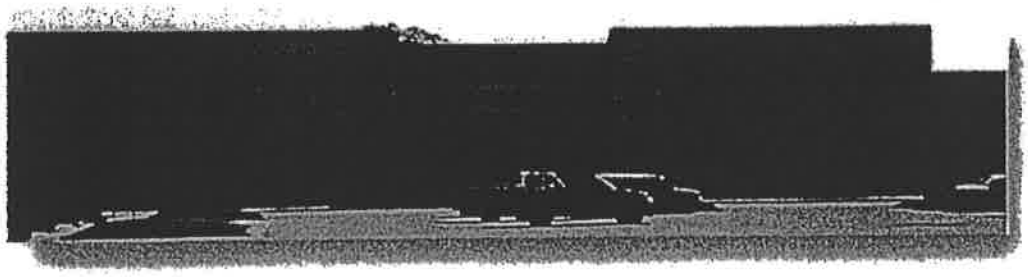
Architectural character should portray a high quality business center image in a manner that is both progressive and timeless.

5.2.1 — Appropriate Characteristics

- Contemporary, classic, technical style.
- Clean, smooth, efficient lines.
- Distinctive, but image compatible with March Business Center style and theme.



Appropriate scale, attention to detail and massing.



Inappropriate design and detailing.

5.2.2 — Inappropriate Characteristics

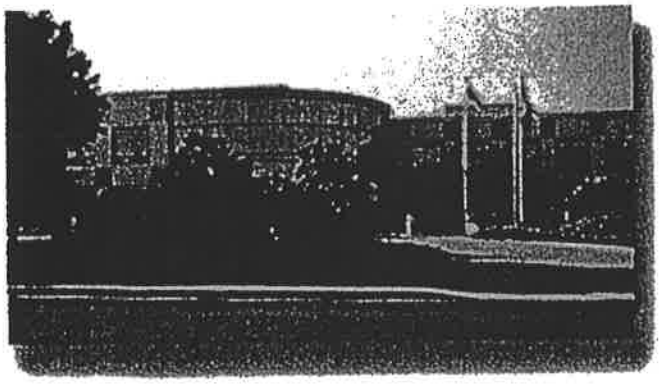
- Trendy, historical, residential styles.
- Tricky, complicated, arbitrary forms.
- Sharp contrast with surroundings.
- Inappropriate or no articulation or fenestration.

5.3 BUILDING FORM AND MASSING

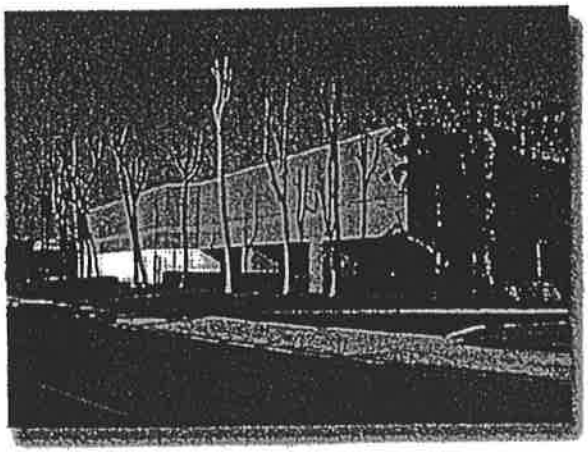
Building design should employ clean, simple, geometric forms and coordinated massing that produce overall unity, scale, and interest.

5.3.1 — Appropriate Treatment

- Straightforward geometry.
- Unified composition.
- Expression of floor levels and structure.
- Solid parapets.



Appropriate Treatment.



Inappropriate/insufficient detailing and design.

5.3.2 — Inappropriate Treatment

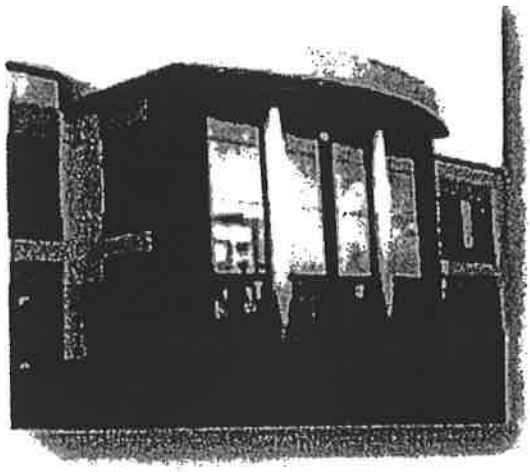
- Complicated forms.
- Arbitrary, inconsistent composition.
- Monolithic blocks.
- Glass box forms.

5.4 FACADES

Facades should reflect a coordinated design concept, including expression of building function, structure, and scale.

5.4.1 — Appropriate Treatment

- Straightforward, functional design.
- Expression of structure.
- Unity and scale reinforced through an integrated grid module.
- Surface delineation through expression of reveals, mullions, recesses, and structure.



Appropriate, unified composition.



Awkward detailing, form.

★★ March ★ Business ★★ Center
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Amendment #2

5.4.2 — Inappropriate Treatment

- Arbitrary, inconsistent forms and decoration.
- Uninterrupted, floating horizontals.
- Blank surfaces.

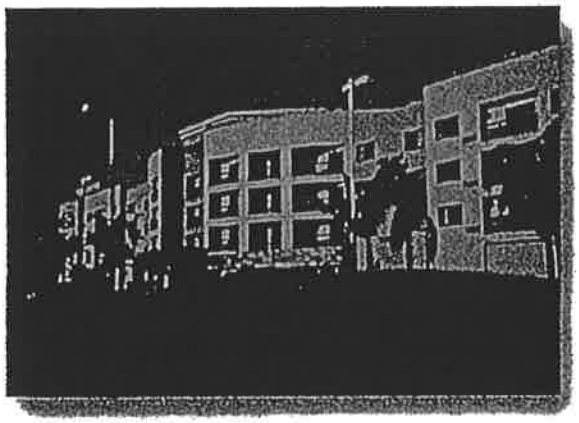
Buildings can be designed with a consistent, uniform façade; with the center of the façade emphasized; or with the corners of the façade emphasized as shown below.

5.5 STRUCTURE

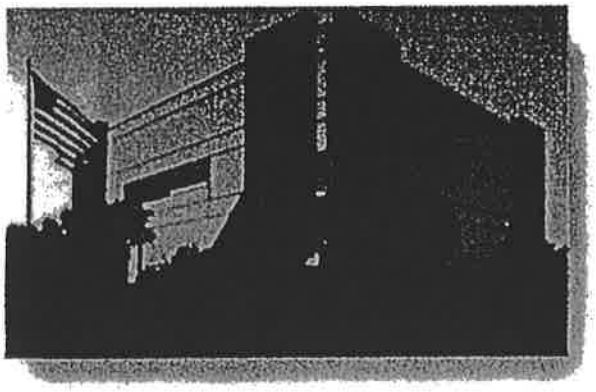
Structure should be expressed clearly and consistently.

5.5.1 — Appropriate Treatment

- Visible vertical support
- Visible structural base.
- Functional, straightforward columns.
- Columns integrated into the façade.
- Proper structural scale.



Appropriate structure and scale integrated into design.



Inappropriately scaled structural components, overuse of glass.

5.5.2 — Inappropriate Treatment

- Floating horizontal levels.
- Glazing direct to ground (except at entries).
- False, decorative structure.
- Undersized or oversized structural components.

5.6 FENESTRATION

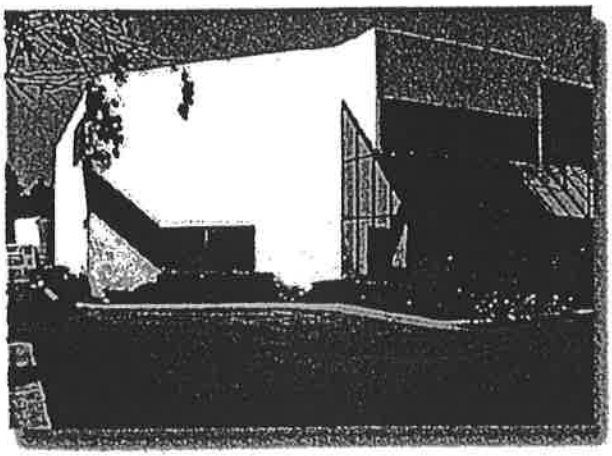
Fenestration should be defined by function and structure, and should be consistent in form, pattern, and color.

5.6.1 — Appropriate Treatment

- Functional glass use and patterns.
- Glazing delineation by mullions and structure.
- Balance of wall and glazed surfaces.
- Tinted or lightly reflective glazing.



Appropriate example of fenestration consistent and integrated into composition.



Awkward, sloping fenestration.

5.6.2 — Inappropriate Treatment

- Arbitrary, decorative glass patterns.
- Uninterrupted horizontal glazing.
- Sloping glass.
- Overly reflective glass (more than 35% reflectance).

5.6.3 — Glazing Colors

- Preferred: Colors complimentary to "earth tone" palette.
- Prohibited: Bright or multiple colors inconsistent with color palette.
- Other: Requires specific approval from the JPA, or its designee.

5.6.4 — Reflectivity

Glass should generally be nonreflective within March Business Center.

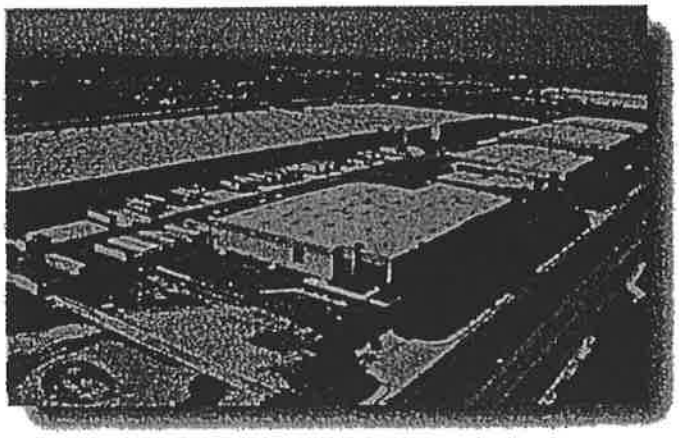
The maximum allowable outdoor reflectance is 25 percent.

5.7 ROOFS

Rooflines of the primary structure should be horizontal.

5.7.1 — Appropriate Treatment

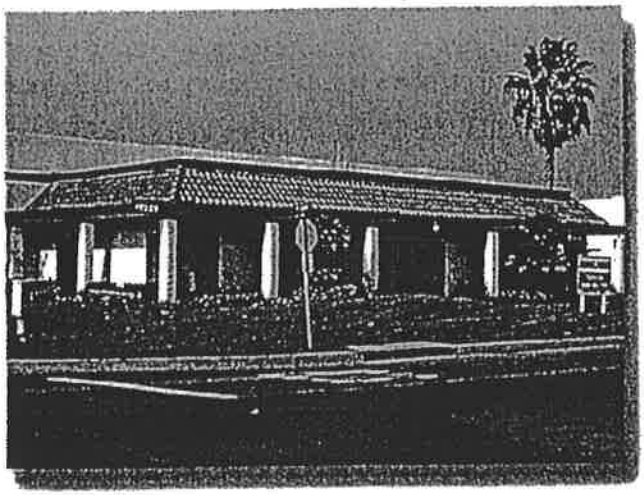
- Visible vertical support.
- Horizontal planes and parapets.
- Varied parapet height.
- Roofing materials hidden from off-site view of adjacent roadways/streets.



Appropriate roof treatment with parapet.

5.7.2 — Inappropriate Treatment

- Gable, hip, and mansard room forms, except at entries if effectively integrated into building style/design.
- Metal, tile, shingle, and shake roofing, except at entries if effectively integrated into building style/design
- Arbitrary decoration.



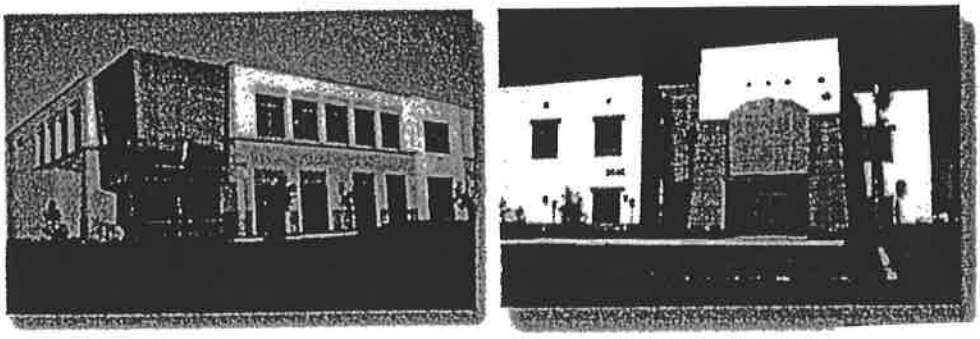
Inappropriate roof style.

5.8 ENTRANCES

Entrances should be clearly defined and inviting.

5.8.1 — Appropriate Treatment

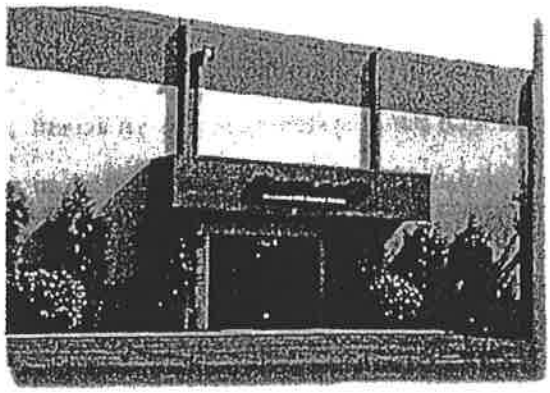
- Articulation and appropriate use of color for identity and interest.
- Light, open, inviting aspect.
- Entry space sequence.
- Recessed, protected doorway.
- Integration with overall building form.
- Coordinated landscaping.



Clearly defined, detailed entry.

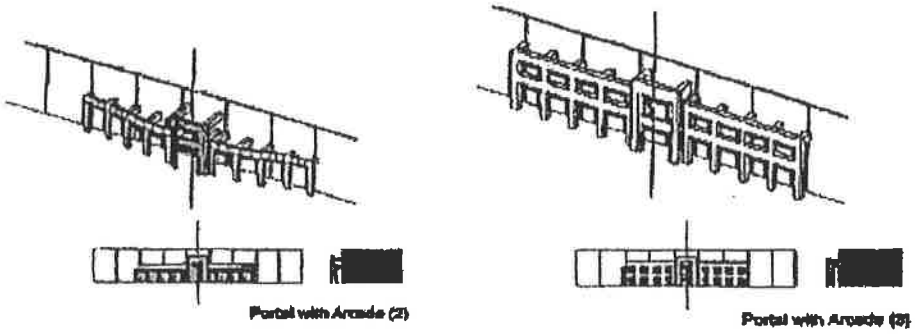
5.8.2 — Inappropriate Treatment

- Exaggerated forms and color.
- Dark, confined appearance.
- Abrupt entry. Flush doorways. Tacked-on entry alcove.



Insufficiently detailed, scaled entry.

Each facility shall have at least one Building Entrance Element. The Element may be located at the end of the primary facade facing the street frontage (or it may be located along the primary facade facing the street frontage). The Element shall be designed with materials and colors appropriate to the overall theme, and must be at least 2/3 of the overall building height. The Element should contain large-scaled, simple, clean forms. Additionally, canopies of contrasting, permanent materials with highly articulated, large-scale, bold forms may be utilized to further enhance the Element (*see Figures below*). Entrances can also be emphasized with portals and arcades as shown below.



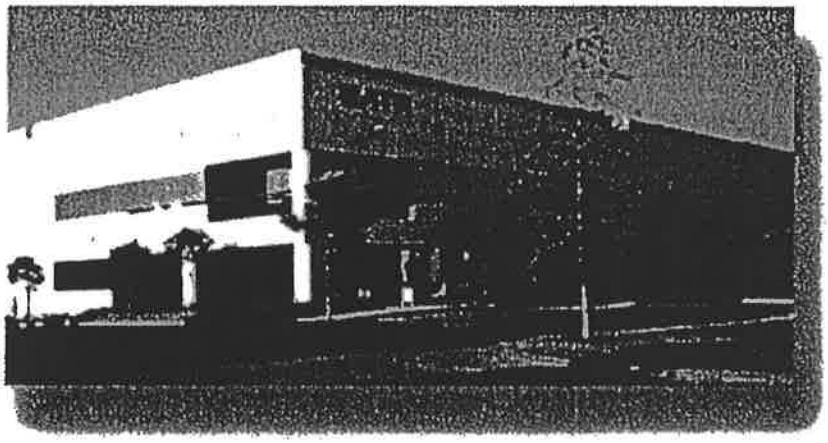


5.9 MATERIALS

Exterior building materials should be smooth, clean, and efficient, with an appearance that is contemporary and professional.

5.9.1 — Appropriate Materials

- Smooth, precast, or tilt-up concrete.
- Smooth metal panel systems used as an accent.
- Ribbed or rough textured concrete used as an accent.
- Tinted or lightly reflective glass.
- Stucco or E.I.F.S. used as an accent or contrast of materials.



Appropriate materials.



Inappropriate use and mix of materials.

5.9.2 — Inappropriate Treatment

- Wood beams and siding.
- Brick, Spanish tile.
- Corrugated metal.
- Highly reflective glass.

5.9.3 — Other Materials

All other materials, including Drivit®, concrete masonry, wall tile, glass fiber reinforced concrete, and new technology materials, must be approved by the JPA, or its designee. Buildings constructed entirely of prefabricated metal shall require approval by the March Joint Powers Commission.

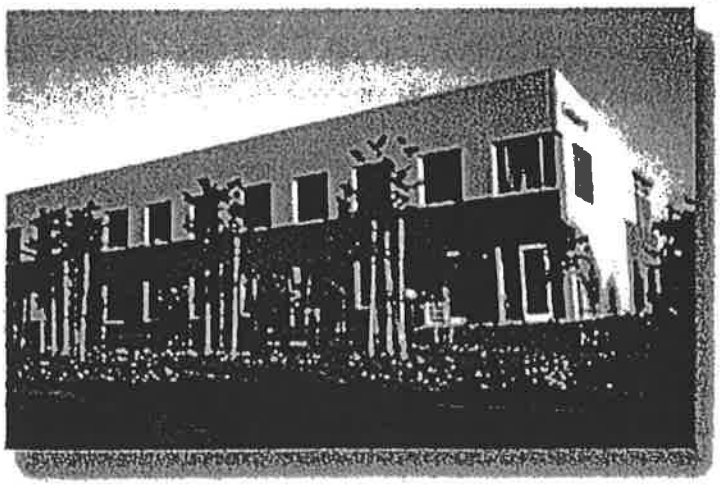
5.10 EXTERIOR COLOR

Exterior building colors shall be compatible with the natural landscape, surrounding hillsides and open space. Use of this natural color palette will also maintain compatibility throughout March Business Center while allowing for variety of color among projects. All exterior colors shall be submitted for review and approval of the JPA. Appropriate colors are listed as follows:

Sherwin Williams color or similar-
Navaho White SW 6126
Restained Gold SW 6129
Chamois SW 6131
Softer Tan SW 6141
Basket Beige SW 6143
Dapper Tan SW 6144
Ancient Marble SW 6162
Svelte Sage SW 6164
Connected Gray SW 6165
Filmy Green SW 6190
Coastal Plain SW 6192
Privilege Green SW 6193
Vanillin SW 6371
Inviting Ivory SW 6372
Torch Light SW 6374
Convivial Yellow SW 6393
Sequin SW 6394
Alchemy SW 6395
Sea Salt SW 6204
Comfort Gray SW 6205
Oyster Bay SW 6206

5.10.1 — Appropriate Treatment

- Concrete or stone should have natural finish.
- Other colors will be permitted generally on recessed or interior facing wall surfaces, or on special features, reveals, or mullions if complementary with building.
- Service door and mechanical screen colors are to be the same as the adjacent wall color.



5.10.2 — Inappropriate Treatment

- Dark natural finishes.
- Arbitrary patterns, stripes.
- Garish use of color.
- Use of a broad painted band to reflect a corporate theme.

5.11 DESIGN DETAILS

Detailing should be clean, clear, and straightforward. Details should reinforce overall design unity, interest, and scale.

5.11.1 — Appropriate Treatment

- Coordinated mullions and details.
- Expression and alignment of structural connections.
- Finishes commensurate with building materials.
- Coordinated entry spaces and landscaping.

5.11.2 — Inappropriate Treatment

- Insufficient or excessive detailing.
- Inadequate interface between materials.
- No indication of scale.
- Lack of interest.

5.12 EQUIPMENT

All exterior equipment—including, but not limited to, mechanical equipment, electrical equipment, storage tanks, risers, electrical conduit, gas lines, cellular microcell facilities, and satellite dishes—must be screened from on-site and off-site view. The top of all roof-mounted equipment—including, but not limited to, skylights, vents, air handlers, exhaust fans, smoke hatches, and ducts—must be below the top of the parapet.

5.12.1 — Appropriate Treatment

- Rooftop equipment shall be fully screened from off-site views by a parapet wall equal to or exceeding the height of the roof mounted euipment.

- Mechanical screen fully integrated into architecture.
- Ground equipment hidden by screen walls or landscaping.
- Screen walls or same or similar material as building walls.

5.12.2 — Inappropriate Treatment

- Improperly located equipment requiring non-integrated walls.
- Rooftop equipment extending above parapet or screen.
- Rooftop screen too close to parapet.
- Screen material contrasting with adjacent surfaces.
- Rooftop screen "hat."

6.0 LANDSCAPING

"Landscaping should be simple, clean, and appropriately-scaled for each development."

6.1 OBJECTIVES

Landscaping is an integral element contributing to the identity and unity of March Business Center. As such, all landscaping for March Business Center must be designed to:

- Promote a pleasant, distinctive, appropriate environment.
- Augment internal cohesion and continuity within March Business Center.
- Be consistent with the clean, simple, straightforward urban design concept for March Business Center.
- Promote water conversation.



The March JPA Development Code includes Landscape and Irrigation Guidelines and Specifications to be utilized as the governing standards for March Business Center. For additional reference, the Landscape Concept Plan from the Specific Plan has been included in the appendix of this document. The Concept Plan identifies general landscape concepts within the public row's within the project. The appendix also includes a number of landscape "vignettes" illustrating the landscape, streetscape, and entry features envisioned for the project. While most of these treatments occur in common areas and will be implemented by the master developer, individual site developers and designers are encouraged to prepare site designs that are consistent with and complementary to these treatments.

6.2 WATER CONSERVATION MEASURES

6.2.1 — All landscape areas are to be provided with a complete, state-of-the-art, automatic irrigation system equipped with ET-based smart controllers. This system must conform to all requirements of this document and the March JPA Development Code.

6.2.2 — Landscape design should consider the following water conservation measures:

- Site analysis of macro and micro climates, solar exposure, prevailing wind conditions, seasonal temperature patterns, soils and drainage, grades and slopes,
- Use of planting zones coordinated according to plant type, climatic exposure, soil condition and slope to facilitate use of zoned irrigation systems,
- Use of low water or drought tolerant plant species in landscape areas,
- Coordination of irrigation type for plant species used,
- Use of drip irrigation where appropriate,
- Design to meet peak moisture demand of all plant materials within design zones, while avoiding flow rates that exceed infiltration rate of soil,
- Design to prevent overspray or discharge onto roadways, non-landscaped areas or adjacent properties,
- Timing of irrigation cycles to be set at night when wind, evaporation and people activities are at a minimum.

6.3 STREETSCAPES

Landscape along public streets is designed to provide a unified appearance along street frontages, to reinforce the street hierarchy, and to establish identities of place, particularly at intersections within March Business Center.

To meet these objectives, landscaping along street frontages and next to intersections in March Business Center address the following parameters:

6.3.1 — General Design Criteria

a. Trees are required along all street frontages according to the criteria specified in the Development Code, and a minimum 24" box size shall be planted. Consideration should be given to ROW planting provided by March Business Center to ensure consistency with theme and species (see Landscape Concept Plan). Street trees will be planted at 40' on center, unless located within clustered plantings. Clustered trees should average 40' on center.

b. Hedges along street frontages are to be trimmed to a formal, rectangular shape. Minimum size at installation is five gallon.

c. If required interior landscape islands (as specified in March JPA Development Code) create operational hazards for a proposed development, design latitude may be provided to relocate the required landscape into fewer, larger areas. Such requests will be considered on a case by case basis as a part of the design approval process.

d. In general, use of turf areas should be minimized in favor of low water usage ground covers. When used, turf may not exceed 10% of a site's landscape area, and must be useable by employees. Use of turf must comply with all local landscape water efficiency requirements.

6.4 ON-SITE LANDSCAPING

On-site landscaping is to be coordinated in a manner that enhances overall continuity of development in March Business Center, while providing for the individual identity and needs of each project within. The design must address the following criteria:

6.4.1 — Landscaping should be used to reinforce site-planning principles, such as using trees to define parking lots and drive aisles.

6.4.2 — Plant materials for on-site landscaping are to be selected from the Plant Selection List in Section 6.5.

6.4.3 — Parking area trees are to be provided as noted in the Development Code. All parking visible from public streets will be screened by naturally contoured landscaped berms measuring 2.0' to 3.5', a 30" high hedge, or a 30" parking screening wall. Landscape must be used to supplement the berms or walls, but may not be used in place of the walls. Refer to the Development Code for more information.

6.4.4 — Comprehensive planting, including trees, is required along all building and site perimeters, as identified in the specific plan.

- A minimum landscape setback of fifteen (15) feet* is required along all front yards. As noted in Table III-2 of the Specific Plan, minimum front yard setbacks are twenty (20) feet or twenty-five (25) feet depending on use; therefore, most of the setbacks shall be landscaping if a building is set close to the front yard property line.

- A minimum landscape setback of five (5) feet* is required along at least one side of internal property lines, on all development parcels.

6.4.5 — All buildings facing a roadway frontage shall have a minimum ten (10) foot foundation planting area.

6.4.6 — Large natural granite boulders exist within March, and their use as part of the landscape theme is encouraged.

6.4.7 — Project drainage/retention areas should be landscaped with native vegetation in a natural manner, similar to naturally occurring drainageways elsewhere on site, with minimal or no use of turf.

* If perpendicular parking spaces are located adjacent to the minimum landscape zone, then a 2'-6" minimum parking overhang is required in addition to the above measurements (17'-6", 12'-6", and 7'-6" respectively).

6.5 ON-SITE PLANT SELECTION LIST

6.5.1 — Trees

Entries/ Parking/ Perimeter

- Cercidium 'Desert Museum' (Palo Verde 'Desert Museum')
- Cercidium praecox (Palo Brea)
- Pithecellobium flexicaule (Texas Ebony)
- Thevatia peruviana (Yellow Oleander)
- Platanus racemosa 'Bloodgood' (London Plane Tree)
- Populus nigra 'Italica' (Lombardy Poplar)
- Fraxinus oxycarpa 'Raywood' (Raywood Ash)
- Magnolia grandiflora (Magnolia)
- Ficus macrocarpa (Indian Laurel Fig)
- Olea europaea 'Swan Hill' (Olive Tree)
- Rhus lancea (African Sumac)
- Podocarpus gracilior (Fern Pine)
- Cinnamonum camphora (Camphor Tree)
- Ulmus parvifolia 'True Green' (Chinese Elm)
- Koelreuteria paniculata (Goldenrain Tree)
- Pinus eldarica (Afghan Pine)
- Pinus canariensis (Canary Island Pine)
- Pinus halepensis (Allepo Pine)
- Prunus caroliana (Carolina Laurel Cherry)
- Brachychiton populneus (Bottle Tree)
- Tristania conferia (Brisbane Box)
- Geijera parviflora (Australian Willow)
- Magnolia grandiflora 'Sommer', 'Russet', and 'Little Gem' (Magnolia)
- Gleditsia triocanthos (Honey Locust)
- Eucalyptus leucoxylon (White Ironbark)
- Eucalyptus maculata (Spotted Gum)
- Eucalyptus nicholii (Willow Peppermint)
- Eucalyptus sideroxylon (Red Ironbark)
- Chitalpa tashkentensis

Accent Trees

- Cercis Canadensis 'Hearts of Gold' (Hearts of Gold Redbud)
- Jacaranda mimosifolia (Jacaranda)
- Lagerstroernia indica (Crape myrtle)
- Pyrus calleryana 'Aristocrat' (Aristocrat Pear)
- Tabebuia ipe (Pink Trumpet Tree)

Parks/ Open Space

- Quercus ilex (Holly Oak)
- Fraxinus oxycarpa 'Raywood' (Raywood Ash)
- Magnolia grandiflora (Magnolia)
- Platanus racemosa 'Bloodgood' (London Plane Tree)

Palms

- Phoenix dactylifera (Date Palm)
- Phoenix canariensis (Canary Island Palm)
- Washington robusta (Mexican Fan Palm)
- Washington filifera (California Fan Palm)
- Brahia armata
- Chamaerops humilis (Med. Fan Palm)

March Business Center

6.5 ON-SITE PLANT SELECTION LIST

6.5.2 — Shrubs/Ground Cover

- Acacia redolens
- Agave spp.
- Anigozathos (Kangaroos Paw)
- Baccharis spp. (Coyote Brush)
- Bougainvillea spp.
- Ceanothus spp.
- Coprosma kirkii
- Dasylirion wheeleri (Desert Spoon)
- Dietes bicolor
- Dodonaea viscosa
- Elaeagnus pungens
- Gazania rigens (Clumping Gazania)
- Hemerocallis species (Daylily)
- Hesperaloe parviflora (Red Yucca)
- Heteromeles arbutifolia (Toyon)
- Lantana montevidensis
- Lavandula spp.
- Leucophyllum f. 'Green Cloud' (Green Cloud Texas Ranger)
- Leptospermum (Tea Tree)
- Lonicera 'Halliana'
- Miscanthus spp.
- Muhlenbergia spp.
- Myoporum parviflorum
- Pennisetum 'Cupreum'
- Photinia fraseri
- Phormium tenax
- Pyracantha
- Pyracantha 'Santa Cruz' (Firethorn)
- Plumbago auriculata 'Imperial Blue'
- Rhaphiolepis spp.
- Salvia spp.
- Senecio spp.
- Senna arternisioides (Feathery Cassia)
- Rosmarinus 'Prostratus'
- Westrigia fruticose (Coast Rosemary)

7.0 LIGHTING

"Lighting is an important element contributing to the identity and unity of March Business Center."

7.1 OBJECTIVES

Exterior lighting is to be provided to enhance the safety and security of motorists, pedestrians, and cyclists throughout March Business Center. As with landscaping, lighting is also an important element contributing to the identity and unity of March Business Center.

To reinforce identity and unity, all exterior lighting is to be generally consistent in height, spacing, color and type of fixture throughout the area and throughout March Business Center.

7.2 STREET LIGHTING

Street lighting is being coordinated throughout March Business Center.

7.3 GENERAL ON-SITE LIGHTING PARAMETERS

To ensure consistency throughout March Business Center, on-site lighting must conform to the overall lighting parameters for March Business Center, including the following:

7.3.1 — On-site lighting includes lighting for parking areas, vehicular and pedestrian circulation, building exteriors, service areas, landscaping, security, and special effects.

7.3.2 — All exterior on-site lighting must be fully shielded and generally confined within site boundaries. The maximum lighting level at the property line of a site is .5 candle/ft. The maximum wattage for exterior lighting shall be 750 watts.

7.3.3 — Lighting fixtures are to be of clean, contemporary design. All exterior illumination shall be high-pressure sodium, low-pressure sodium, or Light Emitting Diode (LED). Metal Halide shall be prohibited. LED lighting at or within 100 Kelvin of 2,700 Kelvin shall be permitted.

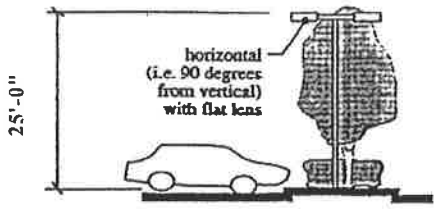
7.3.4 — The location and design of all lighting must be approved by the JPA or its designee. All construction plan submittals shall include the submittal of a point-by-point lighting analysis.

7.3.5 — Tilted wall fixtures (i.e., light fixtures which are not 90 degrees from vertical) are not permitted. The maximum height of building mounted light fixtures is 25'.

7.3.6 — Wall-mounted utility lights that cause off-site glare are not permitted. "Shoebox" or cut-off, glare-controlled lights are preferred.

7.4 VEHICULAR CIRCULATION AND PARKING AREA LIGHTING

7.4.1 — All vehicular circulation and parking lot lighting shall have cut-off fixtures (i.e., the bulb/source is not visible above "horizontal"). Pole and fixture height shall not exceed twenty-five (25) feet overall.



Parking Area Lighting

7.4.2 — Pole footings in traffic areas shall be above grade. They may be round or square and shall have a maximum footing height of 24" above grade.

7.4.3 — All luminaires shall have a Kelvin rating of 2700 plus or minus 100.

7.4.4 — Vehicular lighting levels shall be as follows:

	Minimum Maintained Illumination	Minimum Average Illumination	Uniformity Ratio (Avg. to Min.)
Vehicular Circulation	0.13 fc	0.52 fc	4:1
Parking Areas	0.14 fc	1.60 fc	4:1

7.5 PEDESTRIAN CIRCULATION LIGHTING

7.5.1 — Pedestrian walkways and building entries shall be illuminated to provide for pedestrian orientation and to clearly identify a secure route between parking areas and points of entry to the building.

Pedestrian walkway lighting should be added as appropriate to enhance safety and visibility for users. All additional fixtures must be cut-off style.

Building entries may be lit with soffit, bollard, step, or comparable lighting.

7.5.2 — Step or bollard lighting shall be used to clearly illuminate level changes and handrails for stairs and ramps.

Bollards may be used to supplement and enhance other pedestrian area lighting. Bollard height shall not exceed forty-two (42) inches, and shall be cut-off.

7.5.3 — Courtyards, arcades, and seating areas shall be lighted to promote pedestrian use and safety. A variety of lighting may be used to create interest and special effects in coordination with the character and function of the area.

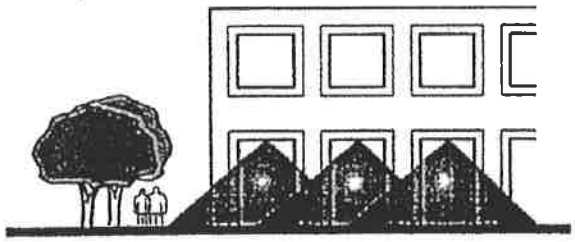
7.5.4 — All pedestrian lighting shall have a Kelvin rating of 2700 maximum.

7.6 ARCHITECTURAL LIGHTING

Architectural lighting effects are encouraged to promote nighttime identity and character.

7.6.1 — All exterior architectural lighting shall utilize indirect or hidden lighting sources. Acceptable lighting includes wall washing, overhead down lighting, and interior lighting that spills outside. All architectural lighting shall be fully shielded to eliminate views of the source of illumination from public streets and adjacent sites.

7.6.2 — Entry areas should be lit so as to provide an inviting glow from the interior.



Illumination from Building

7.7 SERVICE AREA LIGHTING

All service area lighting must be fully shielded and shall have a Kelvin rating of 2700 plus or minus 100.

7.8 ACCENT LIGHTING

Unique lighting may be used to feature architectural elements, landscaping, entries and pedestrian areas, provided it is compatible with all other lighting. Accent lighting used in landscaping and pedestrian areas shall employ shielded light sources and have a Kelvin rating of 2700 plus or minus 100.

8.0 SIGNAGE REQUIREMENTS

"A well designed and executed sign system is an affordable and effective method of presenting a professional appearance."

8.1 INTRODUCTION

A cohesive system of signing has been created to provide additional design continuity to the project and to reinforce the architectural themes.

Project entry signs, off-site directional signs, and regulatory signs installed by the JPA will be in the same "family" of signs, consistent with the theme of the project. Development parcel guidelines have been provided to reinforce this continuity throughout the project.

8.2 MATERIALS

Contemporary, professional, and creative use of simple, low maintenance materials is encouraged. These materials should include metal or masonry consistent with and complimentary to the lot architectural design. All materials and coatings shall be of a high quality industrial/commercial grade to ensure longevity and minimal maintenance. Property owners will be required to maintain *all* on-site signage in a professional manner consistent with its initially approved appearance.



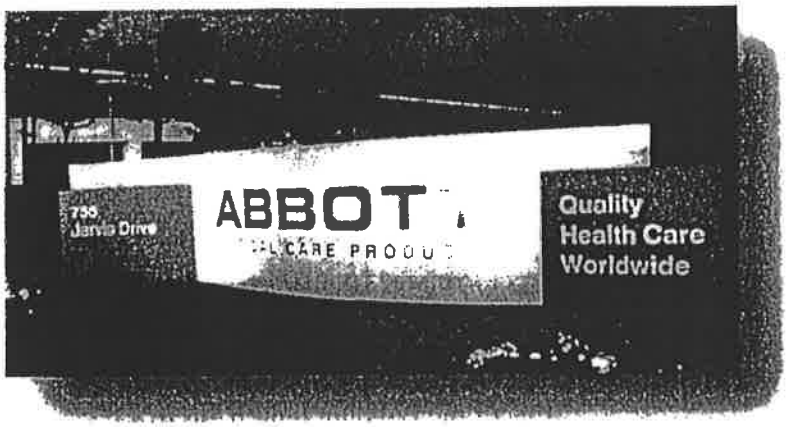
"Creativity is encouraged with monument and site signage."



8.3 MONUMENT SIGNS AT LOTS

Each lot in March Business Center fronting on an internal circulation road or a public road shall be allowed one (1) monument sign.

A monument sign is defined as a ground mounted, low profile, free standing sign, with a support structure designed to be integral to the overall sign design.



Monument signs may be up to Ten (10) feet long by eight (8) feet tall by two (2) feet deep. Monument signs should be placed perpendicular to the adjacent roadway whenever feasible. The monument signs shall be of prefinished, flat faced metal panels with applied letters and graphics, which are a minimum of one (1) inch deep, and a maximum of fourteen (14) inches high, not including logos. Internal illumination is discouraged, in favor of ground lighting or reverse lit copy. In addition, each monument sign shall have the numerical street address incorporated on the sign, with a minimum of six (6)-inch high copy. When internal illumination is provided on monument signs, it shall be illumination of the sign copy and logo only, with no illumination of sign background.

8.4 DIRECTIONAL/INFORMATIONAL SIGNAGE

Each lot in March Business Center may have ground mounted directional/ informational signage installed as determined by the JPA at the time of site plan submittal, and consistent with the Development Code.

8.4.1 — Building Signs



In addition to monument signs, each building in the March Business Center shall be permitted to have one (1) building-mounted illuminated sign on the façade facing the road serving as primary vehicular access to the site, and one on an additional building face if located on an additional street frontage (not to exceed two signs total). The height of said sign shall not exceed 30% of the height of the façade and 10% of the building length, up to a maximum length of twenty (20) feet and a maximum of eighty (80) S.F. On buildings in excess of 200 feet in length, a maximum of two (2) signs shall be permitted on each app of the two (2) signs shall not exceed 10% of the building length (or a maximum length of forty (40) feet and a maximum of 160 square feet).

8.4.2 — Freeway Signs

A total of three freeway signs shall be permitted for the entire March Business Center, with a maximum height of 45', a maximum sign area of 150', and signage limited to the master project name and logo (March Business Center), and up to three tenants each, upon approval of the March Joint Powers Commission.

8.4.3 — Multi-Tenant Signage

For buildings which house more than one tenant, one (1) additional building sign shall be permitted for each tenant, and tenant space. The signs shall not exceed two (2) feet in height and not exceed 60% of the width of the tenant's lease space, up to a maximum of 15' in length. In addition, the permitted monument sign may be constructed in a way to allow identification of each tenant in addition to any identification of the building, up to 8 tenants maximum. All multi-tenant signage shall comply with a uniform sign program.

8.5 NOT PERMITTED

The following types of signs shall not be permitted except where noted:

1. Animated Sign
2. Awning (containing signage)
3. Automatic Changing Sign
4. Special Event Sign — not to exceed 30 days per year, permitted on building face occupied by the tenant, in the form of a temporary banner with maximum area of 80 square feet.
5. Changeable Copy Sign (Except at fueling stations where cost per gallon of various grades of fuels are integrated into the approved signage.)
6. Flags — (Exception: Up to 3 flags/flagpoles may be provided, not to exceed 20' in height. These flags may contain the American flag, California flag, and corporate logo, but may not contain marketing information for the tenant.)
7. Flashing Sign
8. Marquee Sign
9. Outdoor Advertising Sign
10. Portable Sign
11. Pennant
12. Rotating Sign
13. Billboards, searchlights and inflatable signs.
14. Other signs not specifically permitted in this section.

8.6 ADDITIONAL SUBMITTAL REQUIREMENTS

Plans for proposed tenant sign designs must be submitted to and approved in writing by the March JPA, or its designee, prior to making an application to the building department for a sign permit, consistent with this document.

Sign dimensions, materials, colors, copy layout, location, or placement on storefront elevation, construction details, and lighting techniques including bulb types and wattage should be identified on the plans. Shop drawings, color, and material samples must also be provided. Prior to installation, owner must obtain a permit from the March JPA and shall comply with the Uniform Building Code and the National Electrical Code Requirements.

9.0 MAINTENANCE REQUIREMENTS

9.1 COMMON AREAS

Use of a landscaped maintenance assessment district mechanism is proposed for the maintenance of portions of the open space and landscaped areas within the March Business Center. The district would be formed per the "Landscape and Lighting Act of 1972" which allows for properties to be assessed via property tax billing for allocated maintenance items. The Master Developer, with assistance from the March JPA staff, will be responsible for the formation and initial funding of the district, which will be approved and adopted by resolution by the March Joint Powers Commission. The district is intended to be utilized exclusively for the ongoing expenditures and/or construction of the improvement; the improvements will be constructed by the Master or future developers as outlined in a particular subdivision's conditions of approval or otherwise mandated by approving jurisdictions. Subdivision conditions of approval will require that affected improvements territories will be subject to the district, as well as all subsequent subdivisions/phases of the March Business Center.

The district's maintenance responsibilities and budgeted items will include, but not be limited to the following:

- Street lighting electricity, maintenance and replacement,
- Landscape maintenance of the parkways and medians adjacent to all public streets, generally per the attached diagram,
- Irrigation water for the above,
- Tree trimming and/or color replacement,
- Maintenance of drainage structures and facilities not maintained by RCFCD,
- Master project entry monumentation, maintenance and repairs,
- Any insurance requirements,
- Slope maintenance (over 10' in vertical height),
- District management fee.

Landscaped areas within each lease parcel, including side and rear yards, shall be maintained by individual lease parcel tenants. Maintenance of each individual lease parcel shall conform to standards for common area maintenance. All maintenance of landscaping shall be performed in accordance with the March JPA Development Code.

9.2 LANDSCAPE

9.2.1 — General

The Landscape and Lighting District will maintain all landscaping in both common areas and public right-of-ways to assure uniformity in appearance and high level of quality control. Individual tenants shall be responsible for landscaping in their project areas within their property boundaries.

If any existing landscape (including existing or new plantings, hardscape, landscape features, etc.) is damaged or removed during demolition or construction, it shall be repaired and/or replaced in kind and equivalent size per the approved plans within 30 days of completion of construction by the tenant, unless prior agreement is obtained with the District.

9.2.2 — Irrigation

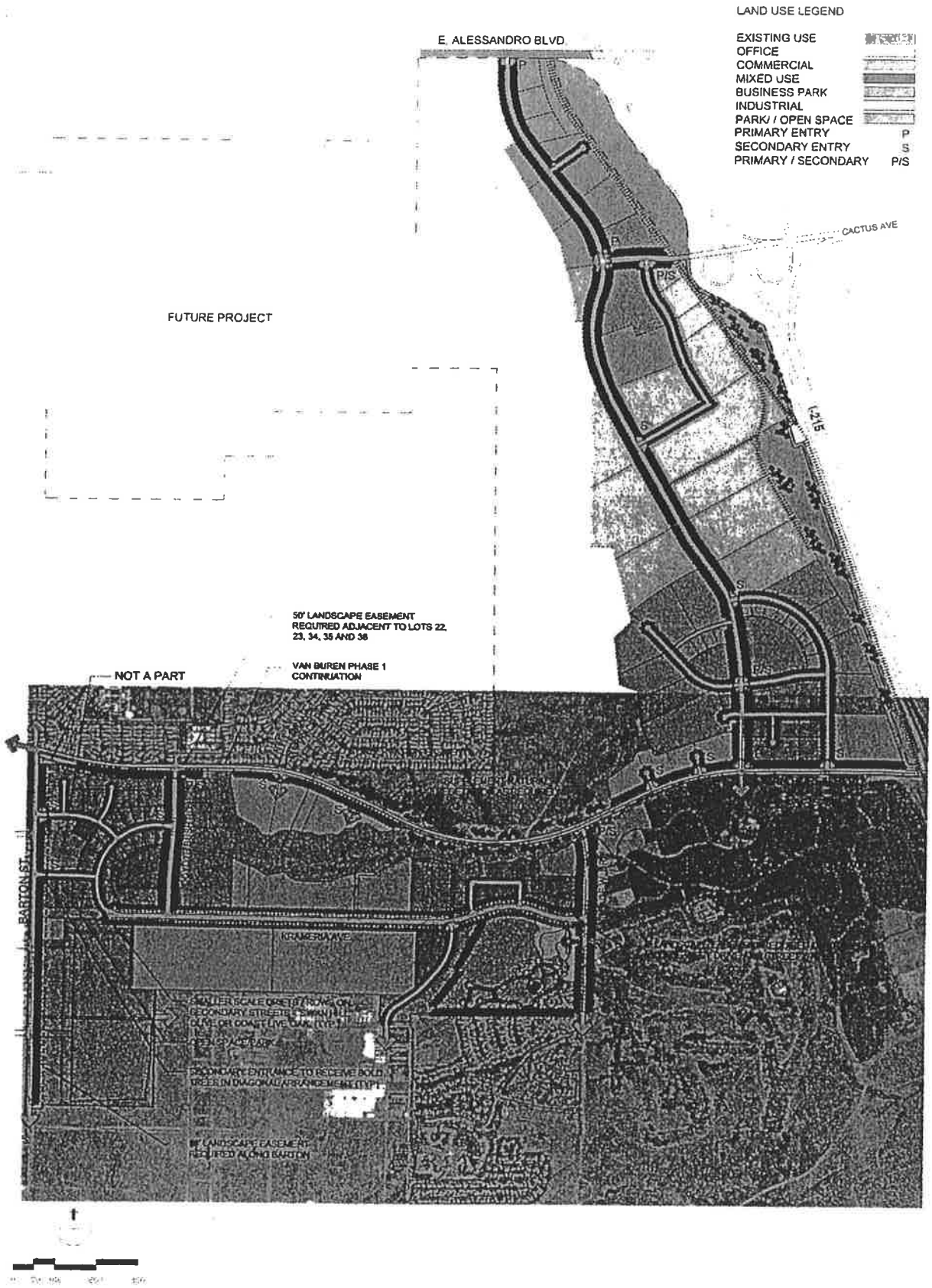
The following standards shall apply to the development of irrigation systems:

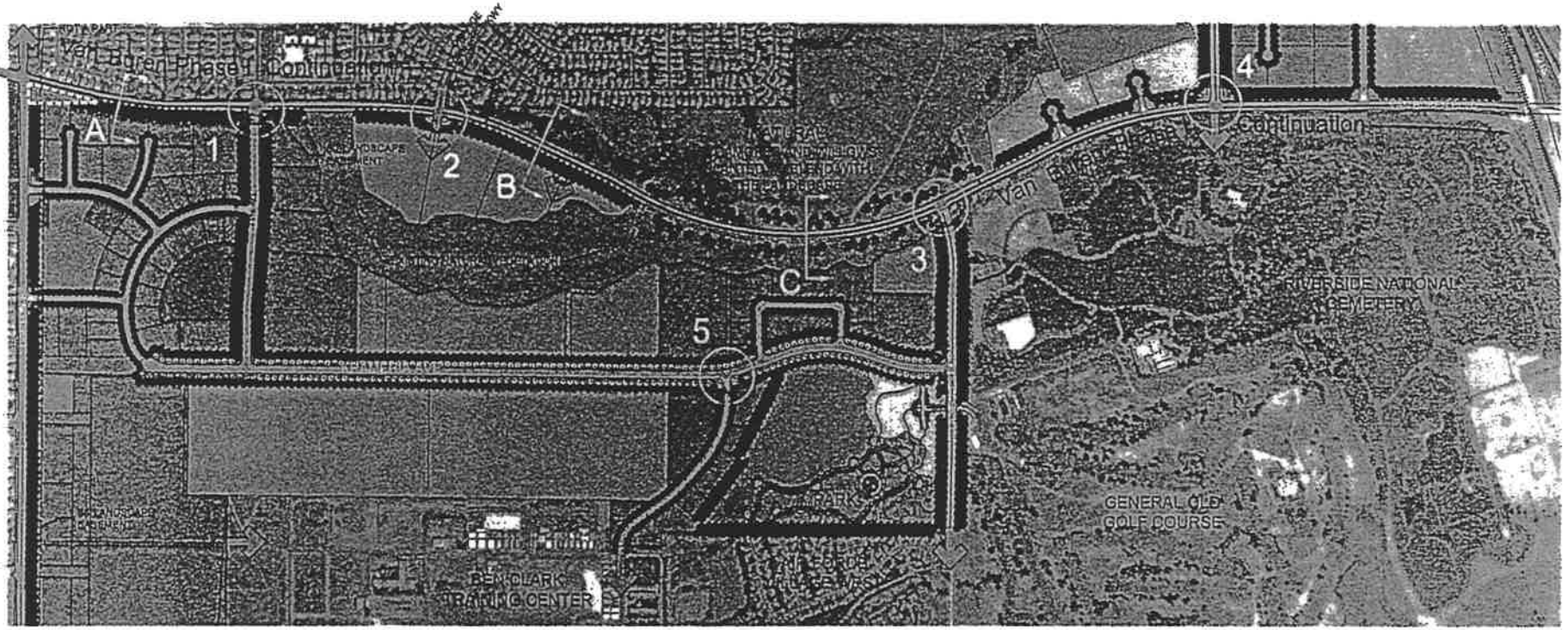
- Irrigation systems shall be designed to maintain the proposed vegetation.
- Irrigation systems shall comply with the March JPA Development Code.
- Submission of a complete irrigation system design shall be required consistent with Section 2 of these Guidelines and the Development Code.

10.0 Appendix

10.1 Landscape Concept Plan/Design Vignettes

The following drawings illustrate the general design theme, style, and materials for the landscape architectural components within the "public realm" of March Business Center. While most of these elements will be implemented by the Master Developer, individual site developers are encouraged to utilize these design documents for reference and incorporate thematic elements to ensure consistency throughout the project.

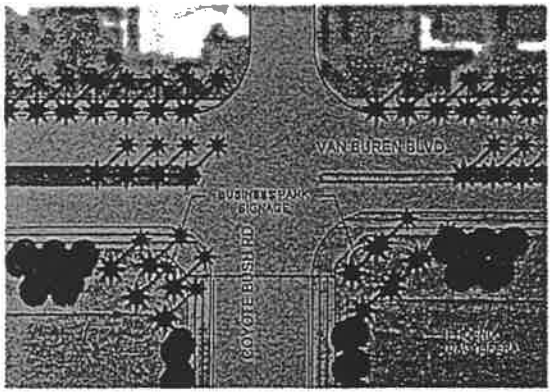

LAND USE LEGEND
EXISTING USE
OFFICE
COMMERCIAL
MIXED USE
BUSINESS PARK
INDUSTRIAL
PARK / OPEN SPACE
PRIMARY ENTRY P
SECONDARY ENTRY S
PRIMARY / SECONDARY P/S
E. ALESSANDRO BLVD
CACTUS AVE
I-215
FUTURE PROJECT
50' LANDSCAPE EASEMENT REQUIRED ADJACENT TO LOTS 22, 23, 34, 35 AND 36
VAN BUREN PHASE 1 CONTINUATION
NOT A PART
BARTON ST
KRAMER AVE



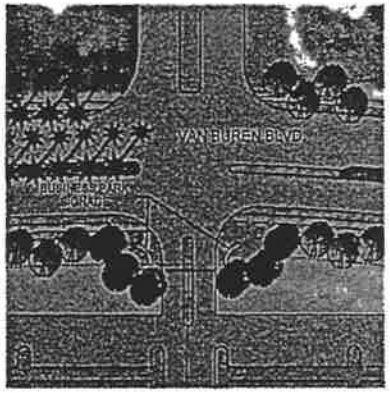
MERIDIAN

MARCH BUSINESS CENTER
RIVERSIDE, CA

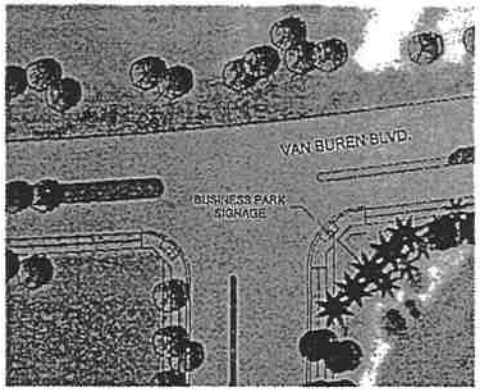
VAN BUREN CORRIDOR LANDSCAPE CONCEPT
DESIGN GUIDELINES



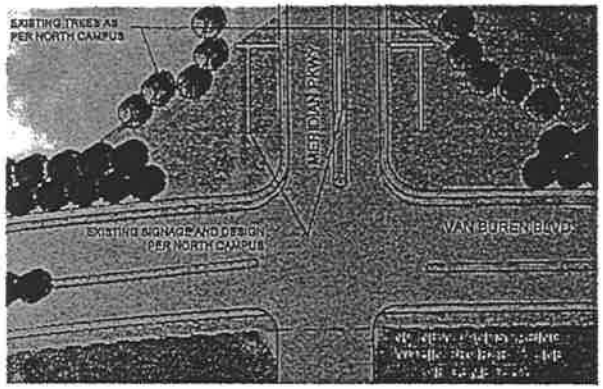
(1) VAN BUREN BLVD. AT COYOTE BUSH RD.



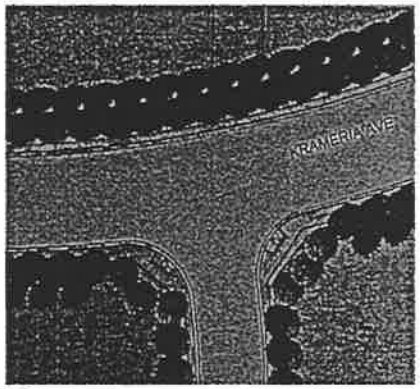
(2) VAN BUREN BLVD. AT ORANGE TERRACE PKWY



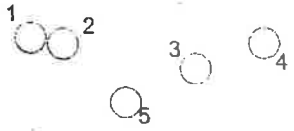
(3) VAN BUREN BLVD. AT VILLAGE WEST DR.



(4) VAN BUREN BLVD. AT MERIDIAN PKWY



(5) KRAMERIA AVE. AT STREET 'M'



Key Map

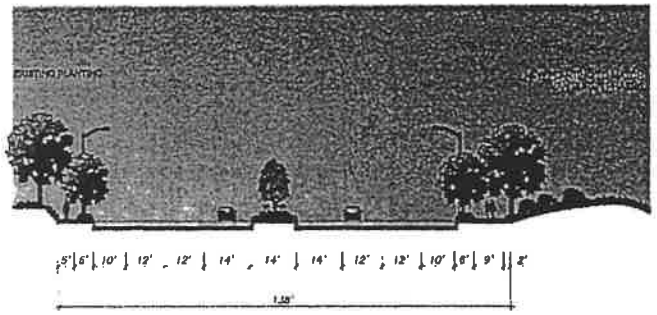
Amendment #2



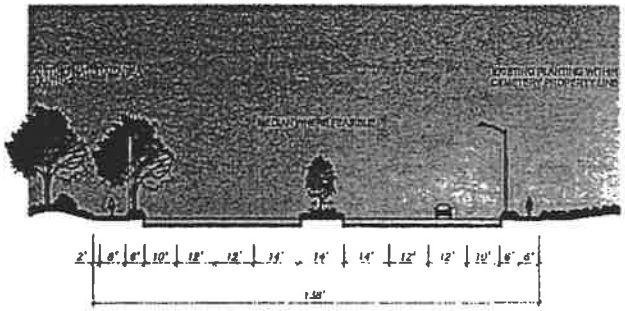
MERIDIAN

MARCH BUSINESS CENTER
RIVERSIDE, CA

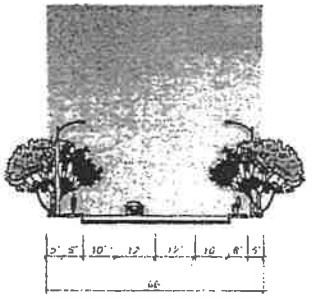
MARCH INTERPRETIVE CENTER
DESIGN GUIDELINES



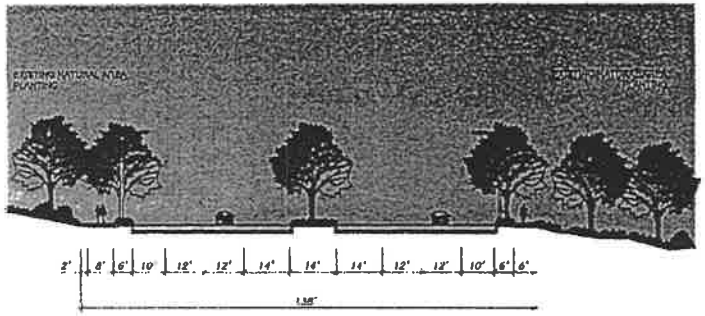
(A) VAN BUREN BLVD.
(w/ Van Buren Phase I Continuation)



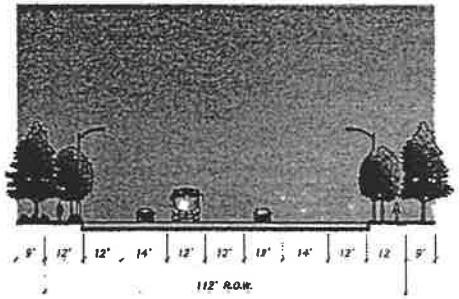
(C) VAN BUREN BLVD. AT RIVERSIDE NATIONAL CEMETARY



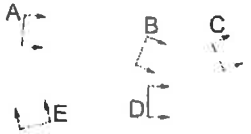
(E) TYPICAL SECONDARY STREET



(B) VAN BUREN BLVD. AT NATURAL RESERVE



(D) KRAMERIA AVENUE TYPICAL CONDITION

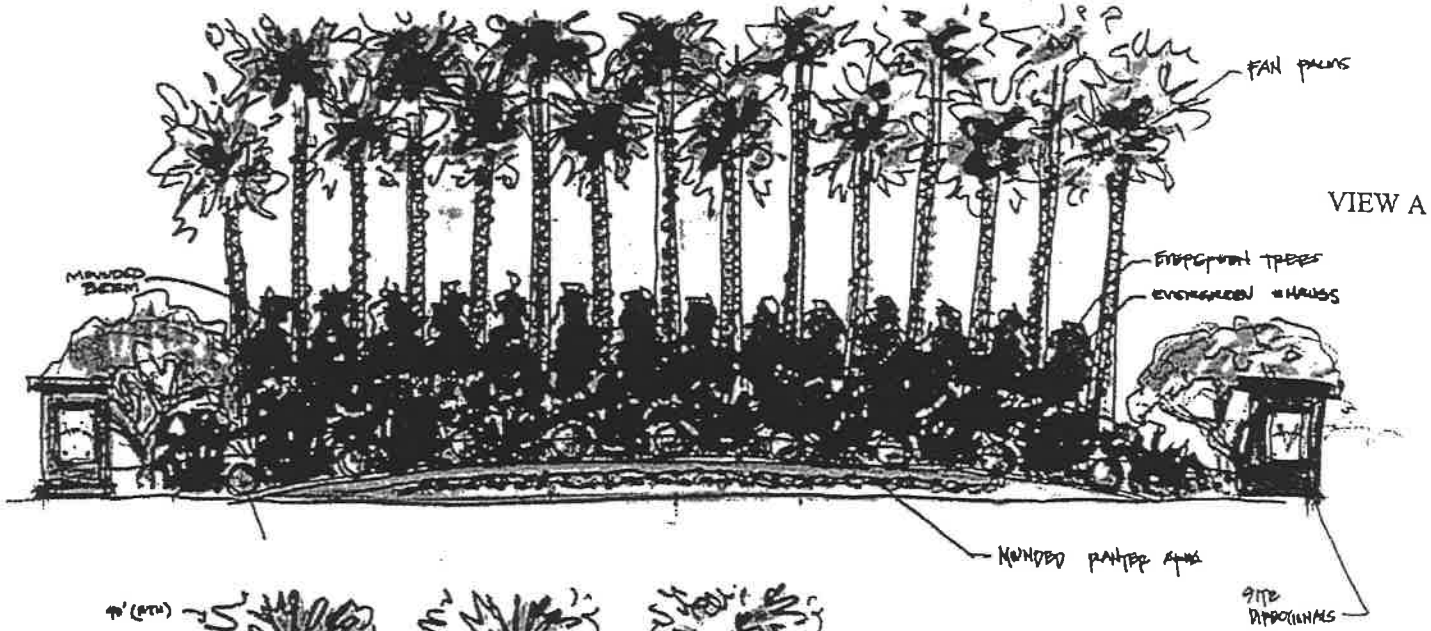


Key Map

MERIDIAN

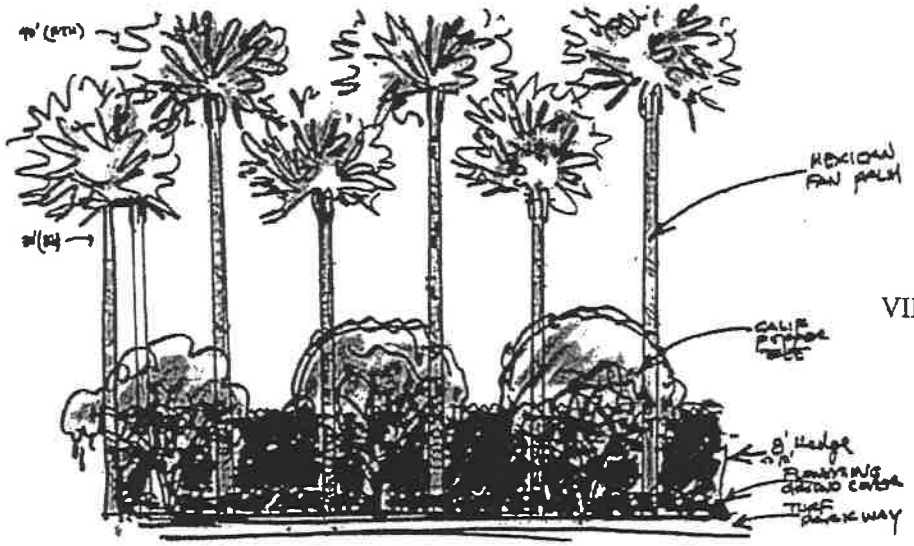
MARCH BUSINESS CENTER
RIVERSIDE, CA

CONCEPTUAL STREET SECTIONS
DESIGN GUIDELINES



Cactus Avenue Intersection
Elevation

1/4"=1'-0"

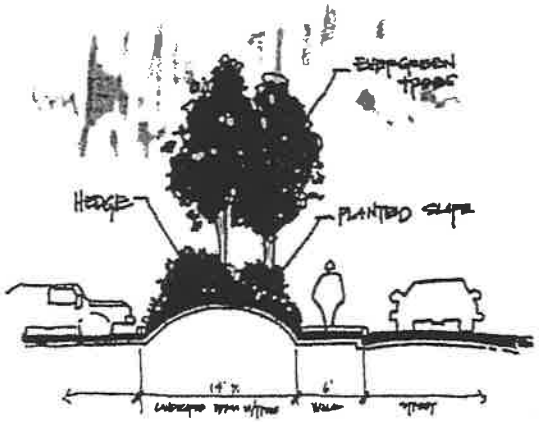


Cactus Avenue Street Scene
Elevation

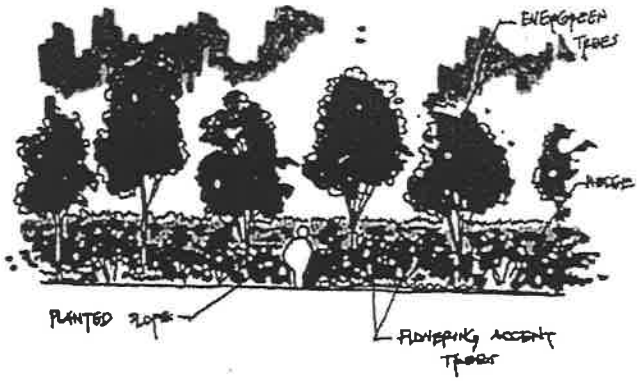
1/4"=1'-0"

SCHEMATIC LANDSCAPE PLAN

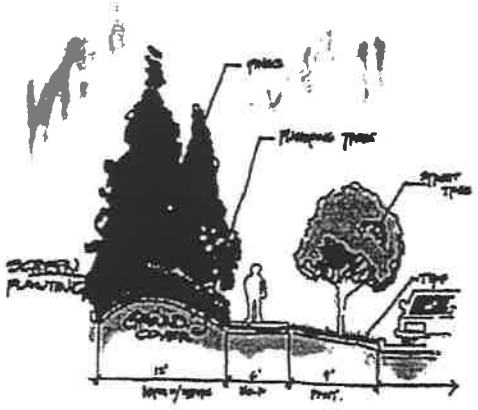
March 5, 2003



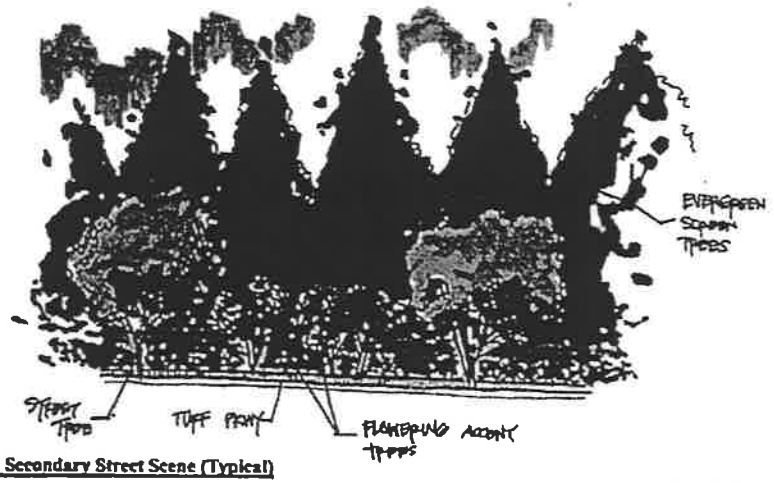
Secondary Street Scene (Typical)
Section



Secondary Street Scene (Typical)
Elevation



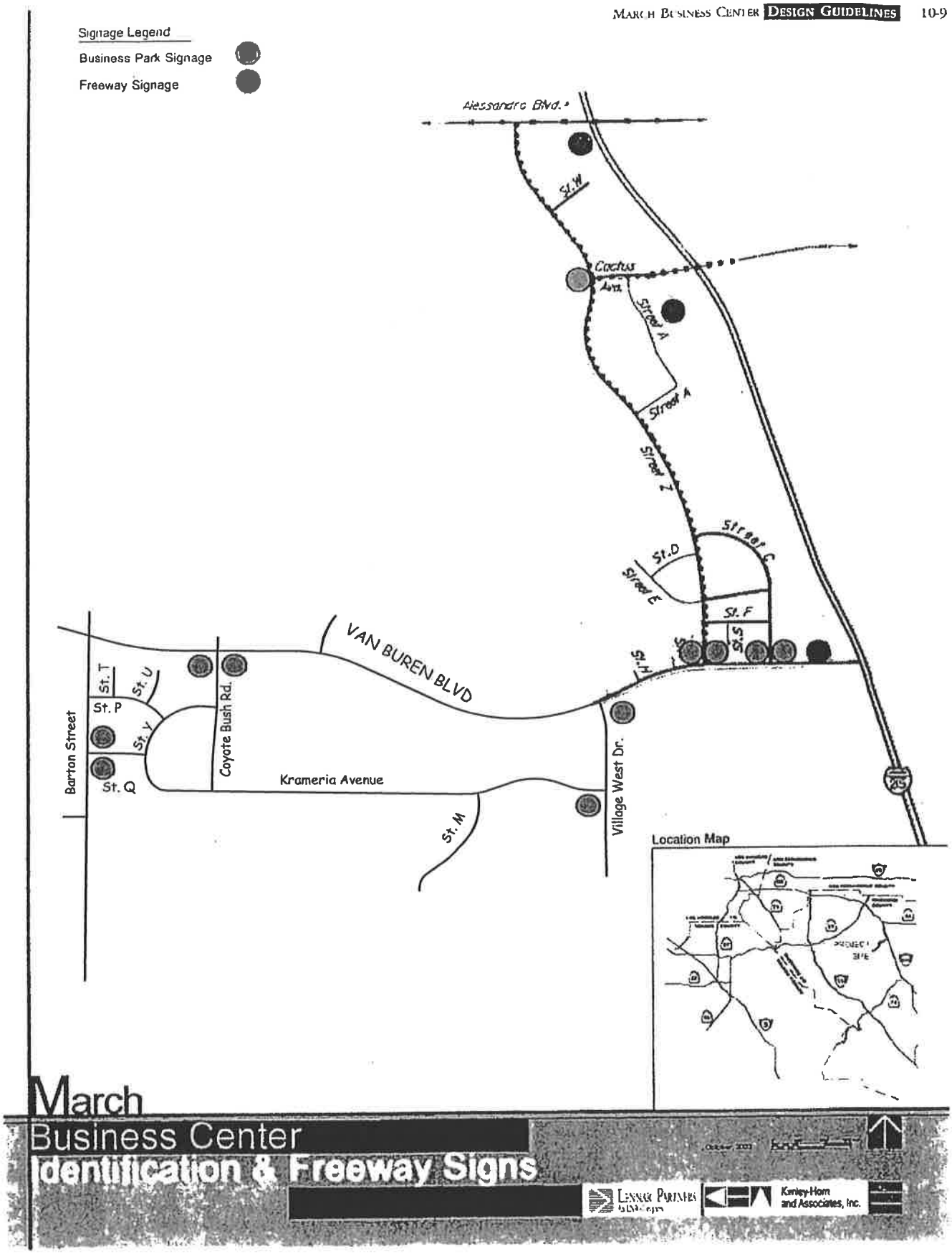
Alternate Secondary Street Scene (Typical)
Section



Alternate Secondary Street Scene (Typical)
Elevation

SCHEMATIC LANDSCAPE PLAN

March 5, 2003


Signage Legend
Business Park Signage
Freeway Signage
Alessandro Blvd.
St. W
Cactus Ave.
Street A
Street A
Street Z
Street C
St. D
Street E
St. F
St. H
VAN BUREN BLVD
Barton Street
St. T
St. U
St. P
St. Y
St. Q
Coyote Bush Rd.
Krameria Avenue
St. M
Village West Dr.
215
Location Map
March
Business Center
Identification & Freeway Signs
Lennar Partners
Kimley-Horn and Associates, Inc.

Attachment 2

General Plan Consistency Table

Preparation Date: September 21, 2017

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 Project is to develop a parcel delivery terminal within the March Business Center South Campus. This use is compatible with the General Plan and land uses within the March Business Center. The Project includes a General Plan Amendment that will update the circulation and land use plans for South 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 EIR, the land use designation 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 a job generating use within South Campus that is consistent with the eco-system within the region and enhances 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 is to develop a parcel delivery terminal within South Campus directly westerly of an industrial use, southerly of industrial designated parcels, northerly of Ben Clark Training Facility and easterly of vacant Business Park parcels. The Project promotes a use that actuates compatible and synergistic land uses.

General Plan Goal/Policy		Consistency
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 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 will modify previously approved parcel and street layouts on the southwesterly portion of South Campus to accommodate a parcel delivery terminal on 126.2-acres. As the use will reduce the number of buildings within South Campus, increase green spaces and eliminate streets, the change to the General Plan circulation plan will help accommodate a less intense use than what was previously analyzed within the southwestern corner of South Campus. Krameria Avenue within South Campus will terminate north of the Project parking lot site at a 3-acre open space site. The westerly Project parking lot will have one minor connector for vehicles to Barton Street and a designated emergency vehicle only connector to the Project site. The Project improvements 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.	See responses to Land Use Policy 1.1 and 1.2.
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 site is within two miles of the March Air Reserve Base and March Inland Port Airport but outside of Accident Potential Zones identified within the 2005 March Air Installation Compatibility Use Zone Study (AICUZ). 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 Project is located within Zone C2 of the 2014 MARB/MIP Land Use Compatibility Plan. The only limitations in this zone are highly noise-sensitive outdoor nonresidential uses and hazards to flight (such as tall objects, visual and electronic forms of interference with the safety of aircrafts, and developments and land uses that could attract birds). None of the restricted uses are planned on the Project site. As such, the Project 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. Project is proposed within the South Campus of the Specific Plan and would implement a use that is 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.
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 JP A 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 Park 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 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.	See responses to Land Use Goals 1 and 4.
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 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 Regulations §77.13.2.i. In addition, supplemental review from the Airport Land Use Commission (ALUC) is be required for objects taller than 50 feet within the Height Caution Zone. This zone is defined as the area where the rough graded elevation plus the maximum building height penetrates the imaginary horizontal and conical surfaces emanating from the MARB runway as described in FAR Part 77. The Project was reviewed by ALUC in July of 2017 and was found consistent with the provisions of the MARB/MIP Airport Compatibility Plan.
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. The Project is to implement a parcel delivery terminal in March Business Center South Campus.
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, and provide enhancement of environmental resources and scenic vistas.	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 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 much of the improvements involve parking areas and landscaped buffer zones and open space. In addition, the removal and change of streets and parcel configurations would not conflict with scenic views or obstruct views of the distant Box Springs Mountains and San Jacinto Mountains.
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 SEIR 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

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.	The Project is to implement a portion of the March Business Center Specific Plan, and is consistent with previous analysis of the plan. Analysis performed for the 2003 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 future 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 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 and disposal system, which maximizes treatment and water recharges, minimizes water use, and prevents groundwater contamination.	Non-point source surface water from impervious surfaces may contain contaminants. Additionally, storm water discharge could cause increased sediment loads in the storm drain system. Implementation of detention basins will reduce contaminants discharged from the Specific Plan area. 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. The current capacity of the wastewater treatment plant is 0.75 mgd, which is adequate for the Phase1 development of the Specific Plan. Near term expansion of the wastewater treatment plant will have the capacity to treat 1.0 million gallons per day (mgd). WMWD has confirmed that the Project site can be served with existing capacity while future expansion to the wastewater treatment plant will increase capacity to 2.0 mgd, and will be more than adequate to serve the buildout planned within March Business Center.
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 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 MEIR, 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 connections.	The Project will underground on-site telecommunication 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.	Development of the March Business Center - South Campus was originally evaluated as Phase III of the March Business Center project. Land uses envisioned for the Project site included Industrial and Business Park. A total traffic generation threshold for Phase III, as determined by the 2003 Specific Plan, is 29,910 trips. The Project minimizes the roadway network within the southwesterly portion of South Campus and reduces the overall traffic that was previously analyzed under the March Business Center Specific Plan (SP-1, A5). A Traffic Impact Study (TIS) Report for the Project showed that the Project is expected to generate 3,669 fewer daily trips, 253 fewer AM peak hour trips, and 149 fewer PM peak hour trips than was expected in the traffic analysis conducted for the specific plan. Nonetheless, all traffic improvements previously required of the South Campus development will be installed so that the Project maintains what was previously anticipated under the Final EIR. Transportation Goal 1 will be maintained by the Project.

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. 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.
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.
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) strategies that include preferential parking spaces shall be offered to car pools and van pools; a compressed workweek schedule when feasible; a trip reduction plan to increase vehicle occupancy; design elements to reduce vehicle queuing when entering and exiting parking areas; provide for video conferencing facilities to the extent possible; encourage the use of alternative fuel vehicles; and the Project site also provide parking stalls for bikes.
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 Park Specific Plan are regulated as mitigation measures within the certified EIR 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 and commercial vehicle traffic through inappropriate areas of the March JPA Planning Area.	See response to Transportation Goal 10.
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 for a parcel delivery terminal 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 associated with a parcel delivery terminal service.
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 is designed to provide parkways along the northerly boundary of the site, consistent with Specific Plan requirements.
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.
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.
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.	The westerly Project boundary is more than 600-feet east of the nearest residential development, with a 155-foot wide 90-acre landscape buffer zone separating the westerly parking from westerly vacant business park parcels. Moreover, the building associated with the parcel delivery terminal is more than 1,600-feet east of the nearest residential development. With the Project designed to require all truck traffic to move easterly on Van Buren Boulevard, the significant setback from nearby residential development as well as the 90-acre buffer area along the westerly project boundary, the Project is designed to minimize noise level exposures to surrounding areas.
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 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 work days, shorter week work schedules.	See response to Transportation Goal 7.
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 other governmental entities.	The previously certified EIR for March Business Center explained that according to the SCAG (Southern California Association of Governments, *State of the Commute 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 and design in the March JPA Planning Area for facilities and infrastructure.	See response to Air Quality Goal 7.
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 CO, VOCs, NOx, SOx, 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 431.2 (Low Sulfur Fuel) (33); 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. 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 South 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. A Water Quality Management Plan has been approved for the Project as such the appropriate SWPPP and NPDES measures will be implemented to assure that groundwater will be protection from potential sources of pollution.
Policy 1.4	Require development to conserve water resources, including the use of water-efficient plumbing fixtures and irrigation systems.	See
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 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 acre, which will require a Section 404 Individual Permit Authorization from the U.S. Army Corps of Engineers prior to development. Mitigation for these impacts will include 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).
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 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 Project would alter the existing drainage pattern of the site. All runoff will outlet to the same areas as the existing conditions. Nonetheless, the development of the site will require additional storm drains and hydromodification control to ensure discharge and runoff volumes match the existing conditions. The proposed Project includes landscape bioswales adjacent to all right of ways to absorb offsite runoff from roadways, sidewalks, and landscaped areas. Assuming 40% voids, the bioswales can hold approximately 3 inches of runoff per foot of roadway. This methodology for mitigating for the increase in runoff for the public right of way is consistent with the first phase of development at the March Business Center. Further, storm drain improvements would be implemented to watersheds to help maintain the existing drainage pattern of the area. New storm drain lines for the Project will join with the existing drain inlets and existing storm drain lines proposed for Coyote Bush Road and Krameria Avenue, route to the existing Conservation Channel, and then flow into the regional basin located at Meridian Parkway and Opportunity Way. As such, with improvements to the storm drain system and implementation of bioswales as planned with the proposed Project, no new or different impacts to existing or planned stormwater drainage systems would occur than those previously identified in past environmental documents prepared for the March Business Center Specific Plan. No further analysis is required.
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. The Project EIR will evaluate impacts to hydrology, geology and soils from the Project. Any significant impacts to hydrology, geology and soils from the Project will be mitigated through the environmental review process and prior to development.
Policy 3.1	Conserve hillsides and rock outcroppings in the planning area through the use of master-planned developments which create a "Campus-like" setting, and encourage the creative siting of building areas as a means of retaining natural areas and open space.	The Project will be constructed in a flat area with no rock outcroppings and will not impact any of the area's hillsides.
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 practical.	See response to Goal 4.
Goal 5	Conserve and protect significant stands of mature trees, native vegetation, and habitat within the planning area.	As outlined in the 2003 EIR, riparian vegetation would be impacted by the widening of Van Buren Boulevard, extension of Brown Street (Street Z), and the development of lots 47, 48, 49, 50, and 54, which would be used for business park and industrial. In total, 5.43 acres of impact located within lots 47, 48, 49, 50, and 54 will occur to riparian vegetation. The relatively minor loss of these vegetation communities is not significant as the areas were not considered suitable habitat for the least Bell's vireo, and given the overall abundance of the vegetation community in the area (52 acres within the Specific Plan).

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. The site is not located in an area with important plan and animal communities.
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.

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 historically vacant and undeveloped and has remained so to the present time. Despite its past designation as a part of the U.S. Army military preserve, the additional Project area was not in the development of Camp Haan, present just east of the additional Project area and initially served as an anti-aircraft artillery training and later as a Prisoner of War camp and a separation center after World War II. The site has been used briefly as an agricultural field, but no evidence of any other activities was observed on the property throughout the historic period. Further, a 2016 Historical/Archaeological Report concluded that although 12 archaeological sites are known to be present within or partially within the northeastern portion of the Project area, none of them met CEQA's definition of a historical resource. 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 recreational use, as well as visual and physical relief from urban development.	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 South Campus.
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 Specific Plan includes 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 Specific Plan 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 development sites by a State-registered geotechnical engineers and certified engineering geologists.	See response to Safety/Risk Management Goal 1.
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 constructions 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 Map My County – Riverside County database (County of Riverside 2015), the Project is not within a designated fire hazard area.
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 standards for areas with high fire hazard.	According to the Map My County – Riverside County database (County of Riverside 2015), the Project is not within a designated fire hazard area. In addition, the Project will be constructed in a relatively flat area and will not impact hillsides.
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 Specific Plan 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 associated with an aviation facility.	The Project does not involve an aviation facility and as such, it would be consistent with 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.

Attachment 3

Notice of Determination

Preparation Date: September 21, 2017

MARCH JOINT POWERS AUTHORITY

NOTICE OF DETERMINATION

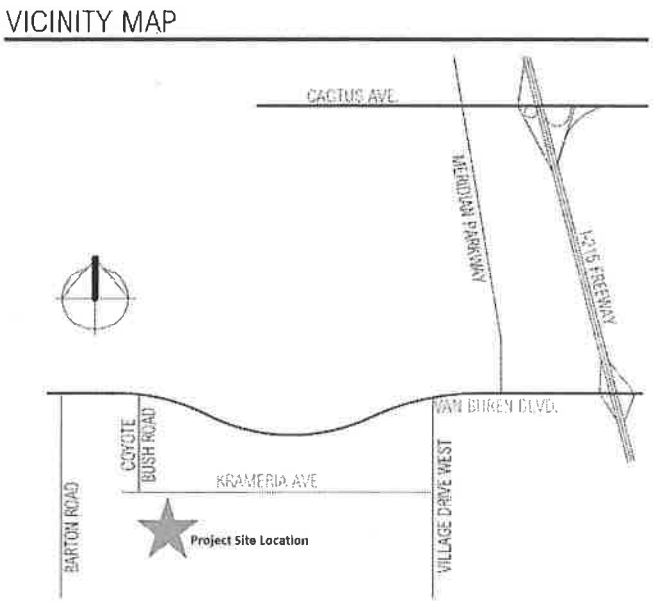
TO:	☐ Clerk of the Board of Supervisors or ☒ County Clerk **County of: Riverside** Address: **PO Box 751** **2724 Gateway Drive** **Riverside, CA 92502-0751**	FROM:	**March Joint Powers Authority (Lead Agency)** **14205 Meridian Parkway,** **Suite 140** **Riverside, CA 92518** Contact: **Dr. Grace Williams** Phone: **(951) 656-7000**

TO:	☒ Office of Planning and Research P. O. Box 3044 Sacramento, CA 95812-3044	Lead Agency (if different from above) Address:
	☐ 1400 Tenth Street (overnight or hand delivery) Sacramento, CA 95814	Contact: 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): **2002071089**		
Project Title: **Ordinance for Meridian South Campus Specific Plan Amendment for Parcel Delivery Terminal**		
Project Applicant: **Meridian Park 61, LLC, 1156 N. Mountain Avenue, Upland, California 91786**		
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 site is located within the Meridian South Campus Specific Plan area, as shown on the following map. More specifically, the Project site encompasses 126.2 acres within the southwestern portion of the Meridian South Campus Specific Plan area. The Project site is located east of Barton Street, south of Krameria Avenue, and west of Ferguson Avenue, in unincorporated Riverside County, California. The Meridian South Campus Specific Plan area is generally located south of Van Buren Boulevard, west of Village West Drive, and east of Barton Street, in unincorporated Riverside County, California. Interstate 215 (I-215) is located approximately 2.5 miles east of the Project site. The Specific Plan area is located within the existing March Business Center Specific Plan area, within the South Campus of the Meridian Business Park, and within the jurisdiction of the March Joint Powers Authority (JPA). The latitude and longitude of the approximate center of the Project site is 33°52'53.9407" N and -117°18'08.7738"W. The Project site sits on Township 3 South, Range 4 West, including Sections 21, 27, and 28, all**		

within the Riverside East 7.5-minute quadrangle, as mapped by the U.S. Geological Survey.



General Project Location (City and/or County): **Riverside County**

Project Description:

Pursuant to prior CEQA review, the Project site is already fully entitled for a previously approved 1,000,000 square foot industrial building ("Building B"), 327 parking stalls for passenger vehicles with 14 carpool parking spaces and 10 handicapped parking spaces, and 326 trailer parking stalls.

On September 21, 2017, March JPA approved General Plan Amendment No. 17-01, Tentative Map No. 30857, Amendment No. 4, and Plot Plan No. 16-07, Amendment No. 1 allowing a specific parcel delivery tenant to occupy the Project site. Additionally, an Ordinance enacting the Specific Plan Amendment was introduced, and a first reading was held.

This NOD extends only to the second reading and final adoption of the Ordinance, which occurred on October 11, 2017. The Ordinance includes: Specific Plan No. 1, Amendment No. 6 (SP-1, A6) – The Specific Plan Amendment for the proposed Project would revise the March Business Center South Campus Specific Plan to accomplish the following actions: a) add parcel delivery terminals as allowed land uses within the Industrial and Business Park designations for parcels that are 60-acres in size or larger and are consistent with the Development Code; b) amend Specific Plan exhibits to reflect proposed Project utilities, transportation and parcel layouts to accommodate the parcel delivery terminal; c) add a land use definition within the Specific Plan for parcel delivery terminal, consistent with the Development Code; d) update Land Use and designation tables within the SP to reflect revised acreages within the Commercial, Mixed Use, Business Park, and Park/Open Space land uses; e) add the following guidance pertaining to lighting - "site lighting must be 2700 Kelvin plus or minus 100 points."

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.

Meridian Park 61, LLC, 1156 N. Mountain Avenue, Upland, California 91786

This is to advise that the (☒ Lead Agency or ☐ Responsible Agency) has approved the above described project on October 11, 2017 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 beyond that already identified in the previously certified EIR.
2.	☒	An Addendum to a previously certified Environmental Impact Report **(SCH#2002071089)** was prepared and adopted 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. **Specifically, this Project relies upon and is subject to the Mitigation Monitoring and Reporting Program adopted in connection with the previously-certified March Business Center Specific Plan Final Environmental Impact Report (SCH#2002071089).**
	☐	A Mitigation Monitoring or Reporting Plan was NOT adopted for this project.
5.	☒	A Statement of Overriding Considerations was previously 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: **Dr. Grace Williams, March Joint Powers Authority**	Location: **March Joint Powers Authority (Lead Agency)** **14205 Meridian Parkway,** **Suite 140** **Riverside, CA 92518**

Date: _____	_____ **Signature:**
Date Received for Filing: _____	_____ **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– Ordinance Adoption
Agenda Item No. 9c (1)

Meeting Date: October 11, 2017

Actions: **WAIVE THE SECOND READING AND ADOPT ORDINANCE #JPA 17-03 APPROVING MERIDIAN BUSINESS PARK SPECIFIC PLAN 1, AMENDMENT NO. 6 AND AMENDING THE MARCH JPA ZONING MAP TO REFLECT "SPECIFIC PLAN (SP-1, A6)"**

CONTINUED FROM SEPTEMBER 27, 2017

Motions: Waive the second reading and adopt Ordinance #JPA 17-03 approving the Meridian Business Park Specific Plan 1, Amendment No. 6 and amending the March JPA Zoning Map to reflect "Specific Plan (SP-1, A6)" and Direct Staff to file a Notice of Determination pursuant to March JPA Local CEQA Guidelines

Prior Discussion:

On September 21, 2017, the March Joint Powers Commission adopted Resolution #JPA 17-22 certifying the CEQA Addendum to the March Business Center Specific Plan Final Project EIR (SCH#2002071089) in support of a proposed Project and directed staff to file a Notice of Determination in accordance with the Agency's Local CEQA Guidelines; and adopted Resolution #JPA 17-23 approving General Plan Amendment 17-01, Tentative Map No. 30857, Amendment No. 4 (TM30857, A4) and Plot Plan 16-07, Amendment No. 1 (PP16-07, A1) subject to revised Conditions of Approval; and waived the first Reading of Ordinance #JPA 17-03 approving the Meridian Business Park Specific Plan 1, Amendment No. 6, and amending the March JPA Zoning Map to Reflect "Specific Plan (SP-1, A6)" and directed staff to place the Ordinance on a future Commission agenda for the second reading and formal adoption.

Background:

This item is the second reading and adoption for the following Specific Plan Amendment:

- **Specific Plan No. 1, Amendment No. 6 (SP-1, A6)** – The Specific Plan Amendment for the proposed Project would revise the March Business Center South Campus Specific Plan to accomplish the following actions: a) add parcel delivery terminal as an allowed use within the Industrial and Business Park designations for parcels that are 60-acres in size or larger, and consistent with the March JPA Development Code; b) amend Specific Plan exhibits to reflect proposed Project utilities, transportation and

parcel layouts; c) add a land use definition within the Specific Plan for Parcel Delivery facility, consistent with the Authority Development Code; d) update Land Use and designation tables within the SP to reflect revised acreages within the Commercial, Mixed Use, Business Park, and Park/Open Space land uses; e) add the following guidance pertaining to lighting - "site lighting must be 2700 Kelvin plus or minus 100 points."

Specific Plan Amendment Overview:

The March Business Center project was the subject of a Specific Plan and a Focused Environmental Impact Report (FEIR) certified by the March Joint Powers Commission in February 2003 (SCH# 2002071089). The adopted Specific Plan described an industrial business park to be developed on approximately 1,290-acres in the northwestern portion of Riverside County, California, on land that was formerly a part of the March Air Force Base (MAFB). The adopted Specific Plan was divided into two elements. The northern portion, referred to as the North Campus, comprises approximately 662-acres, and is bounded by Alessandro Boulevard to the north, I-215 to the east, and Van Buren Boulevard to the south. It should be noted, North Campus previously adopted SP-5 in 2010 which reconfigured a portion of North Campus' developable lots. The lots that were not included in that specific plan amendment are still a part of this Specific Plan. As such, this Specific Plan Amendment focuses on revisions to the South Campus which encompasses approximately 628-acres, and is located south of Van Buren Boulevard and west of an existing golf course and cemetery. The March Business Center development footprint would include 962-acres on 153 developable lots. Approximately 328-acres will be allocated for parks, landscape buffers, drainage basins, and roads.

The following land use types specified in the March JPA General Plan will be developed as part of the March Business Center project:

- Business Park (BP): including administrative, financial, light manufacturing, and commercial services.
- Industrial (IND): including manufacturing, warehousing, and associated uses.
- Office (OF): commercial office building accommodating professional and/or administrative services.
- Mixed Use (MU): complementary uses, including commercial retail, office, research and development, industrial, and others.
- Commercial (COM): retail and service oriented land uses.
- Park/Recreation/Open Space (P/R/OS): primarily passive open spaces and recreational areas.

Following FEIR certification and permitting, development commenced on the North Campus. Numerous parcels were developed and are now occupied. South Campus, Phase 1, is currently under construction for the development of mass graded lots, utilities, roadway improvements, and traffic devices.

Specific Plan Amendment SP-1, A6 proposes the realignment of the roadway network to accommodate a parcel delivery service terminal on 126-acres south of Krameria Avenue and east of Barton Street. The realignment of streets resulted in the redistribution of acreages as shown below:

LEGEND	PRIOR SP	PROPSED SP
OFFICE	32.3 AC	32.3 AC
COMMERCIAL	10.8 AC	8.8 AC
MIXED USE	26.6 AC	23.3 AC
BUSINESS PARK	218.9 AC	230.0 AC
INDUSTRIAL	134.5 AC	134.5 AC
PARK / OPEN SPACE	119.4 AC	125.0 AC
NOT A PART	10 AC	0.0 AC
TOTAL NET ACREAGE	552.5 AC	553.9 AC

Among the land use designations identified in the previously-adopted Specific Plan, SP-1 A6 would not add any new acreage to the area identified in the previously-adopted Specific Plan.

This Specific Plan Amendment, as attached to Ordinance #JPA 17-03, presents all revisions in a strike-through/underline format so the reader can quickly identify all changes from the previously adopted Specific Plan. In addition to changes resulting from this Specific Plan Amendment, other revisions have been incorporated to address changed circumstances or new information that has come about since the previously adopted Specific Plan was approved in 2003. In addition, editorial changes (such as using consistent verb tenses) have been incorporated to improve the clarity of this Specific Plan Amendment document.

Regional access to and from the Specific Plan area will be provided via the I-215 freeway and interchanges with Alessandro Boulevard, Cactus Avenue and Van Buren Boulevard. This Specific Plan Amendment will construct a collector and arterial street network to facilitate access to and from the areas to be developed. Project internal streets will be public roadways to be maintained by the March Joint Powers Authority.

Conformance with the March Joint Powers Authority General Plan:

The General Plan, adopted in 1999, was designed to 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 scope of the Specific Plan Amendment is limited to the addition of language/new text to the March Business Center

Specific Plan to be consistent with the March JPA Development Code. The Amendment also amends Specific Plan exhibits to reflect proposed Project utilities, transportation and parcel layouts; updates Land Use and designation tables within the SP to reflect revised acreages within the Commercial, Mixed Use, Business Park, and Park/Open Space land uses; and add the following guidance pertaining to lighting - "site lighting must be 2700 Kelvin plus or minus 100 points."

The Specific Plan Amendment is in conformance with the March JPA General Plan as outlined within the attached General Plan Consistency Table (Attachment 2):

Conformance with the Meridian Specific Plan (SP-1, A5):

The Project conforms to the required development standards from the March Business Center development, inclusive of site landscaping, FAR and parking requirements. The development of this site into a parcel delivery terminal is consistent with permitted uses allowed in the Specific Plan, Industrial and Business Park Land Use designations.

CEQA Determination:

Based upon a review of the March JPA Master Environmental Impact Report (Certified March 1999), the March Business Center Final EIR (Certified, February 2003), Subsequent Environmental Impact Report for Meridian Business Park Specific Plan Amendment (Certified, July 2010), the proposed Project and completion of an Initial Study analyzing the potential impacts of the proposed Project, it has been determined that the Project would not result in any new significant environmental impacts or substantially increase the severity of significant unavoidable impacts evaluated in the March Business Center FEIR. In addition, the proposed Project would not require additional mitigation measures. Accordingly, on September 21, 2017, the March Joint Powers Authority adopted Resolution #JPA 17-22, adopting an Addendum to the Certified Final Environmental Impact Report for the March Business Center Specific Plan.

Conclusion:

Staff concludes that the proposed Project consisting of a Specific Plan Amendment to the March Business Center Specific Plan, is in conformance with the March JPA General Plan and consistent with the March JPA Development Code and recommends that the Commission waive the Second Reading of Ordinance #JPA 17-03 adopting the Meridian Business Park Specific Plan 1, Amendment No. 6, and amending the March JPA Zoning Map to Reflect "Specific Plan (SP-1, A6)", and direct staff to file a Notice of Determination pursuant to March JPA Local CEQA Guidelines.

Attachments:

1. Ordinance #JPA 17-03 Adopting Specific Plan 1, Amendment No. 6.
    a. SP-1, A6 / Design Guidelines
2. General Plan Consistency Table.
3. Notice of Determination.