**RESOLUTION #JPA 15-06**

**RESOLUTION OF THE JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY APPROVING AND ADOPTING A CEQA ADDENDUM TO THE MARCH LIFECARE CAMPUS SPECIFIC PLAN FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (SCH #2008071021) AND APPROVING AN ACQUISITION AND DEVELOPMENT AGREEMENT WITH MARCH HEALTHCARE DEVELOPMENT, LLC**

**WHEREAS,** on December 2, 2009, the Joint Powers Commission ("Commission") of the March Joint Powers Authority ("March JPA") certified the March LifeCare Campus Specific Plan Final Program Environmental Impact Report [SCH# 2008071021] ("Final EIR") pursuant to the California Environmental Quality Act (Pub. Resources Code § 21000 et seq. ("CEQA") and Cal. Code of Regulations, title 14, § 15000 et seq. (the "State CEQA Guidelines"); and

WHEREAS, the Commission and March Healthcare Development, LLC ("Applicant") previously executed a Disposition and Development Agreement dated April 7, 2010, and thereafter amended ("DDA"), providing the March JPA and MHD certain contractual rights as to certain properties within the March LifeCare Campus Specific Plan; and

**WHEREAS**, Applicant has now requested that the Commission execute an Acquisition and Development Agreement (the "Agreement") concerning an approximately 7.11-acre parcel of land (the "Property"), with the anticipation that the Property may be developed in the future consistent with the existing March LifeCare Campus Specific Plan; and

**WHEREAS**, the Applicant has not applied for, nor is the JPA issuing at this time, any land use entitlements that might allow for immediate development of the Property; and

**WHEREAS**, any development of the Property would be subject to the JPA's land use entitlement process, the LifeCare Campus Specific Plan implementation procedures, additional CEQA review, and other laws; and

**WHEREAS**, the entirety of the Property is located within the LifeCare Campus Specific Plan, but only a portion of the Property is within the area covered by the above-described Disposition and Development Agreement, as amended; and

**WHEREAS**, pursuant to State CEQA Guidelines section 15164(a), a lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in State CEQA Guidelines section 15162 calling for preparation of a subsequent EIR have occurred; and

**WHEREAS**, it has been determined that none of the circumstances identified in State CEQA Guidelines section 15162 have arisen, and that an Addendum to the Final EIR is appropriate to analyze the reasonably foreseeable environmental impacts of executing the Agreement; and

**WHEREAS**, pursuant to State CEQA Guidelines section 15164 (c), the Addendum is not required to be circulated for public review, but can be attached to the adopted Final EIR; and

**WHEREAS**, the Addendum has been presented to the Commission and is incorporated herein by reference; and

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

**NOW, THEREFORE, THE JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY RESOLVES AS FOLLOWS:**

**SECTION 1**. Compliance with the California Environmental Quality Act. The Commission has been presented with, and has reviewed and considered the information contained within, the Addendum and supporting documentation in connection with the previously certified Final EIR. The Commission finds that the Addendum contains a complete and accurate reporting of the environmental impacts arising from the Agreement, and that such impacts were fully addressed and mitigated in the Final EIR. The Commission further finds that the Addendum has been completed in compliance with CEQA and the State CEQA Guidelines. The Commission further finds that the Addendum reflects the independent judgment of the March JPA.

**SECTION 2**. Findings on Environmental Impacts. Based on the substantial evidence set forth in the record, including but not limited to the Addendum, the Commission finds that none of the conditions triggering the need for subsequent environmental review have occurred. Specifically, the Commission finds that no subsequent environmental review is required pursuant to State CEQA Guidelines section 15162 because:

a. No Substantial changes are proposed in the March LifeCare Campus Specific Plan which will require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

b. No substantial changes have occurred with respect to the circumstances under which the March LifeCare Campus Specific Plan is being undertaken which will require major revisions of the Final EIR due to the involvement of new significant, environmental effects or a substantial increase in the severity of previously identified significant effects; and

c. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, shows that: (i) the March LifeCare Campus Specific Plan will have one or more new significant effects; (ii) significant effects examined in the Final EIR will be substantially more severe; (iii) 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 Commission declined to adopt the measure or alternative; or (iv) mitigation measures or alternatives which are considerably different from those

analyzed in the Final EIR would substantially reduce one or more significant effects on the environment, but the Commission declines to adopt the measure or alternative.

**SECTION 3**. Approval and Adoption of the Addendum. The Commission hereby approves and adopts the Addendum to the Final EIR prepared for the Agreement, attached hereto as Exhibit "A".

**SECTION 4**. Approval of the Agreement. The Commission hereby approves the Acquisition and Development Agreement with MHD, attached hereto as Exhibit "B", and authorizes the Executive Director to execute the Agreement.

**SECTION 5**. Notice of Determination. The Commission hereby directs staff to prepare, execute, and file a Notice of Determination with the County Clerk and with the Office of Planning and Research within five (5) working days of the Commission's adoption of this Resolution.

**SECTION 6**. Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings are based are located at the offices of the March JPA. The custodian for these records is Grace I. Williams, Senior Planner and is located at 23555 Meyer Drive, Riverside, CA 92518.

**PASSED, APPROVED AND ADOPTED**, by the members of the Joint Powers Commission of the March Joint Powers Authority this 18th day of February 2015.

State of California )
County of Riverside )

Andy Melendrez, Chairman
March Joint Powers Commission

ATTEST

I, Carey L. Allen, Clerk of the Joint Powers Commission of the March Joint Powers Authority, do hereby certify that the foregoing Resolution #JPA 15-06 was duly and regularly adopted by the Joint Powers Commission of the March Joint Powers Authority at the regular meeting thereof held on the 18th day of February 2015, and the foregoing is a full, true, and correct copy of said Resolution, and it has not been amended or repealed.

| | |
|---|---|
| Ayes: | Giba, Gardner, Ashley, Rogers, Jeffries, Gutierrez, Busch, Melendrez |
| Noes: | None |
| Abstain: | None |
| Absent: | None |

Date: February 18, 2015

Carey L. Allen, CMC, Clerk
March Joint Powers Commission

EXHIBIT "A"

**A CEQA ADDENDUM TO THE MARCH LIFECARE CAMPUS SPECIFIC PLAN**

**FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (SCH #2008071021)**

# March Behavioral Health Facility
# Addendum to the March LifeCare Campus Specific Plan Certified Environmental Impact Report (SCH No. 2008071021)

**Prepared for:**

March Joint Powers Authority
23555 Meyer Drive
Riverside, California 92518

**Prepared By:**

Applied Planning, Inc.
5817 Pine Avenue, Suite A
Chino Hills, California 91709

February 2015

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# SECTION 1.0
# INTRODUCTION

## 1.1 PROJECT SUMMARY

The March LifeCare Campus Specific Plan ("Specific Plan") is a master planned development for a 3,555,000-square-foot state-of-the-art, integrated healthcare campus within the March Joint Powers Authority ("March JPA") Planning Area. The Specific Plan, originally approved in 2009 and then amended in 2011, entitled 236 acres of healthcare-related uses. On April 7, 2010, the March JPA executed a Disposition and Development Agreement ("DDA") with March Healthcare Development LLC concerning the development of 160 acres of the Specific Plan area. The DDA outlines exclusive rights and property acquisition commitments between the aforementioned parties, as it relates to properties within the DDA. Properties entitled within the Specific Plan but not identified within the DDA include Parcels B-1a (Navy); B-1b (vacant); J-1 (Church); and J-4 (Old Commissary site).

The proposed approval sought from, and being considered by, the March Joint Powers Commission ("Commission") is the execution of an Acquisition and Development Agreement ("Agreement") between March JPA and March Healthcare Development, LLC ("Buyer") for the purchase and sale of a 7.11-acre parcel ("Property") within the Specific Plan. The transaction includes the Old Commissary site, Parcel J-4. As outlined within Section 11.21 of the DDA, the acquisition of properties not previously included within the DDA would necessitate approval by the Commission. The Applicant for this approval is Buyer.

Although the March JPA is only considering the approval of the Agreement at this time,

the California Environmental Quality Act ("CEQA") broadly defines a CEQA "project" and requires that the March JPA consider the environmental effects of "the whole of the action" – including all reasonably foreseeable future actions – before issuing the first discretionary approval for any portion of the project. For purposes of CEQA, the March JPA understands that the Buyer intends to convey the Property to a user named Signature Healthcare Services, LLC ("Signature") for the potential development of a behavioral health facility, consistent with previously approved March LifeCare entitlements. Accordingly, and although the exact details of any future facility by Signature are currently unknown, the CEQA "project" being analyzed includes the Agreement authorizing the sale of Property by the March JPA to the Buyer, the installation of certain Phase 1 backbone infrastructure improvements as outlined within this Addendum, and a potential behavioral health facility by Signature, in order to provide maximum public disclosure.

To be clear, no site-specific land use entitlements or permits will be issued for a behavioral health facility or any other use as part of the Agreement. To the extent that a future purchaser wishes to seek entitlements for such a use, those entitlements would be subject to the March LifeCare Campus Specific Plan implementation process, as well as the March JPA's application, review and analysis processes under CEQA, land use and zoning laws.

## 1.2 BACKGROUND AND METHODOLOGY

In July 1993, March Air Force Base (March AFB) was selected for realignment, and subsequently converted from an active duty base to a reserve base. The transition was completed on April 1, 1996. The decision to realign March AFB resulted in approximately 4,400 acres of property and facilities being declared surplus and available for reuse/redevelopment.

In an effort to revitalize March ARB and address the substantial shortage of available healthcare facilities and providers of high-quality, specialized healthcare services in southwestern Riverside County, the March LifeCare Campus Specific Plan (Specific Plan) was created. A Program Environmental Impact Report (EIR) was prepared and certified by the Joint Powers Commission of the March Joint Powers Authority as part of

the Specific Plan adoption process. The Specific Plan, approved in 2009 and amended in 2011, envisioned a 3,555,000-square-foot state-of-the-art, integrated healthcare campus and supporting facilities. As implemented, the Specific Plan would establish a wide array of healthcare services, including hospitals, general and specialty medical offices, medical retail, research and education, a wellness center, independent/assisted care living facilities, skilled nursing facilities, and related support facilities. The Agreement represents the implementation of this vision. Table 1.2-1 provides of breakdown of the types of uses permitted within the Specific Plan.

**Table 1.2-1**

**Maximum Development Intensity**

| Permitted Use | Anticipated Building Square Footage Building Area |
|---|---|
| General Medical Office | 1,990,000 |
| Commercial Retail | 315,000 |
| Research and Education | 200,000 |
| Institutional Residential | 700,000 |
| Wellness Facilities | 40,000 |
| Mixed Use | 310,000 |
| **All Permitted Uses** | **3,555,000** |

Source: March LifeCare Campus Specific Plan.

## 1.3 PROPERTY LOCATION

The Property is located within the southerly portion of the previously approved Specific Plan (see Figure 1.3-1). The Specific Plan, as amended in 2011, established a Regulating Plan that defined zones that differentiate standards and requirements for site improvements and functions. The Regulating Plan further establishes "a framework for the development of the (Specific Plan) area that provides a level of certainty about the scale, character and configuration, while providing sufficient flexibility to accommodate a range of development programs, uses and architectural expressions" (p. 4-2). The Regulating Plan defined 11 different Zones, as illustrated on Figure 1.3-2, with allowable uses as defined under Table 4-1 of the Specific Plan.

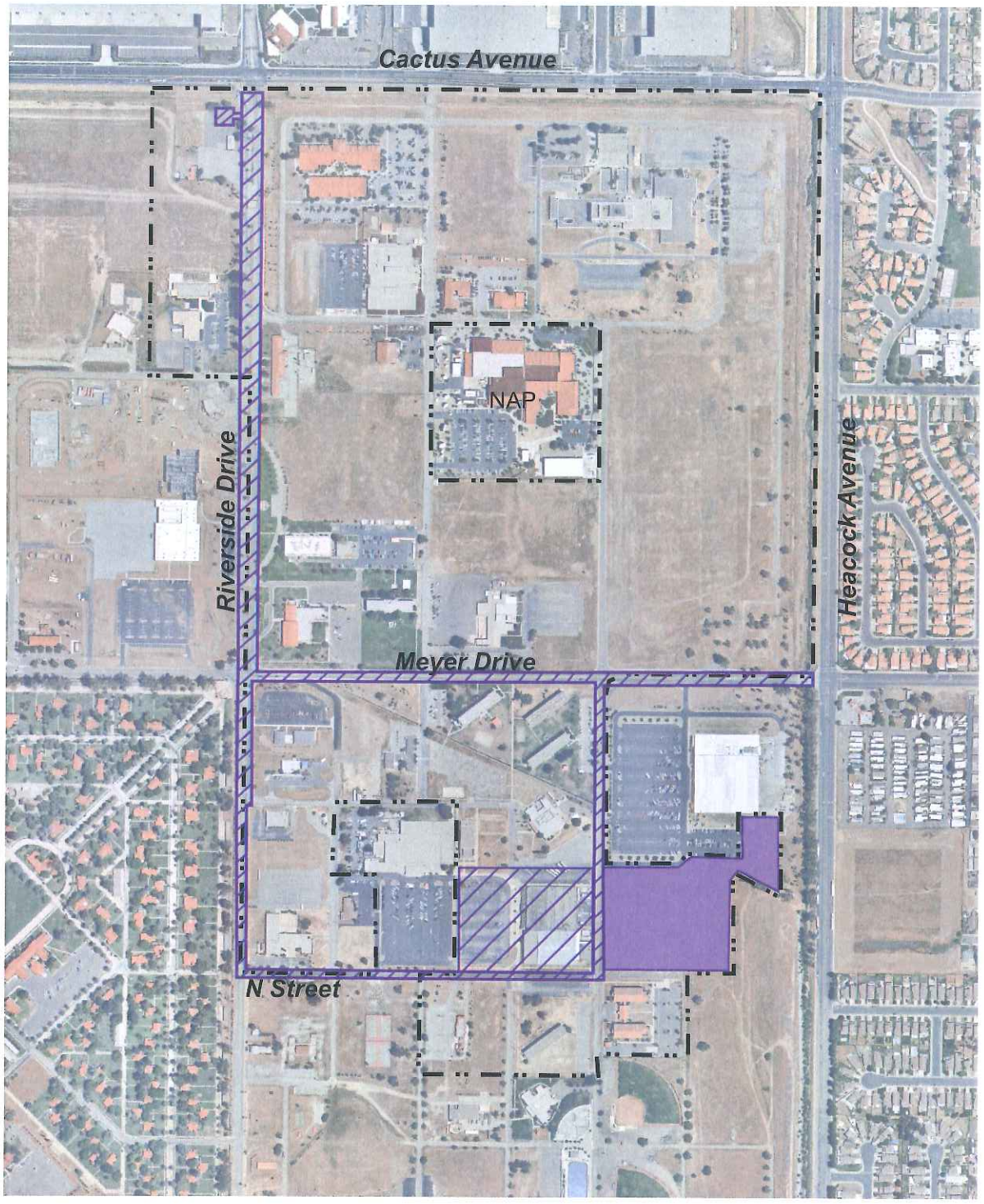
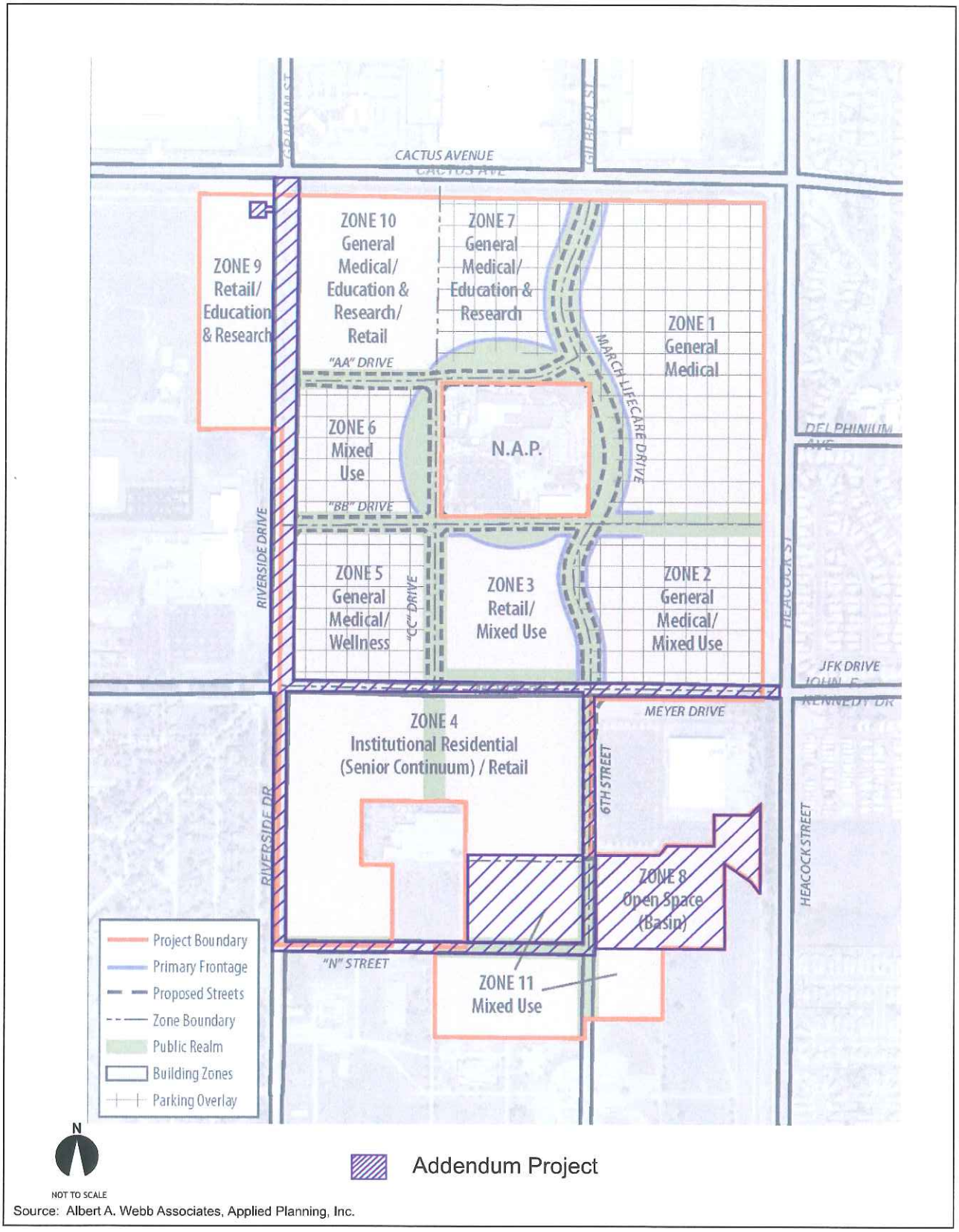



Figure 1.3-1
Project Location within the Specific Plan (SP-7)




Source: Albert A. Webb Associates, Applied Planning, Inc.

Figure 1.3-2
Specific Plan (SP-7) Regulating Plan

The Property within the Agreement encompasses portions of Zones 4 and 11, with the Zone 4 portion strictly limited to parking and landscaping. Section 4.2 of the Specific Plan outlines Predominant Permitted Uses (PP) and Secondary Permitted Uses (SP) allowed within Specific Plan Zones with the appropriate review as outlined in Section 5.0 of the Specific Plan.

**Zone 4: Institutional Residential/Medical Retail**

Zone 4 is primarily intended for the placement of institutional-residential buildings (senior continuum) as allowed in Table 4-1: Permitted Land Uses, which shall be oriented and configured to enhance the campus character established by the Public Ream (PR) Zone. Ancillary facilities within Zone 4 such as parking and landscaping are allowed Secondary Uses pursuant to Section 4.2 of the Specific Plan.

**Zone 11: Mixed Use**

Zone 11 is primarily intended to accommodate both existing and/or proposed uses with a broad range of healthcare-related uses. Table 4-1 of the Specific Plan allows the following Predominant Permitted Uses within Zone 11: clinics, dental offices, laboratories, military related medical offices, podiatry offices and tech centers. The Zone also allows "Other medical services uses not specifically listed that are similar to, and no more objectionable than uses in this category" as a PPD, which is defined as a Predominant Use allowed subject to the review of the March JPA Planning Director. This Zone includes a definition for the Mixed Use land use type as follows:

*Medical Services – A use, excluding "residential care" and "group care", provided by the following: 1. Licensed health facilities, as defined in Health and Safety Code Section 1250, except as provided in Health and Safety Code Section 1267.8; or 2. Licensed clinics as defined in Health and Safety Code Sections 1200, 1204 and 1204.1.*

Zone 11 also allows for the relocation of existing institutional residential and transitional housing uses within the Specific Plan boundaries.

Developing a behavioral health facility on the Property within Zone 11, with landscaping and parking within Zone 4, is consistent with the provisions and overall vision of the Specific Plan.

## 1.4 SPECIFIC PLAN PHASING

In addition to the potential development of a behavioral health facility, the Agreement would also necessitate the extension of existing infrastructure and services, as well as the implementation of certain new infrastructure as analyzed in the Specific Plan EIR. The Specific Plan as a whole envisioned and analyzed the following infrastructure improvements for the Campus development in three major Phases, as illustrated on Figure 1.4-1:

*Street Improvements: The public roadways (e.g. Riverside Drive, Meyer Drive, March LifeCare Drive) would be improved during the development of the Specific Plan. The private- and public-road infrastructure within the Specific Plan will be designed to achieve efficient and safe access to and from individual Zone area and land uses as individual project sites are developed.*

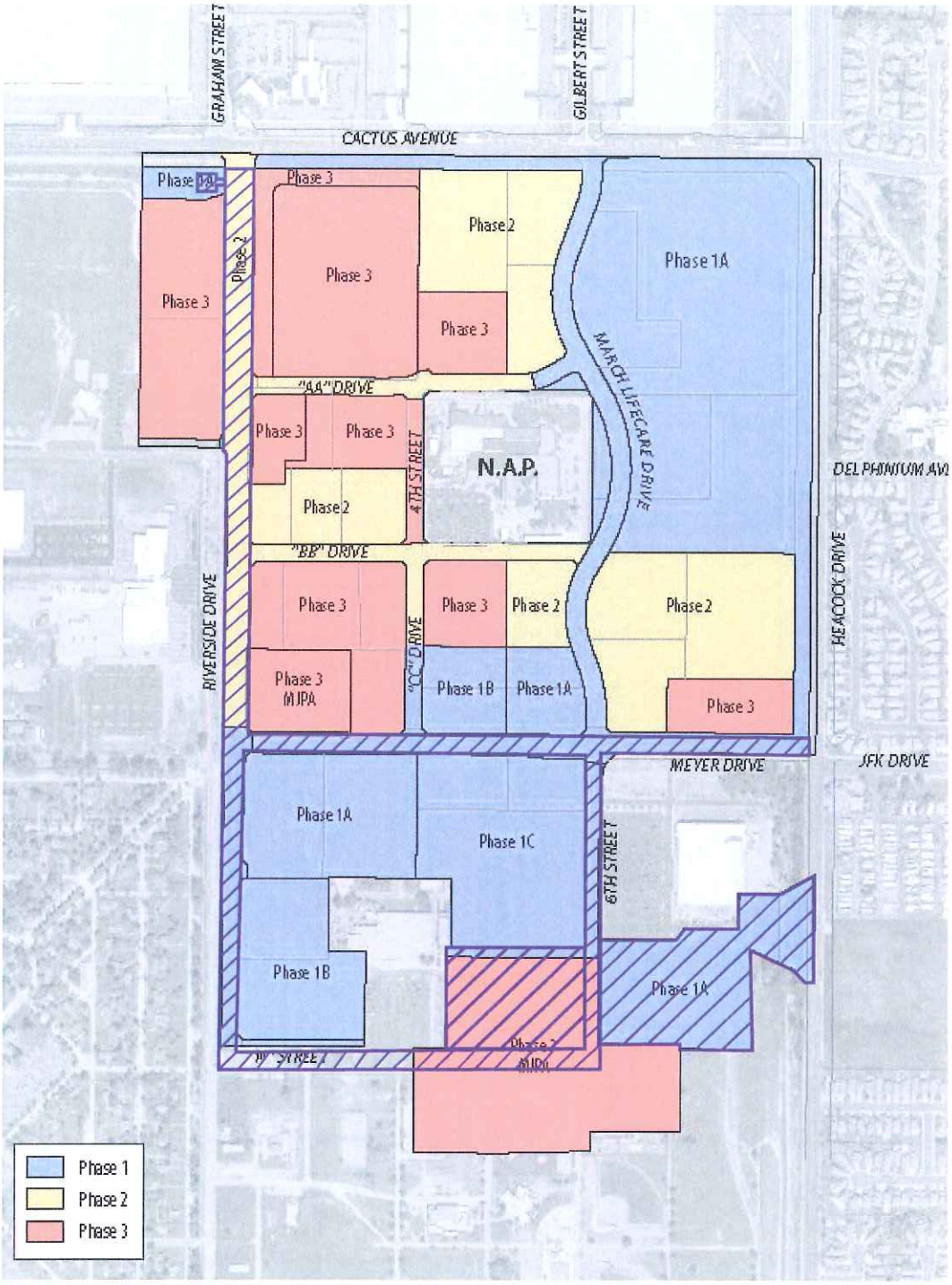
*Water distribution facility improvements: all existing pipeline within the Specific Plan area will be replaced.*

*Sewer collection facility improvement: Off-site and on-site improvements will be completed including upgrading an existing 15-inch gravity line with a proposed 18-inch sewer pipeline off-site. All existing sewer mains within the Specific Plan area will be replaced.*

*Storm drain improvements: Cactus and Heacock channels will be upgraded to protect the Specific Plan area from off-site flow and eliminate existing flooding conditions.*

*Utilities: A backbone electrical conduit system will be installed in the right-of-way landscaped area of the roads. A gas main and two master meters will be installed to serve the Specific Plan area.*

*Other public services – the Riverside County Sheriff's Department (RCSD) and the Riverside County Fire Department (RCFD) will continue to provide service to the Specific Plan area.*




Source: Albert A. Webb Associates, Applied Planning, Inc.

Figure 1.4-1
Specific Plan (SP-7) Phasing Plan

## 1.5 AGREEMENT PHASING

The Property is partially located within Phases 1C and 3 of the Specific Plan Infrastructure Phasing Plan, which means that the Specific Plan envisioned that uses on the Property would be supported by certain infrastructure improvements along Riverside Drive, Meyer Drive and 6th Street. The Agreement necessitates the implementation of the following infrastructure improvements, consistent with the approved Specific Plan entitlements and Master Plot Plan Phasing Plan. Illustrations of said improvements can be found on Figures 1.5-1 through 1.5-5.

***Street Improvements:*** *As illustrated on Figure 1.5-1, slurry and restripe Riverside Drive from Cactus to N Street, N Street from Riverside Drive to westerly property line, and Meyer Drive (both sides) from Riverside Drive to Heacock Street. These interim improvements will be completed prior to issuance of a building permit on Property. Full pavement improvements will be completed along Meyer Drive and Riverside Drive pursuant to approved Master Plot Plan concurrent with future development of Phase 1, and as determined by the March JPA Engineer.*

***Landscaping:*** *As illustrated on Figure 1.5-2, the landscaping and irrigation within the existing median on Riverside Drive will be upgraded with new irrigation line(s) and service(s) and additional landscaping as required by the March JPA.*

***Water System Infrastructure:*** *As illustrated on Figure 1.5-3 the following water system infrastructure will be installed prior to the issuance of a building permit on Property.*

*a. Pressure Reducing Station at the southwest corner of Cactus Avenue and Riverside Drive.*

*b. New 12" – 24" waterlines along Riverside Drive, Meyer Drive and 6th Street pursuant to adopted Master Plot Plan and as approved by the Western Municipal Water District.*

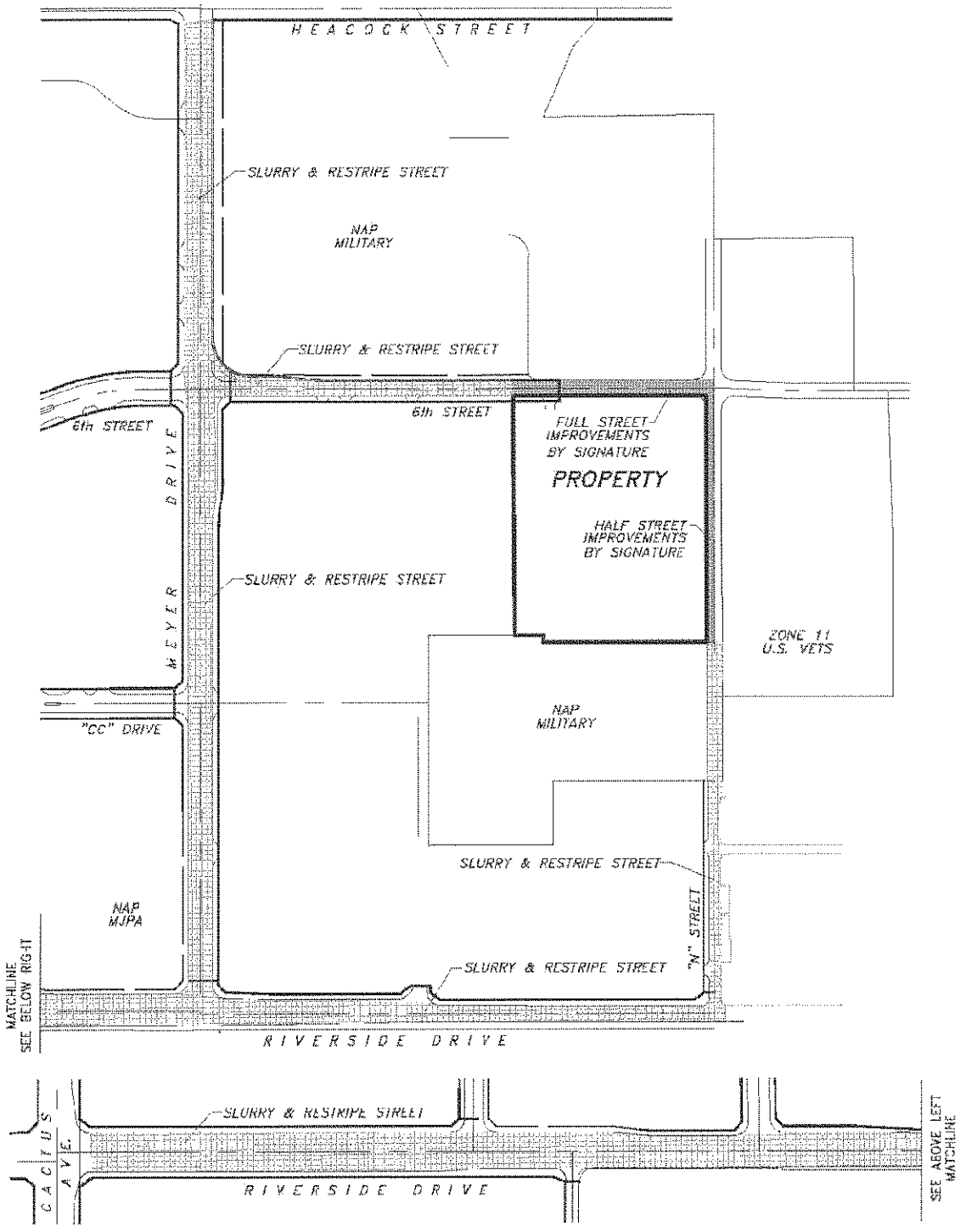
***Storm Drain Improvements:*** *As illustrated on Figure 1.5-4 and as envisioned in the Specific Plan, the Zone 8 Water Basin will be installed to accommodate flows from the Property and all subsequent developments within the campus. Installation of needed improvements as it relates to a Property development, must be completed prior to issuance of a building permit on the Property.*

***Dry Utilities:*** *As illustrated on Figures 1.5-5a (Gas) and 1.5-5b (Electric/Phone), all off-site utilities associated with a Property development will be completed in conformance with the Specific Plan and adopted Master Plot Plan, as determined by the March JPA Engineer.*

As detailed within Addendum Section 2.0, "Project Description," all necessary infrastructure improvements to support the Property have been identified and will be installed as part of the Agreement.

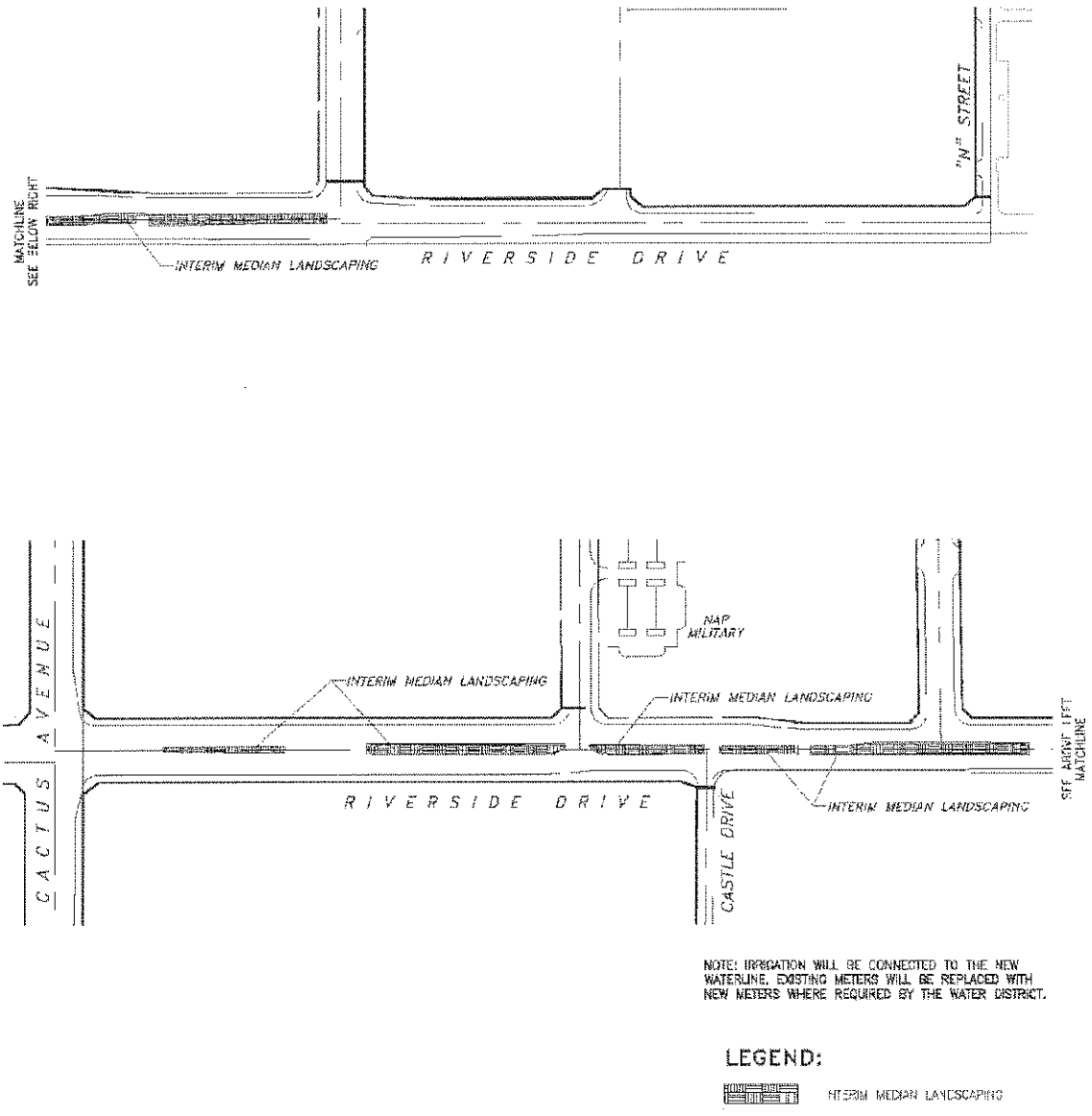
**Summary**

As previously mentioned, the Specific Plan allows for a variety of healthcare uses. A comparative environmental analysis for the Agreement is undertaken by comparing a potential 100,000-square foot behavioral health facility on 7.11 acres to development assumptions used in the preparation of the Certified EIR. The specific assumptions that were used to prepare the comparative analysis are presented within Section 2.0, "Project Description," of this Addendum. A complete analysis of the environmental effects of the Agreement, as compared to the assumptions employed within the Certified EIR, is presented within Attachment A (Environmental Checklist) of this Addendum.



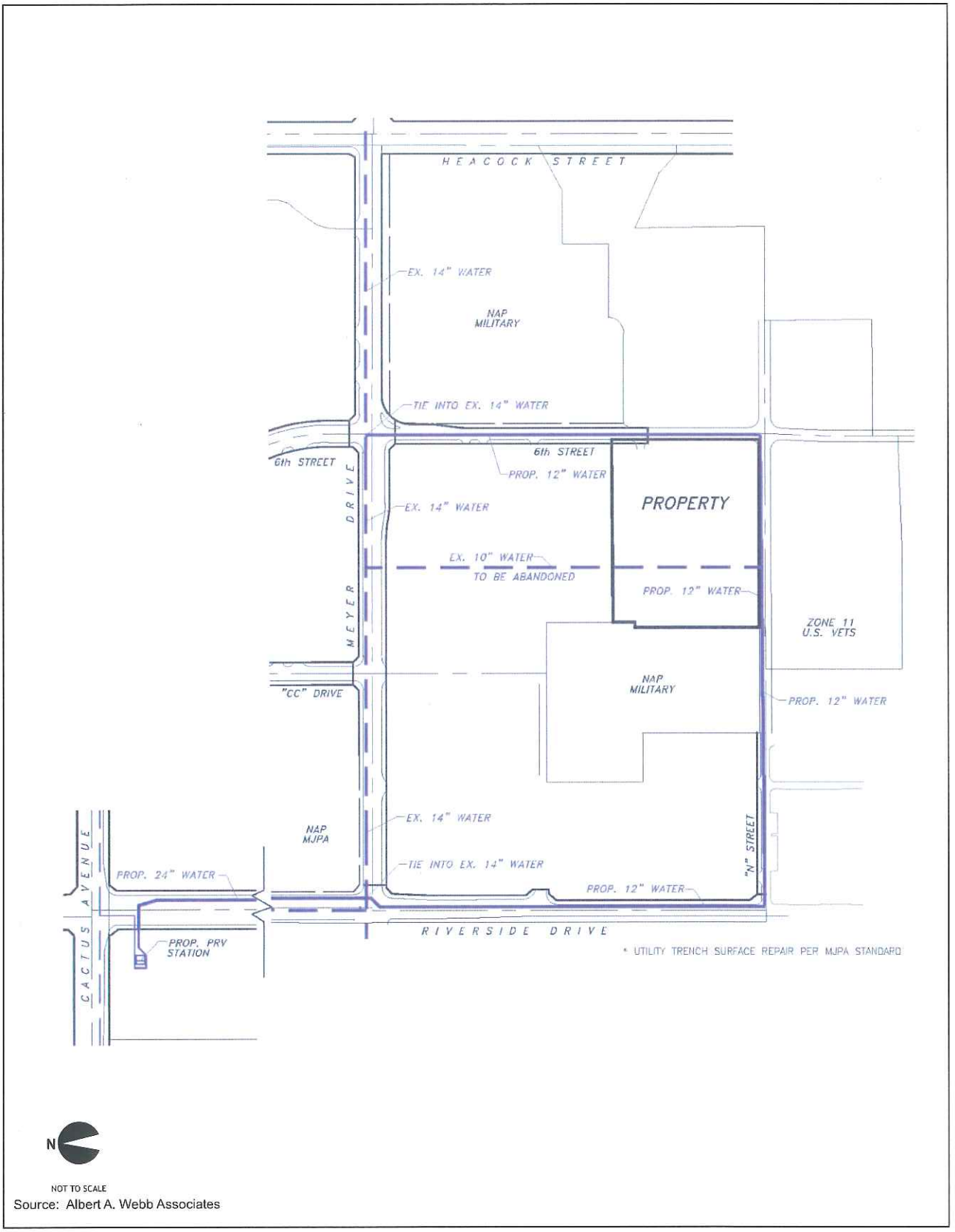

Source: Albert A. Webb Associates

Figure 1.5-1
Street Improvements



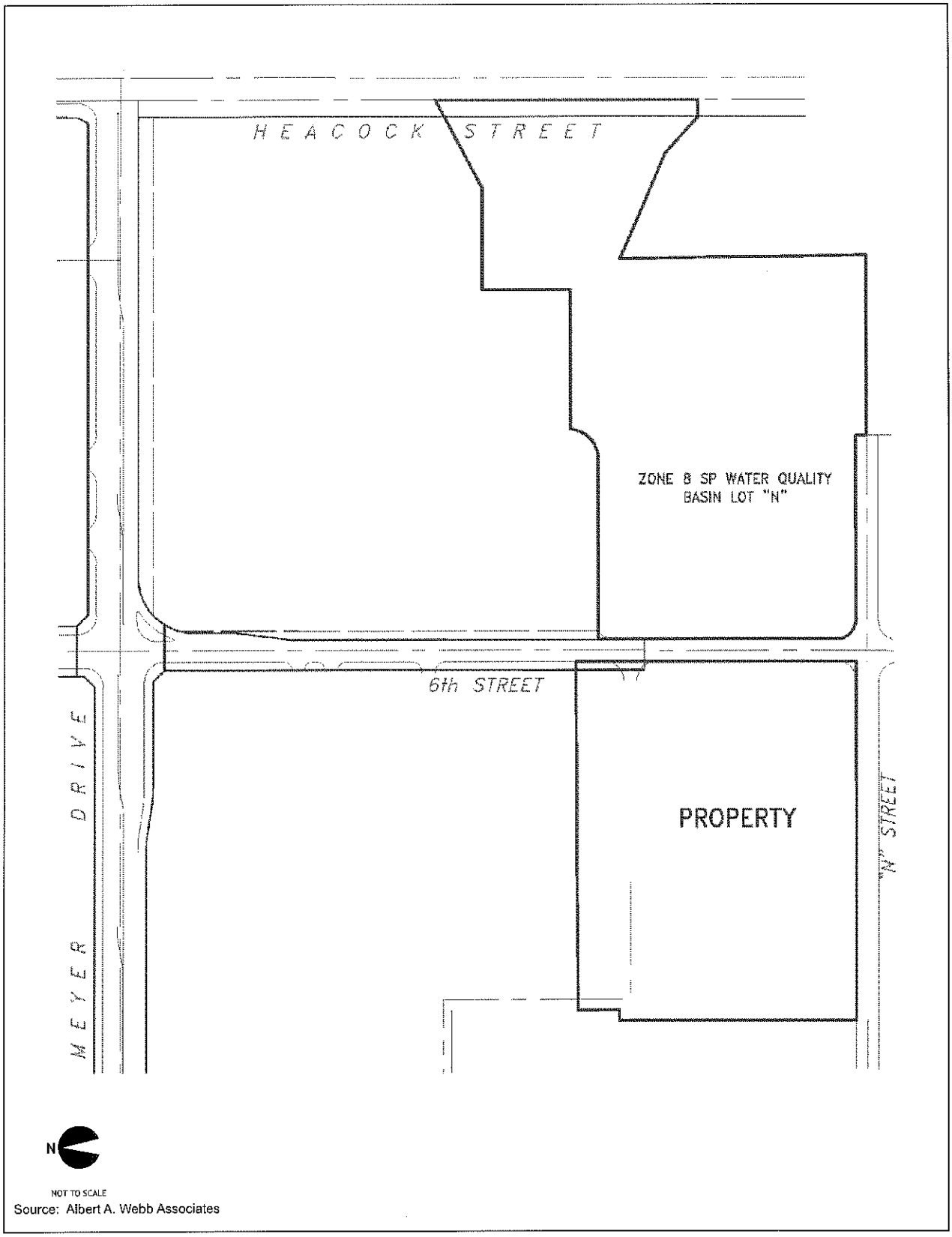

Source: Albert A. Webb Associates

Figure 1.5-2
Landscaping




Source: Albert A. Webb Associates

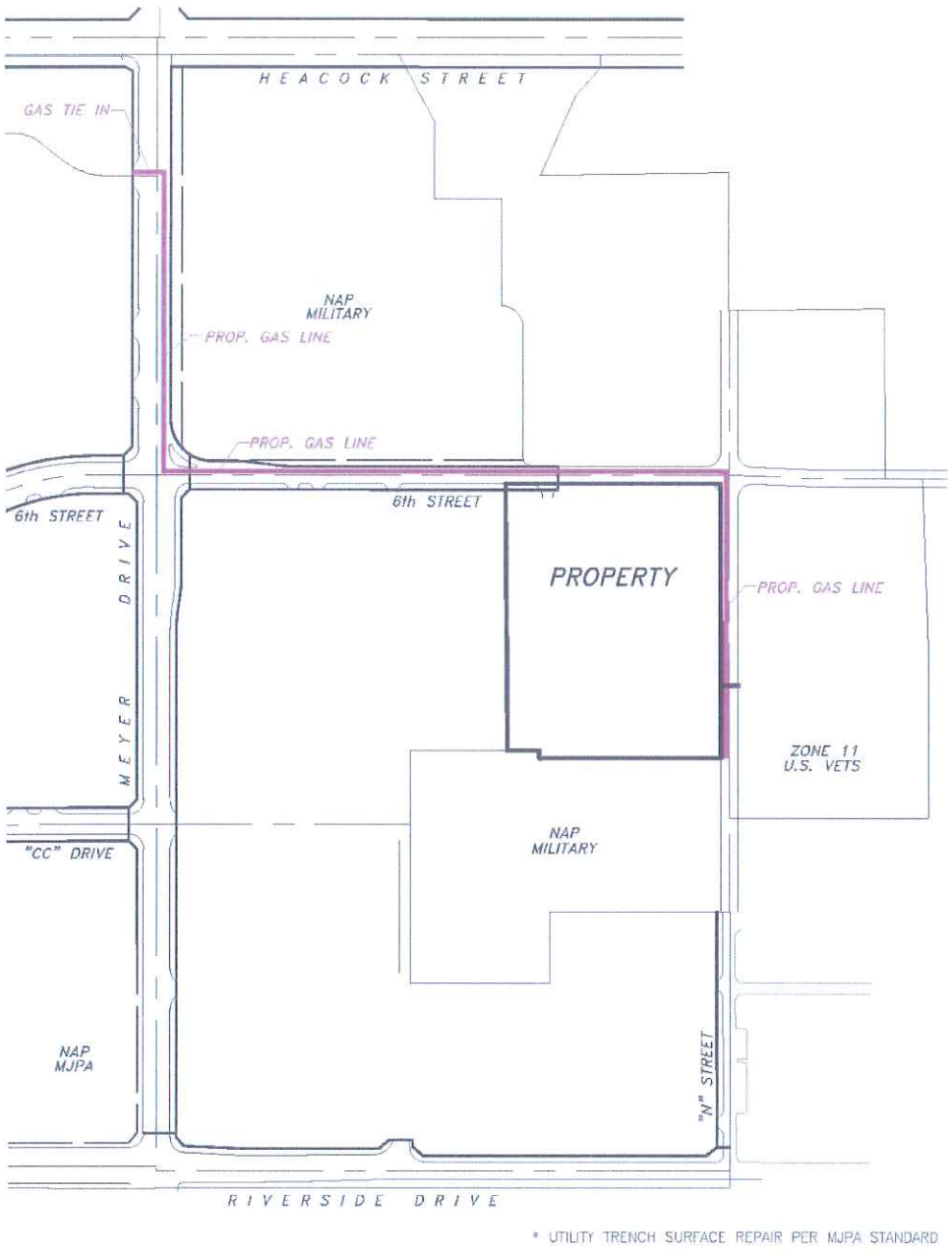
Figure 1.5-3
Water System Infrastructure




Source: Albert A. Webb Associates

appliedplanning INC

Figure 1.5-4
Storm Drain Improvements



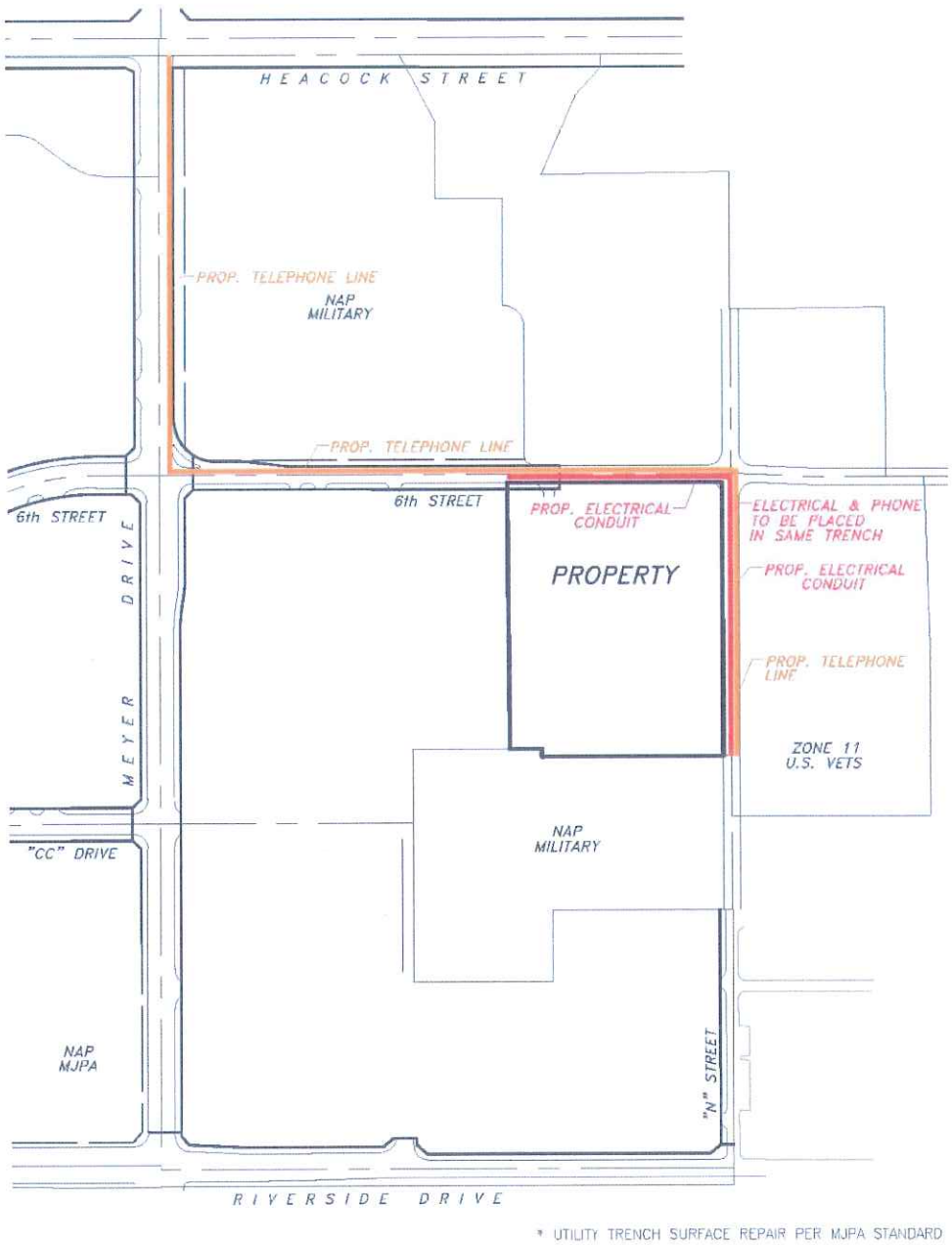

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Source: Albert A. Webb Associates

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Figure 1.5-5a
Gas Utility




Source: Albert A. Webb Associates

Figure 1.5-5b
Electric/Phone Utilities

## 1.6 ADDENDUM OVERVIEW AND PURPOSE

The sale of property to Buyer could result in the development of an approximate 100,000-square foot behavioral health facility on the 7.11-acre site. Although the March JPA is only considering the approval of the Agreement at this time, the California Environmental Quality Act ("CEQA") broadly defines a CEQA "project" and requires that the March JPA consider the environmental effects of "the whole of the action" – including all reasonably foreseeable future actions – before issuing the first discretionary approval for any portion of the "project." For purposes of CEQA, the March JPA understands that the Buyer intends to convey the Property to a purchaser who may propose the future development of a behavioral health facility, consistent with previously approved March LifeCare entitlements. Accordingly, and although the exact details of any future facility are currently unknown, the CEQA "project" being analyzed includes the Agreement authorizing the sale of Property by the March JPA to the Buyer and the potential development of a behavioral health facility.

To be clear, no site-specific land use entitlements or permits will be issued for a behavioral health facility or any other use as part of the Agreement. To the extent that a future purchaser wishes to seek entitlements for such a use, those entitlements would be subject to the March LifeCare Campus Specific Plan implementation process, as well as the March JPA's application, review and analysis processes under CEQA, land use and zoning laws.

Regardless, in an effort to consider the environmental effects of "the whole of the action" – including all reasonably foreseeable future actions – before issuing the first discretionary approval for any portion of the "project" and for the purposes of the providing a meaningful environmental analysis within this Addendum document, the following components were assumed to be part of the overall Addendum:

- The Acquisition and Development Agreement;
- The installation of certain Phase 1 Specific Plan backbone infrastructure to include: street improvements, landscaping, water system infrastructure, storm drain improvements, and dry utilities; and

- The potential development of a 100,000-square-foot behavioral health facility on the Property.

The aforementioned Addendum components are hereinafter referred to, collectively, as "Addendum Project".

Potential environmental impacts of the Specific Plan were evaluated in the *March LifeCare Campus Specific Plan Draft Program EIR*, SCH No. 2008071021, which was certified by the March JPA in 2009. The Certified EIR is considered to establish an upper limit, or maximum potential impact scenario for development of the Property.

The purpose of this Addendum is to define, describe, compare, and contrast potential environmental impacts of the Addendum Project, in the context of the environmental impacts associated with the Specific Plan, as assessed in the Certified EIR. In so doing, this Addendum substantiates consistency with applicable *Guidelines for the Implementation of the California Environmental Quality Act (CEQA Guidelines)* requirements.

More specifically, Section 15164 of the *CEQA Guidelines* states that an Addendum to an EIR shall be prepared "if some changes or additions [to a Certified EIR] are necessary, but none of the conditions described in Section 15162 calling for preparation of an EIR have occurred." Section 15162 of the *CEQA Guidelines* identifies the conditions that require preparation of a subsequent EIR (as opposed to an Addendum or other CEQA documentation), as discussed below.

As presented on Section 15162 of the *CEQA Guidelines*, when an EIR has been certified for a project, no subsequent EIR shall be prepared for a project unless the lead agency determines, on the basis of substantial evidence, that one or more of the following conditions are met:

- Substantial changes are proposed in the project that would require major revisions of the previous EIR due to the involvement of new significant

environmental effects or a substantial increase in the severity of the previously identified significant effects;

- Substantial changes have occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of the previously identified significant effects; or

- New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified, shows any of the following:

  - The project will have one or more significant effects not discussed in the previous EIR;

  - Significant effects previously examined will be substantially more severe than identified in the previous EIR;

  - 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 proponent declines to adopt the mitigation measures or alternatives;

  - Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measures or alternatives.

## 1.7 DOCUMENT ORGANIZATION

This Addendum is presented in five sections, as follows:

- **Section 1.0, "Introduction,"** provides an overview of the Agreement, its context, and environmental documentation applicable to the development of a behavioral health facility on the Property.

- **Section 2.0, "Project Description,"** presents the potential development of Property in greater detail.

- **Section 3.0, "Environmental Analysis Summary,"** summarizes the analysis of potential environmental impacts of the Agreement and potential Property development. The analysis considers potential effects of Property development for all environmental topics addressed in the Certified EIR. CEQA Guidelines topical issues incorporated pursuant to recent Guidelines amendments are also addressed. Please refer also to the Environmental Checklist Form presented at Addendum Attachment A.

- **Section 4.0, "Determination,"** presents the determination regarding the appropriate environmental document for the Agreement and potential development on the Property.

- **Section 5.0, "Mitigation Summary,"** contains a table summarizing impacts and mitigation from the Certified EIR. Unless otherwise noted, mitigation previously required under the Certified EIR is also required of any subsequent development on the Property.

## 1.8 CONCLUSIONS

This Addendum substantiates that the analysis presented in the Certified EIR is sufficient to satisfy CEQA requirements for the execution of the Agreement between March JPA and Buyer. That is, the Agreement and a subsequent development on the

Property will not result in any significant new, different, additional, or substantially increased environmental impacts than were previously considered and addressed in the Certified EIR.

The environmental assessment of the Agreement, Agreement related infrastructure improvements and subsequent development on the Property, do not require any major revision of the Certified EIR, nor will the Agreement result in conditions that would require preparation of a Subsequent or Supplemental EIR as described in the *CEQA Guidelines*.

# SECTION 2.0
# PROJECT DESCRIPTION

## 2.1 PROJECT LOCATION

Section 1.0 of this Addendum provided the background regarding the proposed Agreement between March JPA and Buyer, as it relates to the purchase and sale of the subject Property within the Specific Plan. The Property is located within the March ARB in Riverside County. As previously illustrated at Figure 1.3-1, the Property is located within the southerly portion of the previously approved Specific Plan area. Specifically, the Property is located at the northwest corner of N Street and 6th Street. The Army Air Force Exchange Service (AAFES) Base Exchange is located westerly adjacent to the Property, and a U.S. Vets transitional housing facility is located immediately to the north. A new U.S. Vets transitional housing facility is approved (but not yet constructed) to the south of the Property, across N Street. The Property is fully disturbed, and previously contained a military dormitory that was demolished in 2009.

## 2.2 PROPERTY CHARACTERISTICS

As previously stated, no Property-specific land use entitlements or permits will be issued for the psychiatric facility or any other use as part of the Agreement. To the extent that a future purchaser pursues entitlements for such a use, those entitlements would be subject to the March LifeCare Campus Specific Plan implementation process, as well as the March JPA's application, review and analysis processes under CEQA, land use and zoning laws.

Regardless, in an effort to consider the environmental effects of "the whole of the action" – including all reasonably foreseeable future actions – before issuing the first discretionary approval for any portion of the "project" and for the purposes of the providing a meaningful environmental analysis within this Addendum document, the following components are considered part of the Addendum Project:

- The Acquisition and Development Agreement;
- The installation of certain Phase 1 Specific Plan backbone infrastructure to include: street improvements, landscaping, water system infrastructure, storm drain improvements, and dry utilities; and
- The potential development of a 100,000-square-foot behavioral health facility on the Property.

### 2.2.1 Addendum Project Assumptions

The Property involves approximately 5.11 acres designated as Mixed Use, and 2 acres designated as Institutional Residential. The Agreement could result in the development of a 100,000-square foot behavioral health hospital, specializing in behavioral healthcare, on the Property. As presented within the California Welfare and Institutions Code § 14105.98(a) (14): "Acute psychiatric hospital means a hospital that meets the definition of an acute psychiatric hospital, a combination psychiatric/alcohol-drug rehabilitation hospital, or a psychiatric health facility, to the extent the facility is licensed to provide acute inpatient hospital service, as set forth on page 52 of the 1991 Peer Grouping Report."

As set forth within the California Department of Health Services Peer Grouping Report (referenced by the Code), an acute psychiatric hospital is defined as "Those urban non-state, hospitals that have at least 80 percent of their discharges in psychiatric DRGs [diagnosis related groups] and at least 90 percent of their patients are in psychiatric and drug/alcohol rehabilitation DRGs.

Although the exact details of the facility are unknown at this time, the Addendum assumes a worst case scenario where 5.11 acres of the Property designated as Mixed

Use, would be fully occupied by a 100,000-square foot behavioral health facility, while associated parking would be proposed within the 2-acre portion designated as Institutional Residential. The facility is assumed to have standard hospital supporting services that would necessitate the need for office spaces, and a full service kitchen and dining area. For purposes of providing guidance on certain technical analysis pursuant to CEQA, the following assumptions were made regarding the facility:

- The use would provide approximately 150 beds for patient care.
- Approximately 70 percent inpatient and 30 percent outpatient care may be provided with the average length of stay anticipated at five to seven days;
- The facility may operate 24 hours per day, seven days per week, with a staff of approximately 210 working in shifts.
- The facility would provide parking, landscaped areas, and infrastructure needed to support the overall facility functions and as required by the Specific Plan.

### 2.2.2 Access and Circulation

Vehicular access to the Property would be provided through driveways along 6th Street and N Street, and the roads would be designed in accordance with Figure 4-6c of the Specific Plan. Where the Property abuts a public right-of-way, parking and service areas would be screened through landscaping.

### 2.2.3 Parking

Parking would be provided consistent with Section 4.8 of the Specific Plan. More specifically, Specific Plan Table 4-5 provides the required number of spaces by land use type. For a behavioral health hospital use on the Property, one parking space per bed (150) would be required.

### 2.2.4 Infrastructure

The Specific Plan identified that the buildout of the medical campus would necessitate the implementation of new infrastructure. Objectives outlined within the campus infrastructure plan included the following:

1. Provide orderly buildout of the campus.
2. Provide adequate infrastructure and public facilities.
3. Protect public health, safety and welfare.
4. Provide uninterrupted service to existing campus users throughout construction.

The Specific Plan anticipated that the campus would be developed incrementally and as such, new utility infrastructure and street improvements would be installed incrementally to support each phase of development as they are introduced. Section 3.14 of the Specific Plan outlines the anticipated sequence of improvements for the campus as a whole. As it relates to Property specific entitlements, engineering studies are required during entitlement reviews to demonstrate that campus infrastructure as required through the Infrastructure Implementation Schedule, provide adequate capacity to service proposed projects (SP-7, p.3-36). While Property development specifics are currently unknown, and engineering studies specific to the Property cannot be completed at this time, the Addendum considers certain infrastructure improvements anticipated under Phase 1 that will not only support the Property, but begin implementing certain improvements that were previously approved under the Specific Plan and Master Plot Plan.

The Specific Plan envisioned that campus infrastructure would be installed in three phases, as per the approved Specific Plan and Master Plot Plan Infrastructure Phasing Plans (SP-7, Figure 3-10). The aforementioned infrastructure improvements are consistent with Phase 1 infrastructure planning which would help support Institutional Residential uses within Zone 4, Mixed Use and General Medical uses within Zone 2, and uses within Zone 11. The Property is within Zones 4 and 11 of the Specific Plan. While Zone 11 was slated to be developed within Phase 3 of the Phasing Plan, it was always envisioned that the Property would be primarily serviced through backbone infrastructure installed within Phase 1 of the campus development. As such, the development of the Property within Phase 1 of the campus would not conflict or significantly impact what was previously analyzed and approved for the Specific Plan and Master Plot Plan.

The Agreement (and therefore, the Addendum Project) outlines the following infrastructure improvements within the Specific Plan area, consistent with Table 3-3 of the Specific Plan:

***Street Improvements:*** *As illustrated on Figure 1.5-1, slurry and restripe Riverside Drive from Cactus to N Street, N Street from Riverside Drive to westerly property line, and Meyer Drive (both sides) from Riverside Drive to Heacock Street. These interim improvements will be completed prior to issuance of a building permit on Property. Full pavement improvements will be completed along Meyer Drive and Riverside Drive pursuant to approved Master Plot Plan concurrent with future development of Phase 1, and as determined by the March JPA Engineer.*

***Landscaping:*** *As illustrated on Figure 1.5-2, the landscaping and irrigation within the existing median on Riverside Drive will be upgraded with new irrigation line(s) and service(s) and additional landscaping as required by the March JPA.*

***Water System Infrastructure:*** *As illustrated on Figure 1.5-3 the following water system infrastructure will be installed prior to the issuance of a building permit on Property.*

a. *Pressure Reducing Station at the southwest corner of Cactus Avenue and Riverside Drive.*
b. *New 12" – 24" waterlines along Riverside Drive, Meyer Drive and 6th Street pursuant to adopted Master Plot Plan and as approved by the Western Municipal Water District.*

***Storm Drain Improvements:*** *As illustrated on Figure 1.5-4 and as envisioned in the Specific Plan, the Zone 8 Water Basin will be installed to accommodate flows from the Property and all subsequent developments within the campus. Installation of needed improvements as it relates to a Property development, must be completed prior to issuance of a building permit on the Property.*

***Dry Utilities:*** *As illustrated on Figures 1.5-5a (Gas) and 1.5-5b (Electric/Phone), all off-site utilities associated with a Property development will be completed in conformance with the Specific Plan and adopted Master Plot Plan, as determined by the March JPA Engineer.*

### 2.2.5 Architecture

Developments on the Property would be subject to the 40 foot height restriction outlined on Figure 4-4 of the Specific Plan. The Property is bound by Public Realm Zones along 6th Street and N Street (Specific Plan Figures 4-1, Regulating Plan and 4-2a, Public Realm and Design Emphasis Locations); as such, the future development design would include direct pedestrian access to the Public Realm Zones. From a sustainability standpoint, and as required under Specific Plan Conditions of Approval, the Property would be designed to exceed the prevailing Title 24 Energy Efficiency requirements by 20 percent.

### 2.2.6 Landscaping

The landscape palette must be consistent with the approved plant palette (Specific Plan, Appendix H) and with provisions of Section 4.8 of the Specific Plan. Specifically, the Property would be designed consistent with: (a) Section 4.8.4, Enhanced Landscaping around Buildings; (b) Section 4.8.6, Parking Area Landscaping; and (c) Section 4.8.7, Pedestrian Circulation and Open Space Area Landscaping through Section 4.8.10, Site Furniture, for areas along the Public Realm Zones. In addition to onsite landscaping, the landscaping and irrigation within the existing median on Riverside Drive shall be upgraded.

## 2.3 OBJECTIVES FOR PROPERTY DEVELOPMENT

Objectives for any development on the Property are coincidental with those identified for the Certified EIR. These objectives include:

- Provide for and support reuse of the former March Air Force Base consistent with the vision and intent of the March Air Force Base Master Reuse Plan.
- Foster economic growth and create substantial professional employment opportunities, providing the basis for sustained economic benefit to MARB, surrounding communities, and encompassing Western Riverside County.
- Provide high-quality health care services to a currently underserved area.

- To help alleviate a documented healthcare shortage in Western Riverside County.
- Consolidate new health care services within an exemplary medical campus setting.
- Provide the entire continuum of healthcare services from acute care to skilled nursing and hospice.
- Take advantage of access provided by available regional and local roadway systems.
- Within the context of other Project Objectives, establish an economically viable development.

## 2.4 DISCRETIONARY APPROVALS ASSOCIATED WITH THE PROPERTY

*CEQA Guidelines* Section 15124 states in pertinent part that if "a public agency must make more than one decision on a Project, all its decisions subject to CEQA should be listed . . ." Requested decisions, or discretionary actions, necessary to realize the purchase and sale of Property include:

- Adoption of this Addendum to the 2009 March LifeCare Campus Specific Plan Certified EIR (SCH No. 2008071021); and
- Approval of an Acquisition and Development Agreement.

## 2.5 INTENDED USE OF THIS ADDENDUM

This Addendum addresses the potential environmental effects of approving the Agreement between March JPA and Buyer, for the purchase and sale of approximately 7.11-acres within the March LifeCare Campus project. The March JPA is the Lead Agency for the purposes of CEQA because it has the principal responsibility and authority for deciding whether or not to approve the Agreement. As the Lead Agency, the March JPA is also responsible for preparing the environmental documentation needed for the approval of the project in compliance with CEQA.

The Lead Agency will employ this Addendum in its evaluation of potential environmental impacts resulting from, or associated with, approval of the Agreement.

# SECTION 3.0
# ENVIRONMENTAL ANALYSIS SUMMARY

## 3.1 CERTIFIED EIR PROJECT, PROPOSED ADDENDUM PROJECT

For purposes of comparison, development scenarios for the Property envisioned under the March LifeCare Campus Specific Plan and what may occur as a result of the Agreement between the March JPA and Buyer are summarized in the following paragraphs.

### 3.1.1 Certified EIR Project

The Specific Plan envisions a 3,555,000-square-foot state-of-the-art, integrated healthcare campus and supporting facilities. As implemented, the Specific Plan would establish a wide array of healthcare services, including hospitals, general and specialty medical offices, medical retail, research and education, a wellness center, independent/assisted care living facilities, skilled nursing facilities, and related support facilities.

### 3.1.2 Proposed Addendum Project

As previously discussed, the sale of property to Buyer could result in the development of an approximate 100,000-square foot behavioral health facility on the 7.11-acre site. Although the March JPA is only considering the approval of the Agreement at this time, CEQA broadly defines a "project" and requires that the March JPA consider the environmental effects of "the whole of the action" – including all reasonably foreseeable future actions – before issuing the first discretionary approval for any portion of the "project." For purposes of CEQA, the March JPA understands that the Buyer intends to

convey the Property to a purchaser who may propose the future development of an behavioral health facility, consistent with previously approved March LifeCare entitlements.

Accordingly, and although the exact details of any future facility are currently unknown, the CEQA "project" being analyzed includes the following components:

- The Acquisition and Development Agreement;
- The installation of certain Phase 1 Specific Plan backbone infrastructure to include: street improvements, landscaping, water system infrastructure, storm drain improvements, and dry utilities; and
- The potential development of a 100,000-square-foot behavioral health facility on the Property.

To assess the maximum public disclosure, and to provide guidance with respect to a review under CEQA, the following assumptions were made for a potential development on the Property:

- The use would provide approximately 150 beds for patient care.
- Approximately 70 percent inpatient and 30 percent outpatient care may be provided with the average length of stay anticipated at five to seven days;
- The facility may operate 24 hours per day, seven days per week, with a staff of approximately 210 working in shifts.
- The facility would provide parking, landscaped areas, and infrastructure needed to support the overall facility functions and as required by the Specific Plan.

As outlined within Sections 1.0 and 2.0 of this Addendum, the Property involves Specific Plan areas designated as Mixed Use (Zone 11) and Institutional Residential (Zone 4). The development of a 100,000 square foot behavioral health facility within a Mixed Use designated area, with ancillary parking and landscaping installed within a portion of the Property that is designated Institutional Residential, is consistent with the overall intent and vision established within the Specific Plan.

The Specific Plan provides for a maximum of 310,000 feet of Mixed Use development within the Specific Plan boundary. At approximately 100,000 square feet, the Addendum Project is consistent with the overall square footage limitations for Mixed Used development within the campus. Moreover, the Specific Plan EIR assumed development of 260,000 square feet of Mixed Use within Zone 11 for purposes of analyzing potential environmental impacts associated with buildout of the Specific Plan. While a development on the Property, with mixed use located within Zone 11 and ancillary facilities within Zone 4, would be consistent with provisions within the Specific Plan, Zone 11 was not specifically made a part of the Master Plot Plan. Therefore, while mixed use developments within Zone 11 are subject to Specific Plan provisions, they would not be subject to the terms of the Master Plot Plan. To the extent that a future purchaser wishes to seek entitlements on the Property, those subsequent entitlements would be subject to the March LifeCare Campus Specific Plan implementation process, as well as the March JPA's application, review and analysis processes under CEQA, land use and zoning laws. At that time, March JPA will evaluate the details of a proposed land use against all prior entitlements for the March LifeCare Campus Specific Plan Project, including the Master Plot Plan.

This Addendum document defines, describes, compares, and contrasts potential environmental impacts of a Property development in the context of the environmental impacts associated with the development plan assessed in the Certified EIR.

## 3.2 ENVIRONMENTAL ANALYSIS SUMMARY

The March LifeCare Campus Specific Plan Certified EIR identified and evaluated the potential environmental impacts associated with the implementation of the March LifeCare Campus Specific Plan. The resource areas that were evaluated in the Certified EIR are presented below and evaluated within Attachment A of this Addendum.

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils

- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems

For each environmental topic presented in the Certified EIR, the expanded discussions presented within Attachment A to this Addendum substantiate that:

- No substantial changes are proposed which will require major revisions of the Certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

- No substantial changes in circumstances have occurred which will require major revisions to the Certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

- No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified, shows any of the following:

  - The approval of the Agreement would result in any significant effects not discussed in the Certified EIR (it would not);

- Significant effects previously examined would be substantially more severe than shown in the Certified EIR (they would not);

- 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 (no previous mitigation or alternatives are declined); and

- Mitigation measures or alternatives which are considerably different from those analyzed in the Certified EIR would substantially reduce one or more significant effects on the environment, but the Project proponents decline to adopt the mitigation measure or alternative (no new mitigation is declined).

Development of the Property pursuant to the design guidelines, development standards, and performance standards of the MLCSP and the March JPA, together with the mitigation measures incorporated in the Certified EIR and carried forward in this Addendum, along with Conditions of Approval on a site specific entitlement as may be imposed by the March JPA, act to ensure that development of the Property would not result in environmental impacts not previously identified and addressed in the Certified EIR, and further, that development plans and activities do not otherwise conflict with, or obstruct March JPA goals and policies.

As provided for under *CEQA Guidelines* 15162, this Addendum has therefore been prepared, satisfying CEQA environmental analysis and documentation requirements for the approval of the Agreement.

## 3.3 PREVIOUS ENVIRONMENTAL DOCUMENTATION, DOCUMENTS INCORPORATED BY REFERENCE

Section 15150 of the State *CEQA Guidelines* permits and encourages that an environmental document incorporate by reference other documents that provide relevant data. The documents outlined in this Section are hereby incorporated by

reference, and the pertinent material is summarized throughout this Addendum. All documents incorporated by reference are available through the March JPA.

- **March JPA General Plan and Master EIR**

  The March JPA General Plan (General Plan) and Master EIR were adopted in September 1999. The March JPA General Plan was prepared in response to the 1993 realignment of March Air Force Base, with the goal of identifying beneficial means of redeveloping and revitalizing the former military installation. Typically, a General Plan document looks ahead 20 years, but should be updated every five to ten years. The March JPA is currently conducting a comprehensive General Plan update. Until the update is approved, the existing General Plan establishes land use and development policies, and identifies planned land uses and supporting infrastructure systems.

  State-mandated Elements addressed in the General Plan include: Land Use, Circulation, Housing, Noise, Conservation, Open Space, and Safety. Physical development within the General Plan Area will be shaped by the General Plan's Goals, Policies, Actions, and Implementation Measures, integral to each of the General Plan Elements.

- **March JPA Development Code**

  Included as Title 9 of the March JPA Municipal Code, the Development Code's Planning and Zoning guidelines codify and complement the General Plan. The Development Code, in effect, provides the mechanism to realize and enforce the Goals, Policies, Actions, and Implementation Measures articulated in the General Plan. Many of the potential environmental concerns considered in this EIR are adequately addressed through application of guidelines and regulations contained in the March JPA Development Code.

- **March LifeCare Campus Specific Plan**

  The March LifeCare Campus Specific Plan provides the guiding principles and development standards that, upon approval, would govern the land use and

development of the Project considered in this Addendum. Land use regulations and development standards are provided for each of the Specific Plan's land use designations, providing the mechanism to implement the Goals, Policies, Actions, and Implementation Measures articulated in the Specific Plan for the development of individual parcels.

- **March LifeCare Campus Specific Plan Draft and Final Program EIR**
  The *March LifeCare Campus Specific Plan Draft EIR*, SCH No. 2008071021, which was certified by the March JPA in 2009, is considered to establish an upper limit, or maximum potential impact scenario for development of the subject site.

- **U.S. Vets Transitional Program Specific Plan SP-6**
  The U.S. Vets operated a 5.8 acre U.S. Veterans transitional facility within the limits of the MLCSP. This project relocated and expanded their services to a 7.75-acre site within the MLCSP. At buildout, the project will accommodate a 401-bed transitional housing center for homeless U.S. veterans.

- **March LifeCare Campus Specific Plan No. 7 (First Amendment to Specific Plan No. 4)**
  This Amendment to the March LifeCare Campus Specific Plan, approved in 2011, refined the regulating plan and circulation system of the MLCSP. Additionally, "zones" were established to better regulate phasing of the area. Height limitations and parking areas were also modified.

- **Addendum to the March LifeCare Campus Program EIR in Support of the Approval of a General Plan Amendment (GP 11-02), Specific Plan Amendment (SP-7), Tentative Parcel Map (PM36035) and Master Plot Plan with Associated Master Plans (PP11-03)**

This Addendum was prepared to analyze the environmental impacts associated with March LifeCare Campus Specific Plan No. 7 (First Amendment to Specific Plan No. 4). The Addendum did not identify any environmental impacts associated with the Amendment that were not previously identified and analyzed within the Certified EIR prepared for the March LifeCare Campus Specific Plan. The Addendum was adopted by the March JPA in 2011.

# SECTION 4.0
# DETERMINATION

As supported by the analysis presented in this Addendum, the approval of the Acquisition and Development Agreement between the March JPA and Buyer, potential environmental effects of the installation of certain Specific Plan Phase 1 infrastructure improvements, as well as a behavioral health facility on the Property have been adequately addressed in the Certified EIR for the March LifeCare Campus Specific Plan. This Addendum to the Certified EIR provides minor technical changes to the Certified EIR analysis. Pursuant to the requirements of *CEQA Guidelines* Section 15162 and 15164, the following determinations have been made:

***Major Revisions to the Certified EIR Not Required***

Based on the preceding analysis and information, there is no evidence that substantive changes to the Certified EIR are required. Comparison of the previous project with the Project described in this Addendum indicates that there is no new significant or more severe environmental impact, and that the development of the Project described herein would have the same impacts as those described in the Certified EIR prepared for the MLCSP.

***No Substantial Change in Circumstances Requiring Major Revisions to the Certified EIR***

No information exists in the record, or is otherwise available, that indicates that there are substantial changes in circumstances that would require major changes to the Certified EIR.

*No New Information Showing Greater Significant Effects than Identified in the Certified EIR*

This Addendum has considered all available relevant information to determine whether there is new information, which was not available at the time the MLCSP EIR was certified, that may indicate that a new significant effect may occur that was not reported in the Certified EIR. As supported by the analysis presented in this Addendum, there is no substantial new information that was not available at the time the EIR was certified, indicating that there will be a new, significant impact requiring major revisions of the Certified EIR.

*No New Information Showing Ability to Reduce Significant Effects Identified in the Certified EIR*

The Addendum analysis substantiates that there are no significant impacts requiring identification of new or additional alternatives to the project, or consideration of new or additional mitigation measures, in order to reduce one or more of the significant effects identified in the Certified EIR.

**Summary**

The analysis presented in this document substantiates that the analysis presented in the Certified EIR is sufficient to satisfy CEQA requirements for the proposed Agreement. That is, the purchase and sale of 7.11-acres between the March JPA and Buyer, the installation of certain Phase 1 backbone infrastructure improvements, and a potential 100,000 square foot behavioral health facility, would not result in any significant new, different, additional, or substantially increased environmental impacts than were previously considered and addressed in the Certified EIR. As such, environmental assessment of the Project does not require any major revision of the Certified EIR, nor would the Agreement result in conditions that would require preparation of a Subsequent or Supplemental EIR as described in the *CEQA Guidelines*.

# SECTION 5.0
# MITIGATION SUMMARY

## 5.1 CERTIFIED EIR MITIGATION AND IMPLEMENTATION

The following Table 5.1-1 presents all of the mitigation measures that were incorporated in the Certified EIR and notes each mitigation measure's applicability to any future site specific development as per the certified EIR.

**Table 5.1-1**

**Certified EIR Mitigation and Applicability Matrix**

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| **4.1 Land Use** | | |
| ***Cause or result in land use incompatibilities.*** | *4.1.1 All Radio Frequency generating equipment and band frequencies used for any of the Project facilities shall be reviewed and approved by the MARB communications squadron and Defense Media Center (DMC) Engineering Directorate.* | Emission of electromagnetic frequencies are typically associated with specific uses including cellular antennas, emergency public safety antennas and public sewer lift facilities with radio telemetry. Radio/EMF emissions would not be expected with uses allowed within Zone 4 or 11. Compliance with this measure will be ensured during the entitlement |

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## Table 5.1-1

## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | | review process for a specific user on this site. |
| | *4.1.2 Project site plans, facilities designs, and operations shall be designed to ensure that structures are not proposed in areas or locations or at heights that would result in interference with DMC and MARB communications or impair DMC and MARB security, and similarly, that Project operations are not proposed in areas or locations that result in interference with DMC communications. To this end, Project site plans, facilities designs, and operations, to specifically include any proposed parking structures in areas adjacent to the DMC, use of exterior reflective materials, and helicopter operations and flight paths, shall be coordinated the Defense Media Center (DMC) Engineering Directorate, as well as the March Air Reserve Base (MARB).* | The allowed building height for the site is established at 40′ and 50′, in accordance with Figure 4-4 of the March LifeCare Specific Plan. AFN height overlay limitations are not required on the site to reduce potential conflicts with broadcasting from AFN. Helipads are not likely to be developed in conjunction with the uses allowed uses for Zone 4 and 11. Compliance with this measure will be ensured during the entitlement review process for a specific user on this site. |
| | *4.1.3 All exterior lighting shall be downward directed, or shall be otherwise designed and oriented to prevent light overspill.* | The site is located adjacent to a planned Institutional Residential use. In accordance with March JPA Development Code Section 9.08.100(1.), all outdoor lighting associated with nonresidential uses shall be shielded and directed away from residential uses and shall not exceed a lighting |

## Table 5.1-1

## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | | level of .5 candle/foot$^2$. Compliance with this measure will be ensured during the entitlement review process for a specific user on this site. |
| **4.2 Geology and Soils** | | |
| ***Exposure of people or structures to potentially substantial adverse effects, including the risk of loss, injury or death involving strong seismic ground shaking or seismic-related ground failure, including liquefaction.*** | *4.2.1 Performance standards and requirements established within the Project Geotechnical Investigation which address exposure of people or structures to potentially substantial adverse effects of strong seismic ground shaking or seismic-related ground failure (including liquefaction) shall be incorporated into Project site design and construction plans. A qualified geotechnical engineer shall be retained on-site to ensure that Project implementation is realized consistent with specifications and requirements identified in the Project Geotechnical Investigation.* | A site specific development proposal has not been submitted with this project. Compliance with this measure will be ensured during the entitlement review process on the Property. |
| ***Location 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.*** | *4.2.2 The recommendations, performance standards, and requirements established within the Project Geotechnical Investigation which address potential location on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project shall be incorporated into Project site design and construction plans. A qualified geotechnical engineer shall be retained on-site to ensure that Project implementation is realized consistent with specifications and requirements identified in the Project Geotechnical Investigation.* | A site specific development proposal has not been submitted with this project. Compliance with this measure will be ensured during the entitlement review process on the Property. |

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## Table 5.1-1

## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| ***Location on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property.*** | *4.2.3 The recommendations, performance standards and requirements established within the Project Geotechnical Investigation which address location on potentially expansive soils shall be incorporated into Project site design and construction plans. Section 2.0 of the Specific Plan Geotechnical Study states that in the event changes occur in the nature or design of the project, further geotechnical analysis will be required. As such, subsequent projects shall be reviewed by the March JPA for consistency with geotechnical findings. Further analysis will be required for implementing projects as needed.* | A site specific development proposal has not been submitted with this project. Compliance with this measure will be ensured during the entitlement review process on the Property. |
| | *4.2.4 Prior to a building permit issuance, a qualified geotechnical engineer shall be retained on-site to ensure that Project implementation is realized consistent with specifications and requirements outlined in a previously approved Geotechnical Investigation Study.* | A site specific development proposal has not been submitted with this project. Compliance with this measure will be ensured during the entitlement review process on the Property. |
| **4.3 Hazards and Hazardous Materials** | | |
| ***Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.*** | *4.3.1 Prior to project approval, any necessary Phase I assessments of buildings affected by demolition/construction activities, shall be prepared and submitted to the March JPA. Prior to demolition/building permit issuance, documented resolution of all issues and concerns, to include compliance with applicable state and local regulations, and any environmental restrictions, shall be submitted* | The site previously accommodated the former Base Commissary, which was demolished by March JPA. Lead Base Paint and Asbestos remediation was performed by Patriot Environmental Services in accordance with hazardous |

## Table 5.1-1
## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | *to the March JPA. Resolution actions shall include, as applicable, completion of any necessary Phase II Assessments.* | materials protocols and all applicable laws. Compliance with this measure will be ensured through preparation of a new phase I assessment during the entitlement review process for the future site specific development. |
| | *4.3.2 Soil testing for potential PCE vapor intrusion shall be performed during construction or ground disturbing activities in the southeasterly portion of the Project site (Area AG@ on Figure 4.3-1). If PCE vapors are detected, remedial actions shall completed as required by RCDEH or other lead regulatory agency.* | The Property is not located within the PCE Plume Contour or within the PCE Soil Study Area. (Areas "G" and "F" indicated at Certified EIR Figure 4.3- 1). |
| | *4.3.3 The developer of the deed-restricted former NCO site (Area "E" indicated at EIR Figure 4.3-1) shall provide evidence to the March JPA of compliance with the deed restrictions prior to development of that portion of the Specific Plan. (Deed restrictions are presented at Appendix F to the Project Phase I ESA, EIR Appendix C). Alternatively, if the former NCO site is proposed for uses currently prohibited under the deed restriction on this property, and not already analyzed in the EIR, such uses would be subject to additional analysis as required by CEQA. Prior to building permit issuance, proof of compliance from DTSC and/or the appropriate* | The Property does not include the former NCO site (Area "E" indicated at Certified EIR Figure 4.3-1), therefore this mitigation measure is not applicable to the site. |

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## Table 5.1-1

## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | *regulatory agency in Riverside County shall be submitted to the March JPA.* | |
| | *4.3.4 If, during the course of Project construction, any underground storage tanks are identified, all activities shall halt. The discovery of any hazardous materials associated with encountered underground tanks, other than those already analyzed in the EIR, would be subject to additional analysis as required by CEQA. Prior to building permit issuance, proof of compliance from the appropriate regulatory agency for the State and/or Riverside County shall be submitted to the March JPA.* | Compliance with this measure will be ensured in conjunction with the CEQA review and construction monitoring for a site specific user. |
| | *4.3.5 Throughout demolition/renovation and site preparation activities, confirmed and suspected asbestos containing materials shall be handled and disposed of by licensed contractors in accordance with all appropriate regulatory agency guidelines.* | During the demolition of the former Base Commissary building, March JPA contracted with Patriot Environmental Services to dispose of asbestos containing materials in accordance with all hazardous materials protocols and applicable laws. Further analysis and compliance with this measure will be required in conjunction with the future site specific development proposal. |
| | *4.3.6 Throughout demolition/renovation* | During the demolition of |

## Table 5.1-1

## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | *and site preparation activities, lead based paint will be handled in accordance with local, state and federal regulatory guidance, and any lead based paint covered debris will be removed to authorized disposal locations. All building hazardous materials will be abated as required by law and removed prior to demolition activities for disposal to facilities licensed to accept these materials. Documentation for all disposal of all demolition debris will be provided to the March JPA upon completion of demolition activities.* | the former Base Exchange building, March JPA contracted with Patriot Environmental Services to dispose of all lead based paint in accordance with all hazardous materials protocols and applicable laws. Further analysis and compliance with this measure will be required in conjunction with the future site specific development proposal. |
| | *4.3.7 Throughout demolition/renovation and site preparation activities, worker safety precautions shall be maintained in accordance with occupational health and safety standards so as to prevent potential exposure to lead-based paint materials, asbestos-containing materials, or other hazardous building materials.* | During the demolition of the former Base Commissary building, March JPA contracted with Patriot Environmental Services to dispose of all lead based paint and asbestos containing materials in accordance with all hazardous materials protocols and applicable laws. Further analysis and compliance with this measure will be required in conjunction with the future site specific development proposal. |
| | *4.3.8 The soil adjacent to those buildings suspected of having LBP shall be evaluated for* | During the demolition of the former Base |

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## Table 5.1-1
## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | *lead pursuant to guidance and requirements of the Department of Toxic Substances Control. If levels exceeding established DTSC/EPA PRGs (Preliminary Remediation Goals or CHHSLs (California Human Health Screening Levels) are found, soil remediation shall be completed as required by DTSC and/or RCDEH.* | Commissary building, March JPA contracted with Patriot Environmental Services to dispose of all lead based paint in accordance with all hazardous materials protocols and applicable laws. Further analysis and compliance with this measure will be required in conjunction with the future site specific development proposal. |
| ***Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.*** | *4.3.9 Concurrent with application for building permits, development applicants shall evaluate and determine if the requested uses/facilities are subject to provisions of Public Resources Code Section 21151.4. Based on this evaluation and determination, applicants shall either:*<br>*a) Provide the JPA with signed affidavit(s) that the requested facilities/uses are not subject to provisions of Public Resources Code Section 21151.4, or*<br>*b) If the requested uses/facilities are determined to be subject to Public Resources Code Section 21151.4, applicable consultation and notification processes shall be conducted prior certification of any EIR, or approval of any negative declaration for the requested uses/facilities.* | Serrano Elementary School is the closest school site to the project and is located approximately ½ mile (2,700') from the project area, which is significantly more than the ¼ mile (1,320') threshold identified in Public Resources Code Section 21151.4 for facilities that emit hazardous materials. Furthermore the permitted uses within zone 4 and 11 are not anticipated to emit hazardous air emissions, emit extremely hazardous air emissions, or handle extremely hazardous |

## Table 5.1-1
## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | | substance or a mixture containing extremely hazardous substances in a quantity equal to or greater than the state threshold quantity specified pursuant to subdivision (j) of Section 25532 of the *Health and Safety Code*, that may pose a health or safety hazard to persons who would attend or would be employed at the school. Further analysis and compliance with this measure will be required in conjunction with the future site specific development proposal. |
| | *4.3.10 All soil to be imported to the Project site shall be tested by a qualified soils engineering firm to confirm that the materials are free from contamination as defined by existing regulations. The results of the analysis shall be provided to the March JPA, prior to importation to the site.* | The need for the importation of soil, if any, can only be determined in conjunction with the future site specific development proposal. Further analysis and compliance with this measure will be required in conjunction with the future site specific development proposal. |
| ***Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.*** | *4.3.11 Prior to a grading permit issuance, the development contractor(s) shall prepare and submit construction traffic management* | The construction management plan can only be prepared in conjunction with the future site specific |

## Table 5.1-1
## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | *plan(s) for review and approval by the March JPA. Traffic plans shall be designed to minimize traffic flow interference from construction activities. The plan may include the use of public transportation and satellite parking areas with a shuttle service; it MUST include advance public notice of routing; schedule operations affecting traffic for off-peak hours; minimize obstruction of through-traffic lanes; provide a flag person to guide traffic properly and ensure safety at construction sites. Construction traffic management plans near federal uses to remain shall be coordinated with federal uses to remain, and prepared by a licensed traffic engineer, and shall provide for safe and efficient access and on-site and off-site traffic movements throughout construction activities. Proof of coordination with neighboring federal uses to remain, such as a support letter, shall be supplied to the March JPA at the time of grading permit review.* | development proposal. Further analysis and compliance with this measure will be required in conjunction with the future site specific development proposal. |
| **4.4 Hydrology/Water Quality** | | |
| ***Violate any water quality standards or waste discharge requirements; substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site; or otherwise substantially degrade water quality.*** | *4.4.1 The Project shall replace all existing water quality control systems within the boundaries of the Specific Plan to accommodate the proposed development. The Project shall construct a secondary cutoff channel parallel to the Heacock Channel as well as a implement water quality control improvements and detention facilities identified in the identified in the Hydrology Report, Appendix D.* | All water quality control systems within the boundaries of the Specific Plan will be replaced according to the Specific Plan. The Agreement between the March JPA and Buyer (Master Developer) will necessitate the installation of the Zone 8 |

## Table 5.1-1

## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | | Basin and other improvements that support Phase 1 development, including the Property. The future site specific entitlement process will ensure that water quality control improvements and facilities specific to the Property will be designed and installed in compliance with the Specific Plan. |
| | *4.4.2 All site specific uses shall use pervious surfaces. For new developments, identify where permeable pavements, such as crushed aggregate, turf block, unit pavers, pervious concrete, or pervious asphalt could be substituted for impervious concrete or asphalt paving.* | Compliance with this measure will be ensured during the entitlement review process on the Property. |
| | *4.4.3 All site specific uses shall disperse runoff to adjacent pervious areas. Where possible, direct roof downspouts across pervious areas. A maximum 2:1 ratio between impervious and pervious surfaces is required. Receiving pervious area must be relatively flat, and soils should be amended as needed to promote infiltration. Similarly, parking areas must be designed so that runoff can sheet flow to landscaped areas. Where feasible, use curb cuts or no curbs to allow runoff to flow to vegetated areas.* | Compliance with this measure will be ensured during the entitlement review process on the Property. |

## Table 5.1-1

## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | *4.4.4 All site specific uses shall direct runoff to bioretention facilities, flow-through planters, dry wells, or cisterns. Where runoff from impervious roofs and paved areas cannot be dispersed to landscaping, direct runoff to facilities designed to detain and treat runoff before letting it seep away slowly. Dry wells or infiltration basins may be used if soils are sufficiently permeable and geotechnical considerations allow.* | Compliance with this measure will be ensured during the entitlement review process on the Property. |
| ***Substantially alter the existing drainage pattern of the site or area, including 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; 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.*** | *4.4.5 The Project will replace existing storm drain facilities within the Northeast Corner, and shall construct the appropriate channels and water quality that will properly manage off-site flows as identified in the Hydrology Report, Appendix D.* | Compliance with this measure will be ensured during the entitlement review process on the Property. |
| | *4.4.6 The Master Developer shall coordinate with the March JPA prior to the alteration, relocation or upgrade of any storm water drainage, water supply or wastewater conveyance facilities within public right of way in order to reduce the potential for disruptions in service and to ensure that any necessary upgrades are implemented in compliance with applicable requirements.* | This measure is an ongoing responsibility of the Master Developer and will be monitored during infrastructure planning and installation, as well as the review of site specific entitlements. |
| ***Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other*** | *4.4.7 The Applicant shall define, through accepted floodplain modeling protocols, the extent of any incumbent flood hazards. Modeled floodplain characteristics shall be reviewed and* | This measure is a responsibility for each site specific development. |

## Table 5.1-1
## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| ***flood hazard delineation map; place within a 100-year flood hazard area structures which would impede or redirect flood flows.*** | *approved by the JPA and as approved, shall be the basis for evaluation of potential floodplain alteration resulting from subsequent development activities proposed within the Specific Plan area.* | Compliance will be monitored during infrastructure planning and installation, as well as during the review of site specific entitlements. |
| | *4.4.8 For each increment or proposed area of development, the Project Applicant shall prepare detailed site-specific floodplain/flood hazard analyses consistent with JPA requirements. Development within identified flood hazard/floodplain areas shall comply with Federal Floodplain Management Regulations and criteria for the Federal Flood Insurance Program. More specifically, to ensure that construction of new buildings, infrastructure, or other improvements does not adversely affect 100-year flood plain or flood carrying characteristics, pre-development flood conditions site shall be incrementally updated to reflect with-development conditions. Close coordination with the City of Moreno Valley's Floodplain Administrator during Project development will be required to resolve any floodplain impact. Updated floodplain profiles based on with-development conditions shall be reviewed and approved by the JPA. Based on the modeled with-development conditions, diversion, and/or detention of flood flows shall be incorporated in site and development designs in order to address any potential adverse effects to flood plains or flood carrying characteristics. In order to mitigate* | This measure is a responsibility for each site specific development. Compliance will be monitored during infrastructure planning and installation, as well as during the review of site specific entitlements. |

## Table 5.1-1
## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | *on-site flood hazards to new buildings, first finished floor elevations of other than Critical Facilities shall be established a minimum of one-foot above the modeled 100-year flood elevation. All Critical Facilities shall be located outside of 500-year flood limits as determined during detailed site designs for these specific uses. Alternatively, if flood hazard areas cannot be avoided in the siting of Critical Facilities, these specific uses shall be designed and constructed pursuant to Category IV for Flood Resistant Design and Construction, American Society of Civil Engineers 24 (ASCE 24), and shall be elevated above the 500-year floodplain with elevated access ramps.* | |
| **4.5 Water Supply** | | |
| ***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.*** | *4.5.1 The Applicant shall utilize and comply with guidelines established by WMWD. Proof of compliance shall be required prior to Project approval.* | The Master Developer will comply with WMWD Guidelines throughout the development of the Specific Plan area; while individual site specific developers will be responsible for compliance during their subsequent entitlement review process. |
| ***Require new or expanded water supplies.*** | *4.5.2 To the satisfaction of WMWD, the Project Applicant shall construct necessary serving water facilities.* | Compliance on the Property will be ensured during the entitlement process. |
| | *4.5.3 The Project Applicant shall pay all* | Compliance on the Property |

## Table 5.1-1
## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | *charges as specified in WMWD's Rules and Regulations Governing Water Service and Water Users, Water Rate Schedules and Water Rate Schedules by Service Area, Cost Recovery Charges, and Connection and Added Facilities Charges and Fees.* | will be ensured during the entitlement process. |
| | *4.5.4 Project landscaping shall be designed and implemented consistent with applicable requirements of WMWD and the March Joint Powers Authority. In addition, landscaping shall comply with 60 percent of the local evapotranspiration (ET) or applicable WMWD standards for landscaping, whichever is more stringent.* | The future site specific development proposal shall Comply with March JPA Development Code Section 9.17 (Water Efficiency Ordinance). Full compliance with this measure will be ensured during the entitlement review process on the Property. |
| | *4.5.5 All Project landscaped areas and supporting infrastructure, including, but not limited to all piping, controls, and related appurtenances, shall be designed and installed to accommodate potential recycled water use.* | Compliance with this measure will be ensured during the entitlement review process on the Property. |
| **4.6 Cultural Resources** | | |
| ***Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5.*** | *4.6.1 A historic resources monitor shall be present during the demolition of the main entrance monument on Riverside Drive. The monitor shall have the authority to halt demolition should aspects of the monument appear to conflict with the findings and conclusions of the Project Cultural Resources Investigation. The monitoring shall be conducted in a manner consistent with current professional standards and include the* | Development on the Property would not trigger impacts to the main entrance on Riverside Drive. This measure does not apply to the Agreement. |

## Table 5.1-1

## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | *authority to halt activities affecting historical resources and permitted to recover, analyze, report, and curate the find(s).* | |
| | *4.6.2 Prior to removal of the WPA canal, recordation and documentation of the canal shall be conducted. Recordation and documentation shall include, but is not limited to: research and documentation regarding the canal's original design and construction; preparation of scaled drawing and cross sections of the canal as it currently exists, to include documentation of crossing (bridges) or alterations; and a photographic record of the canal in its current state and context. Removal of the WPA canal shall be monitored by a professional archaeological monitor with experience in historic archaeology to record and document attributes not currently or readily visible.* | Development on the Property would not require the removal of the WPA canal. This measure does not apply to the Agreement. |

## Table 5.1-1

## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| ***Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5; Disturb any human remains, including those interred outside of formal cemeteries.*** | *4.6.3 Prior to any grading and/or ground altering activities, the Project Applicant will retain a qualified archaeological monitor trained in both prehistoric and historic archaeology to oversee any ground-altering activities (e.g., removal of debris and/or vegetation, grading, or excavation). The archaeological monitor will prepare a Cultural Resources Monitoring Plan (Monitoring Plan), in consultation with the appropriate Indian Tribe, presenting the methodology and protocols to be used during the monitoring program, including the disposition of artifacts. The Monitoring Plan will acknowledge that the Project site is private property and, therefore, all cultural resource materials, with the exception of burials and grave goods, are the property of the property owner. The Monitoring Plan shall stipulate that, as a condition of approval, the property owner will make all cultural resources (i.e., artifacts) available for curation at a professionally acceptable repository (e.g., the University of California at Riverside Archaeological Research Unit, or the Western Center at the East Side Reservoir in Hemet, Riverside County, California), unless the appropriate Indian Tribe requests to repatriate the resources, in which case the property owner shall make the cultural resources available for curation with the appropriate Indian Tribe. The Monitoring Plan shall further stipulate that all artifacts must be inventoried and* | Compliance with this measure will be ensured prior to issuance of a grading permit on the Property. |

## Table 5.1-1
## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | *prepared for curation in a professional manner. If neither repository is available to accept the collections, they may be temporarily curated at a facility identified through consultation with the cultural resource monitor, the property owner, the appropriate Indian Tribe, and the JPA. The Monitoring Plan shall be reviewed and approved by the JPA prior to the issuance of any grading permits.* | |
| | *4.6.4 At least 30 days prior to seeking a grading permit, the Project Applicant shall contact the appropriate Indian Tribe to notify the Tribe of grading or excavation, and to coordinate with the JPA 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; Project grading and development scheduling; terms of* | Compliance with this measure will be ensured prior to issuance of a grading permit on the Property. |

## Table 5.1-1
## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | *compensation; and the treatment and final disposition of any cultural resources, sacred sites, and/or human remains discovered on the site.* | |
| | *4.6.5 Because the Project area has been evaluated as having a low probability to contain buried cultural resources, after completion of the first full day of grading for each increment of development, the qualified archaeological monitor will prepare a brief summary of monitoring and offer further monitoring recommendations, in consultation with the appropriate Indian Tribe. These recommendations may include continued full time monitoring, spot check monitoring, or an end to monitoring. These recommendations will be reviewed and approved by the JPA and the Project Applicant prior to proceeding with further monitoring. At any time during monitoring activities, the qualified archaeological and Tribal monitor(s) shall have the authority to temporarily halt any activities that may impact potentially significant cultural resources. If buried cultural resources, such as chipped or ground stone, historic debris, building foundations, or nonhuman bone are inadvertently discovered during ground-disturbing activities, work will stop in that area and the cultural resource monitor(s) will assess the significance of the find in accordance with the Monitoring Plan and, if necessary, develop appropriate treatment procedures, based upon consultation with the* | Compliance with this measure will be ensured during the entitlement review process on the Property. |

## Table 5.1-1

## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | *professional archaeologist, and taking into account any Native American concerns. If cultural resources are discovered during construction activities, the construction contractor and lead contractor compliance inspector will verify that work is halted until appropriate site-specific treatment measures are implemented, in consultation with the appropriate Indian Tribe.* | |
| | *4.6.6 If human remains of Native American origin are discovered during ground-disturbing activities, the Project will proceed in full compliance with State laws relating to the treatment and disposition of Native American burials (Public Resources Code Section 5097 and Health and Safety Code 7050.5).* | Compliance with this measure will be ensured during construction activities on the Property. |
| ***Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.*** | *4.6.7 A paleontological monitoring program shall be overseen by a qualified paleontological monitor on a full-time basis, once the existing structures have been removed. The extent and duration of the monitoring program would be dependent upon the future redevelopment* | Compliance with this measure will be ensured during the entitlement review process on the Property. |

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## Table 5.1-1

## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | *plans. However, in any case, any excavations exceeding eight feet below the current surface shall be monitored, unless older alluvium is shown to be shallower. The monitoring shall be conducted in a manner consistent with current professional standards and include the authority to halt activities affecting paleontological resources and permitted to recover, analyze, report, and curate the find(s).The most likely repository for curation would be the Western Center at the East Side Reservoir complex, Hemet, Riverside County, California.* | |
| **4.7 Biological Resources** | | |
| ***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.*** | *4.7.1 Mitigation alternatives addressing potential impacts to nesting birds shall be accomplished as follows:*<br><br>*a) If possible, vegetation removal activities shall be scheduled from August 1 to February 14, which is outside the general avian nesting season.*<br>*b) If vegetation is to be cleared during the nesting season (generally, February 15 B July 31), within 30 days of ground disturbing activities, all suitable habitat will be thoroughly surveyed for the presence of nesting birds by a qualified biologist 72 hours prior to clearing. The survey results shall be submitted by the Project applicant to the Planning Director. If any active nests are detected, the area shall be flagged and mapped on the* | Compliance with this measure will be ensured prior to the issuance of a grading permit on the Property. |

## Table 5.1-1

## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | *construction plans along with a minimum 50-foot buffer and up to 300 feet for raptors, with the final buffer distance to be determined by the qualified biologist. The buffer area shall be avoided until the nesting cycle is complete or it is determined that the nest has failed. In addition, the biologist will be present on the site to monitor the vegetation removal to ensure that any nests, which were not detected during the initial survey, are not disturbed.* | |
| | *4.7.2 To avoid take of active burrowing owl nests clearing and grading in the area of any occupied owl habitat shall be conducted outside the owl nesting season (April 1 to August 31).* | Compliance with this measure will be ensured prior to the issuance of a grading permit on the Property. |
| | *4.7.3 In addition, prior to clearing potentially occupied owl habitat outside the owl nesting season (September 1 to March 31) a pre-construction survey shall be conducted no more than 30 (thirty) days prior to ground-disturbing activities to document the location of any occupied burrows. Any owls present shall be passively or actively relocated following JPA/CDFG approved protocols, and with JPA/CDFG permission, prior to commencement of clearing.* | Compliance with this measure will be ensured prior to the issuance of a grading permit on the Property. |
| ***Have a substantial adverse effect on any riparian habitat or other sensitive natural*** | *4.7.4 Prior to submitting an infrastructure plan that would affect areas within 50 feet of* | The Agreement would necessitate the construction |

## Table 5.1-1

## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| ***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; 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.*** | *the Heacock Street or Cactus Avenue Channels (Channels), the applicant shall complete a site and development-specific habitat assessment to identify the precise extent of impacts to riverine/riparian areas in and around the Channels. Based on this assessment, the applicant shall submit a determination to the Riverside County Flood Control and Water Conservation District and the Army Corp of Engineers for consideration. In addition, a Determination of Biologically Equivalent or Superior Preservation (DBESP) Plan shall be submitted to the Riverside County Environmental Programs Department for review and approval.* | of the Zone 8 Basin, which may require the construction of outlets leading into the Heacock Channel. Compliance with this measure will be ensured prior to, or concurrent with, any entitlement review on the Property. |
| | *4.7.5 To reduce the increased risk of invasive non-native plants entering into the riparian habitat along the Cactus Avenue and Heacock Street Channels, no invasive non-native plant species (plant species on California Exotic Pest Plant Council [CalEPPC] lists A or B; Bossard et al. 2000 or species listed in Table 6-2 of the MSHCP, as per PPP-BIO-3) shall be planted or seeded within 150 feet of riparian habitat along the referenced Channels.* | Compliance with this measure will be ensured through consistency review of the future site specific development plans with the California Exotic Pest Plant Council lists A and B; Bossard et al. 2000 or species listed in Table 6-2 of the MSHCP per PPP-BIO-3, as a component of the entitlement review on the Property. |

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## Certified EIR Mitigation and Applicability Matrix

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|---|---|---|
| | *4.7.6 Prior to any permit issuance, the Project Applicant shall complete and submit to CDFG a notification package pursuant to Fish and Game Code Section 1602, together with the requisite fee. Based on its review of the notification package, CDFG shall determine applicable provisions of a Project Lake or Streambed Alteration Agreement (LSAA). The Applicant shall comply with all included LSAA measures to protect fish and wildlife resources. Such measures may include but are not limited to:*<br>• *Avoiding potential impacts altogether by not taking a certain action or parts of an action;*<br>• *Impacts will be minimized by limiting the degree or magnitude of disturbance;*<br>• *Rectifying any impacts by repairing, rehabilitating, or restoring the impacted environment;*<br>• *Reducing or eliminating impacts over time by preservation and maintenance operations conducted over the life of the Project; and*<br>• *Compensation for any impacts by replacing or providing substitute resources or environments at a minimum of a 2:1 ratio.* | Compliance with this measure will be ensured through review of the future site specific development prior to, or concurrent with, any entitlement review on the Property. |
| | *4.7.7 Based on the final approved Project design, and prior to any earthmoving or vegetation-disturbing activities, the developer* | Compliance with this measure will be ensured through review of the future |

## Table 5.1-1
## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | *shall consult with the Army Corps of Engineers to determine appropriate 404 permit requirements (either coverage under a Nationwide Permit, or issuance of an Individual Permit), and shall comply with these requirements.* | site specific development prior to, or concurrent with, any entitlement review on the Property. |
| | *4.7.8 Based on 404 Permit requirements, the Applicant shall obtain a Section 401 certification from the Regional Water Quality Control Board prior to any earthmoving or vegetation-disturbing activities. Project and site-specific mitigation mandated in accordance with Section 401 certification will be implemented prior to construction activities which may affect the identified waterway(s) and habitat. Such conditions will be included in the Corps of Engineers Section 404 permit required of the Project, including but not limited to replacing or providing substitute resources at a ratio of 2:1.* | Compliance with this measure will be ensured through review of the future site specific development prior to, or concurrent with, any entitlement review on the Property. |
| **4.8 Traffic and Circulation** | | |
| ***Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. That is, result in a substantial increase in either the number of vehicle trips, the volume to capacity ratios on roads or freeways, or congestion at intersections; exceed, either individually or cumulatively, a level of service standard established by the county congestion management*** | *4.8.1 Consistent with the provisions of the March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvements at the intersection of Cactus Avenue at the I-215 Southbound Ramp:*<br>• *Eliminate southbound (off-ramp) left-turn movements by allowing only right-turn movements (forcing all southbound-to-eastbound movements to use the southbound* | Payment of the applicable TUMF fee shall be collected prior to issuance of the Certificate of Occupancy as required by March JPA Ordinance #JPA 10-01, as further updated by the applicable fee resolution. |

## Table 5.1-1
## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| ***agency for designated roads or highway.*** | *loop off-ramp); and*<br>• *Add a second left-turn lane in the westbound direction.* | |
| | *4.8.2 Consistent with the provisions of The March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvement at the intersection of Alessandro Boulevard at the I-215 Northbound Ramp:*<br>• *Provide a second eastbound left-turn lane.* | Payment of the applicable TUMF fee shall be collected prior to issuance of the Certificate of Occupancy as required by March JPA Ordinance #JPA 10-01, as further updated by the applicable fee resolution. |
| | *4.8.3 Consistent with the provisions of The March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvement at the intersection of Alessandro Boulevard at I-215 Southbound Ramp:*<br>• *Restripe the southbound approach to provide two right-turn lanes and one left-turn lane.* | Payment of the applicable TUMF fee shall be collected prior to issuance of the Certificate of Occupancy as required by March JPA Ordinance #JPA 10-01, as further updated by the applicable fee resolution. |
| | *4.8.4 Consistent with the provisions of The March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvements at the intersection of Oleander Avenue at the I-215 Northbound Ramp:*<br>• *Add a free-flow westbound right-turn lane with commensurate improvements on the northbound on-ramp to accommodate the free-flow operation. This requires widening of the north side of Oleander Avenue for a distance of approximately 600 feet* | Payment of the applicable TUMF fee shall be collected prior to issuance of the Certificate of Occupancy as required by March JPA Ordinance #JPA 10-01, as further updated by the applicable fee resolution. |

## Table 5.1-1
## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | *from this intersection.* | |
| | *4.8.5 Consistent with the provisions of The March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvements at the intersection of Oleander Avenue at the I-215 Southbound Ramp:*<br>• *Widen the southbound off-ramp to provide two left-turn lanes and one optional through-or-right-turn lane.* | Payment of the applicable TUMF fee shall be collected prior to issuance of the Certificate of Occupancy as required by March JPA Ordinance #JPA 10-01, as further updated by the applicable fee resolution. |
| | *4.8.6 Consistent with the provisions of The March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvements at the intersection of Ramona Expressway at the I-215 Northbound Ramp:*<br>• *Widen the westbound approach to provide a free-flow right-turn lane, with commensurate widening on the on-ramp to provide two lanes at the throat before merging to one lane.* | Payment of the applicable TUMF fee shall be collected prior to issuance of the Certificate of Occupancy as required by March JPA Ordinance #JPA 10-01, as further updated by the applicable fee resolution. |
| | *4.8.7 Consistent with the provisions of The March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvements at the intersection of Ramona Expressway at the I-215 Southbound Ramp:*<br>• *Widen the southbound off-ramp to provide two left-turn lanes and one optional through-or-right-turn lane; and*<br>• *Widen the eastbound approach to provide a separate right-turn lane.* | Payment of the applicable TUMF fee shall be collected prior to issuance of the Certificate of Occupancy as required by March JPA Ordinance #JPA 10-01, as further updated by the applicable fee resolution. |

## Table 5.1-1
## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | *4.8.8 Consistent with the provisions of The March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvements at the intersection of Alessandro Boulevard at the I-215 Northbound Ramp:*<br>• *Widen the northbound off-ramp to provide two left-turn lanes, one optional left-or-through lane, and a separate right-turn lane.* | Payment of the applicable TUMF fee shall be collected prior to issuance of the Certificate of Occupancy as required by March JPA Ordinance #JPA 10-01, as further updated by the applicable fee resolution. |
| | *4.8.9 Consistent with the provisions of The March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvements at the intersection of Van Buren Boulevard at Trautwein Road:*<br>• *Add a second westbound left-turn lane and provide right-turn overlap phasing;*<br>• *Convert the eastbound right-turn lane to an optional eastbound through-or-right-turn lane; and*<br>• *Convert the southbound right-turn lane to an optional southbound through-or-right-turn lane.* | Payment of the applicable TUMF fee shall be collected prior to issuance of the Certificate of Occupancy as required by March JPA Ordinance #JPA 10-01, as further updated by the applicable fee resolution. |
| | *4.8.10 The Project shall pay Development Impact Fees (DIF) that will be employed for the following improvements at Alessandro Boulevard between Meridian Parkway/Sycamore Canyon Boulevard and the I-215 Southbound Ramps:*<br>• *Add an eastbound through lane.* | Payment of the applicable TUMF fee shall be collected prior to issuance of the Certificate of Occupancy as required by March JPA Ordinance #JPA 10-01, as further updated by the applicable fee resolution. |

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## Table 5.1-1

## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | *4.8.11 Consistent with the provisions of The March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvements at Van Buren Boulevard between Trautwein Road and Barton Street:*<br>• *Add a third eastbound through lane.* | Payment of the applicable TUMF fee shall be collected prior to issuance of the Certificate of Occupancy as required by March JPA Ordinance #JPA 10-01, as further updated by the applicable fee resolution. |
| | *4.8.12 Consistent with the provisions of The March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvements at Van Buren Boulevard between Barton Street and the I-215 Southbound Ramps:*<br>• *Add one to two through lane(s) to the existing four or five lane segment to reach a total of six travel lanes.* | Payment of the applicable TUMF fee shall be collected prior to issuance of the Certificate of Occupancy as required by March JPA Ordinance #JPA 10-01, as further updated by the applicable fee resolution. |
| | *4.8.13 Consistent with the provisions of The March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvements at Heacock Street between John F. Kennedy/Meyer Drive and Iris Avenue:*<br>• *Add one to two through lane(s) where two or three lanes currently exist, to achieve a uniform four-lane configuration along this roadway segment.* | Payment of the applicable TUMF fee shall be collected prior to issuance of the Certificate of Occupancy as required by March JPA Ordinance #JPA 10-01, as further updated by the applicable fee resolution. |
| ***Substantially increased hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);*** | *4.8.14 Prior to a grading permit issuance, the development contractor(s) shall prepare and submit construction traffic management plan(s) for review and approval by the March JPA. Traffic plans shall be designed to* | Compliance with this measure will be ensured prior to the issuance of a grading permit on the Property. |

## Table 5.1-1
## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| ***restricted emergency access; inadequate vehicular access and internal circulation.*** | *minimize traffic flow interference from construction activities. The plan may include the use of public transportation and satellite parking areas with a shuttle service; it MUST include advance public notice of routing; schedule operations affecting traffic for off-peak hours; minimize obstruction of through-traffic lanes; provide a flag person to guide traffic properly and ensure safety at construction sites. Construction traffic management plans near federal uses to remain shall be coordinated with federal uses to remain, and prepared by a licensed traffic engineer, and shall provide for safe and efficient access and on-site and off-site traffic movements throughout construction activities. Proof of coordination with neighboring federal uses to remain, such as a support letter, shall be supplied to the March JPA at the time of grading permit review.* | |
| **4.9 Air Quality** | | |
| ***Would construction activities violate any air quality standard, or contribute substantially to an existing or projected air quality violation.*** | *4.9.1 The contractor(s) shall apply for all appropriate SCAQMD permits for all actions associated with site demolition and construction, including crushing operations.* | Compliance with this measure will be ensured prior to the issuance of a grading permit on the Property. |
| | *4.9.2 The construction contractor shall apply soil stabilizers to all disturbed areas if the area is to remain inactive for more than five consecutive days. For prolonged periods of inactivity, soil stabilizers shall be reapplied per SCAQMD Fugitive Dust Best Available Control (BAC) Measures and High Winds Contingency Control Measures.* | Compliance with this measure will be monitored during construction activities on the Property. |

## Table 5.1-1
## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | *4.9.3 The construction contractor shall replace all ground cover in disturbed areas within 30 days of the time construction is completed in that area; and that dust suppression (i.e., watering) shall be required for all disturbed areas where ground cover has not yet been re-established.* | Compliance with this measure will be monitored during construction activities on the Property. |
| | *4.9.4 The construction contractor shall water all active disturbed surfaces, including any unpaved haul roads, four times per day throughout the construction period.* | Compliance with this measure will be monitored during construction activities on the Property. |
| | *4.9.5 The construction contractor shall water down all soils/debris/fill materials being loaded or unloaded at the site, within 15 minutes of loading/unloading. Materials shall be saturated to the point that no visible dust plumes are generated during loading/unloading activities.* | Compliance with this measure will be monitored during construction activities on the Property. |
| | *4.9.6 All construction-related traffic on unpaved roads shall be reduced to 15 mph or less.* | Compliance with this measure will be ensured prior to the issuance of a grading permit on the Property. |
| | *4.9.7 No more than 30 acres per day shall be actively developed.* | Compliance with this measure will be monitored prior to the issuance of a grading permit on the Property. |
| | *4.9.8 All diesel-fueled construction equipment shall be classified as operating at EPA Tier III or better emission efficiencies.* | Compliance with this measure will be ensured prior to the issuance of a grading permit on the Property. |

## Table 5.1-1

## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | *4.9.9 Construction equipment, including on-road construction trucks and other vehicles greater than 10,000 pounds, shall be shut off when not in use and shall not idle for more than ten minutes.* | Compliance with this measure will be ensured prior to the issuance of a grading permit on the Property. |
| | *4.9.10 On-site and off-site queuing of trucks shall be limited to periods when absolutely necessitated by grading or construction activities.* | Compliance with this measure will be ensured prior to the issuance of a grading permit on the Property. |
| | *4.9.11 The construction contractor shall install temporary construction power onsite to operate all small construction equipment that would otherwise be powered by diesel or gasoline (e.g., compressors and stucco mixers).* | Compliance with this measure will be ensured prior to the issuance of a grading permit on the Property. |
| | *4.9.12 Low or no-VOC paints shall be universally employed in construction painting applications.* | Compliance with this measure will be ensured by placement of the requirement on the construction plans for the future site specific development and shall be monitored during project construction, and prior to building permit issuance or as determined by the Building Official. |

## Table 5.1-1

## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| ***Would operational activities (area and mobile sources) violate any air quality standard, or contribute substantially to an existing or projected air quality violation.*** | *4.9.13 Building and site plan designs shall ensure that the design of the proposed buildings or structures exceed applicable Title 24 requirements by a minimum of 20 percent. Any combination of the following design features may be used to fulfill this mitigation provided that the total increase in efficiency meets or exceeds 20 percent:*<br>• *Increase in insulation such that heat transfer and thermal bridging is minimized;*<br>• *Limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption;*<br>• *Incorporate dual-paned or other energy efficient windows;*<br>• *Incorporate energy efficient space heating and cooling equipment;*<br>*Incorporate energy efficient light fixtures;*<br>• *Incorporate energy efficient appliances;*<br>• *Incorporate energy efficient domestic hot water systems;*<br>• *Incorporate solar panels into the electrical system*<br>• *Incorporate cool roofs/light-colored roofing;*<br>• *Consult with Edison's Saving By Design Team and incorporate their recommendations.* | Compliance with this measure will be ensured during the entitlement review process on the Property, and prior to building permit issuance or as determined by the Building Official. |
| | *4.9.14 Building and site plan designs shall provide exterior electric outlets available to* | Compliance with this measure will be ensured |

## Table 5.1-1
## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | *maintenance and landscape personnel. Separate exterior electric outlets shall also be provided as a power source for auxiliary electric units on heavy-duty diesel delivery trucks.* | through review of the electrical construction plans for the future site specific development, and prior to building permit issuance or as determined by the Building Official. |
| | *4.9.15 Landscape plans shall include drought-resistant and smog-tolerant trees, shrubs and groundcover to ensure long-term viability and conserve water and energy.* | The future site-specific development shall comply with the existing March JPA Water Efficiency Ordinance (March JPA Development Code Section 9.17). Compliance with this measure will be ensured through review of the landscape plans for the future site specific development, and verified prior to the issuance of an occupancy permit, |
| | *4.9.16 Landscape designs shall incorporate shade trees around main buildings, particularly along southern elevations, except in cases where such plantings would create operational constraints.* | Compliance with this measure will be ensured through review of the landscape plans for the future site specific development, and verified prior to the issuance of an occupancy permit,. |
| | *4.9.17 Landscaping within the Project's common areas shall be operated by a* | Compliance with this measure will be ensured |

## Table 5.1-1

## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | *computerized irrigation system capable of reading current weather data and making correlating automatic adjustments to independent run times for each irrigation valve. In addition, the computerized irrigation system shall be equipped with flow-sensing and automatic shut-off capabilities in the event of a mainline break or broken head.* | through review of the landscape plans for the future site specific development, and verified prior to the issuance of an occupancy permit,. |
| | *4.9.18 Building and site plan designs shall incorporate interior and exterior illumination elements that allow for their selective use and control.* | Compliance with this measure will be ensured through review of the electrical and lighting construction plans for the future site specific development, and verified prior to the issuance of an occupancy permit, |
| | *4.9.19 Compact fluorescent light bulbs or equivalently efficient lighting shall be universally employed for all interior lighting applications.* | Compliance with this measure will be ensured through review of the electrical and lighting construction plans for the future site specific development, and verified prior to the issuance of an occupancy permit,. |
| | *4.9.20 All boilers and emergency generators associated with the proposed facilities shall be natural gas fired.* | Compliance with this measure will be ensured through review of the construction plans for the future site specific development, and verified prior to the issuance of an |

## Table 5.1-1

## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | | occupancy permit,. |
| | *4.9.21 Low-flush toilets shall be installed within all facilities as specified by the California State Health and Safety Code Section 17921.3.* | Compliance with this measure will be ensured through review of the plumbing plans for the future site specific development and verified prior to the issuance of an occupancy permit,. |
| | *4.9.22 All showerheads, lavatory faucets, and sink faucets shall comply with the flow rate standards established by the California Energy Commission.* | Compliance with this measure will be ensured through review of the plumbing plans for the future site specific development, and verified prior to the issuance of an occupancy permit, |
| | *4.9.23 Project facilities with 250 or more employees shall incorporate shower/changing facilities.* | Compliance with this measure will be ensured through review of the construction plans, and verified prior to the issuance of an occupancy permit, for the future site specific development. |
| | *4.9.24 Project facilities shall provide lockers as a safe repository for helmets and biking gear.* | Compliance with this measure will be ensured through review of the construction plans, and verified prior to the issuance of an occupancy permit, |
| | *4.9.25 Project facilities with 250 or more* | Compliance with this |

## Table 5.1-1
## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | *employees shall provide designated preferential parking spaces for carpool vehicles.* | measure will be ensured through review of the future site plan submitted in conjunction with the project entitlement submittal. |
| | *4.9.26 Project facilities shall provide designated preferential parking spaces for ultra-low emission vehicles, and alternative fueled vehicles.* | Compliance with this measure will be ensured through review of the future site plan submitted in conjunction with the project entitlement submittal. |
| | *4.9.27 Facilities shall display up-to-date transit routes for the Project area in a visible and convenient location for employees.* | Compliance with this measure will be ensured through review of the future site plan submitted in conjunction with the project entitlement submittal. |
| | *4.9.28 All loading dock and delivery areas shall be posted with signs informing truck drivers of California Air Resources Board (CARB) regulations, including the following:*<br>• *Truck drivers shall turn off engines when not in use;*<br>• *All diesel delivery trucks servicing the Project shall not idle more than five minutes per truck trip per day; and*<br>• *Truck drivers shall restrict idling emissions of heavy-duty diesel delivery trucks carrying refrigerated or frozen cargo by using* | Compliance with this measure will be ensured during the entitlement review process on the future site specific development. |

## Table 5.1-1
## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | *self-contained auxiliary electric power units, or by connection to electric outlets provided by the facility.* | |
| **4.10 Noise** | | |
| ***Project construction activities and associated noise would result in exposure of persons to, or generation of, noise levels in excess of standards established in a General Plan, Noise Ordinance, or other applicable standards of other agencies.*** | *4.10.1 The construction contractor shall ensure that construction activities occur only between the hours of 7:00 a.m. and 7:00 p.m. Construction shall not be permitted on Saturdays, Sundays or holidays. Correlating language shall be incorporated on all construction bid documents, construction specifications, and construction plans.* | Compliance with this measure will be ensured prior to the issuance of a grading permit on the Property. |
| | *4.10.2 The construction contractor shall ensure that heavy construction equipment operations shall not exceed 75 dBA Leq (12 hrs) at off-site receptors during the permitted construction hours (7:00 a.m. to 7:00 p.m.) Correlating language shall be incorporated on all construction bid documents, construction specifications, and construction plans. The construction contractor shall prepare a Construction Equipment Schedule and Operation Plan demonstrating modeled compliance with this Mitigation Measure. This Plan shall be reviewed and approved by the JPA prior to the issuance of correlating development permits.* | Compliance with this measure will be ensured prior to the issuance of a grading permit on the Property. |

## Table 5.1-1

## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | *4.10.3 The construction contractor shall ensure that all construction equipment is properly maintained with operating mufflers and air intake silencers no less effective than those originally installed by the manufacturer. No equipment shall have an un-muffled exhaust. Correlating language shall be incorporated on all construction bid documents, construction specifications, and construction plans.* | Compliance with this measure will be ensured prior to the issuance of a grading permit on the Property. |
| | *4.10.4 Site and development-specific noise impact studies shall be conducted for all future construction activities within the Project site. Mitigation Measures 4.10.1 through 4.10.3 (listed previously) or equivalent noise reduction measures shall be provided for construction noise impacts determined to be potentially significant.* | Compliance with this measure will be ensured during the entitlement review process on the future site specific development. |
| ***Vehicular source noise would result in exposure of persons to, or generation of, noise levels in excess of standards established in a General Plan or Noise Ordinance.*** | *4.10.5 Prior to the issuance of building permits, site and use-specific noise studies shall be completed for any future projects involving the development of sensitive land uses. Employing standard building construction standards will ensure that interior noise levels will not exceed the maximum acceptable condition of 45 dBA CNEL. These, or equivalent measures identified through site-specific acoustical analyses shall be implemented.* | Compliance with this measure will be ensured during the entitlement review process on future site-specific development. |
| | *4.10.6 Concurrent with approval of development plans and roadway plans within the Specific Plan area, proposed truck routes shall be identified and delineated. Truck* | Compliance with this measure will be ensured during the entitlement review process for the |

## Table 5.1-1

## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | *routes shall be approved by the March JPA.* | future site specific development. |
| | *4.10.7 Trucking operations shall be restricted to designated routes, times, and speeds as determined and approved by the March JPA.* | Compliance with this measure will be ensured during the entitlement review process for the future site specific development. |
| ***General Operational Noise Impacts*** | *4.10.8 Project operational noise impacts as received at off-site land uses shall be presumed to be potentially significant. Accordingly, site and development-specific noise impact analyses shall be prepared for all future development within the Specific Plan area demonstrating compliance with applicable JPA and City of Moreno Valley noise standards, as follows:*<br>• *Operational noise generated by the Project as received by any off-site sensitive land use within the Base shall not exceed 70 dBA CNEL.*<br>• *Operational noise generated by the Project as received at City Moreno Valley receptors shall not exceed 55 dBA Leq between 10:00 p.m. and 7:00 a.m. and 60 dBA Leq between 7:00 a.m. and 10:00 p.m.* | Compliance with this measure will be ensured during the entitlement review process for the future site specific development. |
| | *4.10.9 If future uses cannot meet the performance standards imposed by Mitigation Measure 4.10.8, then those impacts would be subject to additional environmental review as required by CEQA.* | Compliance with this measure will be ensured during the entitlement review process for the future site specific development. |

## Table 5.1-1
## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | *4.10.10 Project operational noise impacts as received at Specific Plan land uses shall be presumed to be potentially significant. Accordingly, site and development-specific noise impact analyses shall be prepared for all future development within the Specific Plan area demonstrating compliance with applicable JPA noise standards as follows:*<br>• *Operational noise generated by the Project as received by sensitive land use within the Specific plan area shall not exceed 70 dBA CNEL.* | Compliance with this measure will be ensured during the entitlement review process for the future site specific development. |
| | *4.10.11 Interior space noise attenuation within the Specific Plan area shall be achieved consistent with CCR Title 24 California Building Standards requirements.* | Compliance with this measure will be ensured through compliance with CCR Title 24 and prior to a building permit issuance for the future site specific development. |
| | *4.10.12 If future uses cannot meet the performance standards imposed by Mitigation Measures 4.10.10 and 4.10.11, then those impacts would be subject to additional environmental review as required by CEQA.* | Compliance with this measure will be ensured during the entitlement review process for the future site specific development. |
| ***Peak Noise Event Impacts*** | *4.10.13 If helipad(s) are proposed, these facilities shall be located a minimum of 500 feet from the Specific Plan's easterly property boundary (Heacock Street), thereby minimizing potential noise exposure of proximate residential land uses within the City of Moreno Valley.* | The future site specific development is located more than 500' from Heacock Steet, thus compliance will be achieved. |

## Table 5.1-1

## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | *4.10.14 Concurrent with approval of development plans and roadway plans within the Specific Plan area, proposed ambulance routes shall be identified and delineated. Ambulance routes within the Specific Plan area shall be as approved by the March JPA.* | Compliance with this measure will be ensured during the entitlement review process on the future site specific development. |
| | *4.10.15 The Applicant shall coordinate with the City of Moreno Valley in the planning of ambulance routes.* | Compliance with this measure will be ensured during the entitlement review process on the future site specific development. |
| | *4.10.16 Noise-sensitive land uses within the Project area not directly associated with the helipad shall be located such that they are a minimum of 600 feet from the center of the helipad, and the buildings designed to maintain an interior noise level of 45 dBA CNEL or less.* | Compliance with this measure will be ensured during the entitlement review process on the future site specific development. |
| | *4.10.17 The orientation and design of the hospital grounds associated with the helipad shall be such that they minimize noise associated with the helipad to potential exterior gathering places; and that the hospital building design is such that interior noise levels are maintained at 45 dBA CNEL or less.* | Compliance with this measure will be ensured during the entitlement review process on the future site specific development. |
| | *4.10.18 All proposed ambulance routes shall be implemented in accordance with Mitigation Measures 4.10.14 and 4.10.15.* | Compliance with this measure will be ensured during the entitlement review process on the future site specific development. |
| ***Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise.*** | *4.10.19 Heavy construction equipment operations (equipment and activities capable of producing groundborne vibration levels of 87* | Compliance with this measure will be ensured prior to the issuance of a |

## Table 5.1-1

## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | *VdB or greater) are prohibited within 63 feet of occupied Specific Plan land uses. This requirement may be waived if the developer provides, and the JPA accepts, substantiating analysis demonstrating that vibration levels received at the closest occupied land use will not exceed 75 VdB.* | grading permit on the Property. |
| **4.11 Utilities and Public Services** | | |
| ***Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities; or result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection, fire protection, or other public services.*** | *4.11.1 Based on national fire standards, one new fire station and/or engine company could be required for every 2,000 new dwelling units, or 3.5 million square feet of commercial/industrial occupancy. Prior to any subsequent project approval associated with the Specific Plan, the applicant shall provide the MJPA a letter from CalFire identifying that the project will either meet this requirement or not be subject to this requirement.* | Compliance with this measure will be ensured during the entitlement review process on the future site specific development. |
| ***Exceedance of landfill's permitted capacity to accommodate the Project's solid waste disposal needs; or conflict with federal, state, and local statutes and regulations related to solid waste.*** | *4.11.2 Prior to a demolition permit issuance, the contractor(s) must submit a construction and demolition waste management plan for March JPA review and approval that will recycle and/or salvage at least 50% of non-hazardous construction and demolition debris. Contractor(s) must develop and implement a construction management plan that, at a minimum, identifies the materials to be diverted from disposal and whether the materials will be sorted on-site or co-mingled. Excavated soil and land-clearing* | Partially Completed. All demolition of the "Old Commissary" structure is complete. Additional demolition of the asphalt parking lot for the "Old Commissary" is required and compliance with this measure will be ensured during the entitlement review process on the future site specific development. |

## Table 5.1-1
## Certified EIR Mitigation and Applicability Matrix

| Potential Impact | Certified EIR Mitigation Measure | Property Development Applicability |
|---|---|---|
| | *debris cannot be counted toward this 50% requirement.* | |
| | *4.11.3 Prior to building permit issuance, the contractor(s) must submit a report from a registered geotechnical engineer, or a specialist approved by the MJPA, verifying compliance with approved construction and demolition waste management plans.* | Compliance with this measure will be ensured prior to issuance of a building permit for a future site specific development. |
| | *4.11.4 Prior to issuance of a certificate of occupancy, the contractor(s) must submit documentation to the March JPA that demonstrates compliance with approved construction waste management plans requirements of 50% waste reduction.* | Compliance with this measure will be ensured prior to issuance of a Certificate of Occupancy for the future site specific development. |

# Attachment A: Environmental Checklist

# 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: March Healthcare Acquisition & Development Agreement

2. Lead Agency Name and Address:
March Joint Powers Authority
23555 Meyer Drive
Riverside, CA 92518

3. Contact Person/Phone Number: Grace Williams, Senior Planner (951) 656-7000

4. Project Location: March LifeCare Campus

5. Project Sponsor's Name and Address:
March Healthcare Development LLC
500 Silver Spur Road, Suite 205
Palos Verdes Peninsula, California 90275
Contact: Mr. Don Ecker

6. General Plan Designation: SP-7 (Medical Campus)

7. Zoning: Specific Plan (SP-7)

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).

A Program Environmental Impact Report (EIR) was certified on November 18, 2009 for the March LifeCare Campus Specific Plan (Specific Plan; SCH #2008071021). The

Specific Plan involves the development of 3.555 million square feet of leasable floor area within an integrated medical campus, with a broad range of healthcare-related and supporting uses. These include hospitals; medical offices; research and education; imaging and surgery facilities; medical-related retail uses; supporting mixed uses that are non-medical in nature; and residential care uses including independent living, assisted care, skilled nursing, and memory care centers. In addition to the development of 3.555 million square feet of habitable space, the Specific Plan anticipated the development of supporting facilities, including a helistop; all necessary utilities including storm water management detention/retention basins; a central utility plant; and parking structures.

The Certified EIR concluded there would be less than significant impacts after the incorporation of mitigation measures to the following environmental resource areas: land use; geology and soils; hazards and hazardous materials; hydrology/water quality; water supply; biological resources; and utilities and public services. The Certified EIR concluded there would be significant and unavoidable impacts to the following environmental resource areas: cultural resources; traffic and circulation; air quality; and noise.

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.)

**Proposal**

The proposed approval sought from, and being considered by, the March Joint Powers Commission ("Commission") is the execution of an Acquisition and Development Agreement ("Agreement") between March JPA and March Healthcare Development, LLC ("Buyer") for the purchase and sale of a 7.11-acre parcel within the March LifeCare Campus Specific Plan (the "Property"). The transaction includes the Old Commissary site, Parcel J-4. As outlined within Section 11.21 of the DDA, the acquisition of properties not previously included within the DDA would necessitate approval by the Commission. The Applicant for this approval is Buyer.

The sale of property to Buyer would necessitate the construction of certain backbrone infrastructure as envisioned within the Specific Plan, and could result in the development of an approximate 100,000-square foot behavioral health hospital on the 7.11-acre Property. Although the March JPA is only considering the approval of the Agreement at this time, the California Environmental Quality Act ("CEQA") broadly defines a CEQA "project" and requires that the March JPA consider the environmental effects of "the whole of the action" – including all reasonably foreseeable future actions – before issuing the first discretionary approval for any portion of the "project." For purposes of CEQA, the March JPA understands that the Buyer intends to convey the Property to a purchaser who may propose the future development of a behavioral health facility. Accordingly, and although the exact details of any future facility are currently unknown, the CEQA "project" being analyzed includes the Agreement authorizing the sale of Property by the March JPA to the Buyer, installation of certain Phase 1 backbone infrastructure as outlined in the following discussions, and the potential development of a behavioral health hospital.

To be clear, no site-specific land use entitlements or permits will be issued for a behavioral health facility or any other use as part of the Agreement. To the extent that a future purchaser wishes to seek entitlements for such a use, those entitlements would be subject to the March LifeCare Campus Specific Plan implementation process, as well as the March JPA's application, review and analysis processes under CEQA, land use and zoning laws.

Regardless, in an effort to consider the environmental effects of "the whole of the action" – including all reasonably foreseeable future actions – before issuing the first discretionary approval for any portion of the "project" and for the purposes of the providing a meaningful environmental analysis within this Addendum document, the following characteristics were assumed to be part of the Addendum Project:

- The Acquisition and Development Agreement;
- The installation of certain Phase 1 Specific Plan backbone infrastructure to include: street improvements, landscaping, water system infrastructure, storm drain improvements, and dry utilities as outlined within following

discussions; and

- The potential development of a 100,000-square-foot behavioral health facility on the Property.

Although the exact details of the facility are unknown at this time, the Addendum assumes a worst case scenario where 5.11 acres of the Property designated as Mixed Use, would be fully occupied by a 100,000 square foot behavioral health hospital, while associated parking would be proposed within the 2-acre portion designated as Institutional Residential. The facility is assumed to have standard hospital supporting services that would necessitate the need for office spaces, and a full service kitchen and dining area. For purposes of providing guidance on certain technical analysis pursuant to CEQA, the following assumptions were made regarding the facility:

- The use would provide approximately 150 beds for patient care.
- Approximately 70 percent inpatient and 30 percent outpatient care may be provided with the average length of stay anticipated at five to seven days;
- The facility may operate 24 hours per day, seven days per week, with a staff of approximately 210 working in shifts.
- The facility would provide parking, landscaped areas, and infrastructure needed to support the overall facility functions and as required by the Specific Plan.

For the purposes of the analysis presented within the following Initial Study checklist, the "Addendum Project" includes:

1) The Acquisition and Development Agreement,

2) Certain Phase 1 backbone infrastructure improvements to include the following:

***Street Improvements:*** *As illustrated on Figure 1.5-1, crack sealed, slurry and restripe Riverside Drive from Cactus to N Street, N Street from Riverside Drive to westerly property line, and Meyer Drive (both sides) from Riverside Drive to Heacock*

*Street. These interim improvements will be completed prior to issuance of a building permit on Property. Full pavement improvements will be completed along Meyer Drive and Riverside Drive pursuant to approved Master Plot Plan concurrent with future development of Phase 1, and as determined by the March JPA Engineer.*

***Landscaping:*** *As illustrated on Figure 1.5-2, the landscaping and irrigation within the existing median on Riverside Drive will be upgraded with new irrigation line(s) and service(s) and additional landscaping as required by the March JPA.*

***Water System Infrastructure:*** *As illustrated on Figure 1.5-3 the following water system infrastructure will be installed prior to the issuance of a building permit on Property.*

*a. Pressure Reducing Station at the southwest corner of Cactus Avenue and Riverside Drive.*

*b. New 12" – 24" waterlines along Riverside Drive, Meyer Drive and 6th Street pursuant to adopted Master Plot Plan and as approved by the Western Municipal Water District.*

***Storm Drain Improvements:*** *As illustrated on Figure 1.5-4 and as envisioned in the Specific Plan, the Zone 8 Water Basin will be installed to accommodate flows from the Property and all subsequent developments within the campus. Installation of needed improvements as it relates to a Property development, must be completed prior to issuance of a building permit on the Property.*

***Dry Utilities:*** *As illustrated on Figures 1.5-5a (Gas) and 1.5-5b (Electric/Phone), all off-site utilities associated with a Property development will be completed in conformance with the Specific Plan and adopted Master Plot Plan, as determined by the March JPA Engineer.*

AND

3) A potential behavioral health hospital on the Property.

**Access and Circulation**

Vehicular access to the Property would be provided through driveways along 6th Street and N Street, and the roads would be designed in accordance with Figure 4-6c of the Specific Plan. Where the Property abuts a public right-of-way, parking and service areas would be screened through landscaping.

**Parking**

Parking would be provided consistent with Section 4.8 of the Specific Plan. More specifically, Specific Plan Table 4-5 provides the required number of spaces by land use type. For a behavioral health hospital use on the Property, one parking space per bed (150) would be required.

**Infrastructure**

The Specific Plan identified that the buildout of the medical campus would necessitate the implementation of new infrastructure. Objectives outlined within the campus infrastructure plan included the following:

- Provide orderly buildout of the campus.
- Provide adequate infrastructure and public facilities.
- Protect public health, safety and welfare.
- Provide uninterrupted service to existing campus users throughout construction.

The Specific Plan anticipated that the campus would be developed incrementally and as such, new utility infrastructure and street improvements would be installed incrementally to support each phase of development as they are introduced. Section 3.14 of the Specific Plan outlines the anticipated sequence of improvements for the campus as a whole. As it relates to site specific entitlements, engineering studies are required during entitlement reviews to demonstrate that campus infrastructure as required through the Infrastructure Implementation Schedule, provide adequate capacity to service proposed projects (SP-7, p.3-36). While development specifics are currently unknown, and engineering studies specific to the Property cannot be completed at this time, the Addendum considers certain infrastructure improvements anticipated under Phase 1 that will not only support the Property, but

begin implementing certain improvements that were previously approved under the Specific Plan and Master Plot Plan.

The Specific Plan envisioned that campus infrastructure would be installed in three phases, as per the approved Specific Plan and Master Plot Plan Infrastructure Phasing Plans (SP-7, Figure 3-10). The following improvements are consistent with Phase 1 infrastructure planning which would help support Institutional Residential uses within Zone 4, as well as Mixed Use and General Medical uses within Zone 2. The Property is within Zones 4 and 11 of the Specific Plan. While Zone 11 was slated to be developed within Phase 3 of the Phasing Plan, developing a portion of Zone 11 as a behavioral health hospital would be consistent with the overall vision of the March LifeCare Campus Plan. The facility would be located on a parcel that would have been primarily serviced by backbone infrastructure installed within Phase 1 of the campus development. As such, the development of the Property within Phase 1 of the campus would not conflict or significantly impact what was previously analyzed and approved for the Specific Plan and Master Plot Plan.

The Agreement (and therefore, the Addendum Project) outlines the following infrastructure improvements within the Specific Plan area, consistent with Table 3-3 of the Specific Plan:

***Street Improvements:*** *As illustrated on Figure 1.5-1, crack sealed, slurry and restripe Riverside Drive from Cactus to N Street, N Street from Riverside Drive to westerly property line, and Meyer Drive (both sides) from Riverside Drive to Heacock Street. These interim improvements will be completed prior to issuance of a building permit on Property. Full pavement improvements will be completed along Meyer Drive and Riverside Drive pursuant to approved Master Plot Plan concurrent with future development of Phase 1, and as determined by the March JPA Engineer.*

***Landscaping:*** *As illustrated on Figure 1.5-2, the landscaping and irrigation within the existing median on Riverside Drive will be upgraded with new irrigation line(s) and service(s) and additional landscaping as required by the March JPA.*

***Water System Infrastructure:*** *As illustrated on Figure 1.5-3 the following water system*

*infrastructure will be installed prior to the issuance of a building permit on Property.*

*a. Pressure Reducing Station at the southwest corner of Cactus Avenue and Riverside Drive.*

*b. New 12" – 24" waterlines along Riverside Drive, Meyer Drive and 6th Street pursuant to adopted Master Plot Plan and as approved by the Western Municipal Water District.*

***Storm Drain Improvements:*** *As illustrated on Figure 1.5-4 and as envisioned in the Specific Plan, the Zone 8 Water Basin will be installed to accommodate flows from the Property and all subsequent developments within the campus. Installation of needed improvements as it relates to a Property development, must be completed prior to issuance of a building permit on the Property.*

***Dry Utilities:*** *As illustrated on Figures 1.5-5a (Gas) and 1.5-5b (Electric/Phone), all off-site utilities associated with a Property development will be completed in conformance with the Specific Plan and adopted Master Plot Plan, as determined by the March JPA Engineer.*

**Architecture**

Developments on the Property would be subject to the 40 foot height restriction outlined on Figure 4-4 of the Specific Plan. The Property is bound by Public Realm Zones along 6th Street and N Street (Specific Plan Figures 4-1, Regulating Plan and 4-2a, Public Realm and Design Emphasis Locations); as such, the future development design would include direct pedestrian access to the Public Realm Zones. From a sustainability standpoint, and as required under Specific Plan Conditions of Approval, the Property would be designed to exceed the prevailing Title 24 Energy Efficiency requirements by 20 percent. (SP-7, p. 3-27)

**Landscaping**

The landscape palette will be consistent with the approved plant palette (Specific Plan, Appendix H) and with provisions of Section 4.8 of the Specific Plan. Specifically, the Property would be designed consistent with: (a) Section 4.8.4, Enhanced Landscaping around Buildings; (b) Section 4.8.6, Parking Area Landscaping; and (c) Section 4.8.7, Pedestrian Circulation and Open Space Area Landscaping through Section 4.8.10, Site Furniture, for areas along the Public Realm

Zones. In addition to onsite landscaping, the landscaping and irrigation within the existing median on Riverside Drive would be upgraded.

10. Surrounding Land Uses and Setting: (Briefly describe the project's surroundings.) The site is located at the northwest corner of N Street and 6th Street. The Army Air Force Exchange Service (AAFES) Base Exchange is located westerly adjacent to the Property, and a U.S. Vets transitional housing facility is approved (but not yet constructed) to the south of the Property, across N Street. The Property is fully disturbed, and previously contained a former Commissary building that was demolished in 2009.

11. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

- Adoption of this Addendum to the 2009 March LifeCare Campus Specific Plan Certified EIR (SCH No. 2008071021); and
- Approval of an Acquisition and Development Agreement.

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 |
| 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? | ☐ | ☐ | ☒ | ☐ |

| Issues: | | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced Impact |
|---|---|---|---|---|---|
| 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? | ☐ | ☐ | ☒ | ☐ |

**a,b) Potential Impact: Have a substantial adverse effect on a scenic vista; and substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.**

**Impact Analysis:** Aesthetic impacts of the Specific Plan were discussed within the Initial Study prepared for the project (Certified EIR, Appendix A). As presented therein, the Specific Plan area is not located near a scenic vista, trees, rock outcroppings or historic buildings along a scenic highway. The Property is vacant and disturbed; and does not contain any scenic resources or historic buildings. No scenic vistas or scenic highways would be affected by the Addendum Project. On this basis, the Addendum Project would not result in a substantial adverse effect on a scenic vista; or substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. No further analysis is required.

**c) Substantially degrade the existing visual character or quality of the site and its surroundings?**

**Impact Analysis:** The Specific Plan Initial Study concluded that urban reuse of the Specific Plan area would be consistent with the visual character of the region and neighboring communities, and impacts would be less-than-significant. The Addendum Project represents this reuse and may be perceived as a positive attribute of the Project, transitioning the site from a disturbed, vacant property to contemporary development and

associated landscaping. Development of the Property consistent with the regulations and standards presented within the Specific Plan would not substantially degrade the existing visual character or quality of the Property and its surroundings. No revisions to the Initial Study/Certified EIR analysis are necessary.

**d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

**Impact Analysis:** The Initial Study acknowledged that development within the Specific Plan area would introduce new sources of light, and concluded that compliance with existing lighting standards and requirements presented within the Specific Plan would ensure that any potential light and glare impacts remain at a less-than-significant level. More specifically, the Section 4.8.9 of the Specific Plan stipulates the following lighting standards for individual development projects, such as the Addendum Project:

"1. All street and parking lot light fixtures shall be of a compatible design. Additional lighting features for downward illumination of buildings and site features are encouraged to add interest to the site during evening hours.
2. Light standards shall be located and designed to minimize direct illumination beyond the parking lot or service area.
3. All exterior lighting designs shall address the issue of security. Parking lots shall be illuminated with at least five footcandles. Walkways from parking areas to building entries shall be illuminated with at least one footcandle. Building entries shall be illuminated with at least five footcandles. Light bollards shall be installed throughout the Specific Plan to illuminate all sidewalks and connecting walkways to at least one footcandle.
4. Building-mounted lights are to be utilized solely for architectural purposes on the fronts and sides of buildings visible from the streets. Wall mounted lights are discouraged in these locations for general parking lot illumination. They are encouraged for general illumination at the section of a building facing the public right-of-way if designed to direct light downward and minimize direct illumination beyond the parking lot or service area.
5. Lighting shall be directed, or shielded, to avoid intrusion into residential neighborhoods and to minimize spill light into the sky, adjacent properties and

roadways. All lighting fixtures shall be manufactured of high quality materials that are compatible with Specific Plan area's design elements and adjacent architectural styles.

6. Accent lighting, including spotlights, floodlights, electrical reflectors, and other means of illumination for signs, structures, landscaping, parking and similar areas shall be focused, directed and arranged to minimize glare and illumination of streets or adjoining property or into the sky. Low intensity lighting and energy conserving night lighting is preferred.
7. Accent lighting shall be required for all permanent monument or project signage, or focal features such as fountains, overhead structures, and garden art objects, and may consist of downlights, spotlights, pole lights, bollards, or bar lights. Uplights shall be used only where they can be precisely directed at the object to be illuminated and will not direct light upward into the sky.
8. Service area lighting shall be contained within the service area boundaries and enclosure walls.
9. LED lighting shall be required unless no suitable LED lighting fixtures are available as determined by the March JPA.

The following standard fixtures shall be used, unless otherwise approved by March JPA staff:

1. Light Column, Oval Series, Lumec lighting
2. Solstice, Oval Series, Lumec lighting
3. LEN_LED, Leonis Series, Lumec lighting"

Lighting employed by the Addendum Project would be provided consistent with the above standards, ensuring less-than-significant impacts in this regard.

| 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))? | ☐ | ☐ | ☒ | ☐ |

| Issues: | | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced Impact |
|---|---|---|---|---|---|
| d) | Result in the loss of forest land or conversion of forest land to non-forest use? | ☐ | ☐ | ☒ | ☐ |
| 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? | ☐ | ☐ | ☒ | ☐ |

**a-e) Impact Analysis:** As identified in the Initial Study prepared for the Specific Plan, no portions of the Property are currently under active cultivation, nor is the Project area or surrounding land designated as farmland of local, regional or statewide importance. The vacant, disturbed Property is not zoned for agricultural uses, nor designated for agricultural purposes by the General Plan. Further, no Williamson Act contracts are in place for the Property. Thus, no impacts to agriculture and forestry resources would occur as a result of the Addendum Project. Agricultural impacts were adequately addressed in the Specific Plan Initial Study; no changes or additions are necessary.

| 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? | ☐ | ☐ | ☒ | ☐ |

| Issues: | | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced Impact |
|---|---|---|---|---|---|
| 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 nonattainment 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? | ☐ | ☐ | ☒ | ☐ |

**a) Potential Impact: Conflict with or obstruct implementation of the applicable air quality plan.**

**Impact Analysis:** The Certified EIR discussed potential air quality impacts of the Specific Plan within Certified EIR Section 4.9, "Air Quality." As discussed therein, indicators or criteria for determining consistency with the AQMP are defined at Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook. These indicators are as follows:

- Consistency Criterion No. 1: Potential increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the

timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

- Consistency Criterion No. 2: Potential to exceed the assumptions in the AQMP in 2010 or increments based on the years of project build-out phase.

The analysis presented within the Certified EIR indicates that buildout of the Specific Plan area would temporarily exceed applicable LSTs for localized $PM_{10}$ emissions concentrations during grading and site preparation, and in so doing would temporarily violate the CAAQS for $PM_{10}$ (24-hour concentrations).

Additionally, air pollutant emissions generated by Specific Plan operations, would result in long-term exceedances of SCAQMD LSTs for $PM_{10}$ emissions and regional thresholds for CO, $NO_x$, ROG, $PM_{10}$ and $PM_{2.5}$. ROG and $NO_x$ regional threshold exceedances may therefore contribute to existing monitored exceedances of state and federal standards for ozone. Similarly, $PM_{10}$ and $PM_{2.5}$ threshold exceedances may therefore contribute to existing monitored exceedances of state and federal standards for $PM_{10}$ and $PM_{2.5}$. The Specific Plan operational emissions exceedances may delay timely attainment of AQMP air quality standards.

Further, because development intensities included within the Specific Plan would be substantially greater than those reflected in the (then current[1]) General Plan and AQMP, the Certified EIR determined that the Specific Plan would also be inconsistent with the AQMP assumptions.

The Certified EIR included Mitigation Measures 4.9.1 through 4.9.28 (presented subsequently) which would collectively act to reduce all Specific Plan-related air pollutant emissions to the extent feasible. However, the Certified EIR concluded that the Specific Plan's potential to conflict with or obstruct implementation of the applicable air quality plan remains significant and unavoidable.

[1] It is noted that at the time of Certified EIR preparation, a comprehensive March JPA General Plan Update was underway. Development intensities envisioned within the Specific Plan are reflected within this update and will be reflected in subsequent updates to the AQMP.

It is noted that the exceedances discussed above, as well as the determination of a significant and unavoidable impact, are based on complete buildout of the entire Specific Plan area. The Certified EIR noted that development within the Specific Plan area would occur in phases. To this end, the Certified EIR also analyzed construction emissions of the first phase of development, as well as operational emissions associated with the Single Most Intense Use proposed within the Specific Plan. These analyses provide a benchmark for comparison of construction and operational emissions associated with individual development projects. The following discussions summarize the construction and operational impacts of the Addendum Project as they relate to the Consistency Criterion presented above.

**Construction**

The first increment under Opening Year conditions ("Phase 1") reflects an anticipated initial 1.4 million square feet of development. Project buildout conditions ("Phase 2") reflects ultimate planned development conditions within the Specific Plan area, providing for an additional approximately 2.55 million square feet, for a total of 3.55 million square feet of medical campus uses. The Certified EIR concluded that Maximum Daily Emissions (as mitigated) associated with construction of Phase 1 would not exceed applicable SCAQMD thresholds.[2] The Addendum Project would employ the same types of construction equipment and activities, although at a much smaller scale, as assumed under within the Phase I analysis. Since the Specific Plan Phase I Maximum Daily Emissions would not exceed applicable SCAQMD regional thresholds, it can be concluded that the Addendum Project would similarly result in emissions below applicable SCAQMD thresholds.

With regard to localized construction emissions, the Certified EIR determined that construction-source $PM_{10}$ emissions concentrations at receptors separated by 40 meters or less from the emissions source(s) would exceed SCAQMD standards and would therefore be potentially significant.

However, in the case of the Addendum Project, the nearest sensitive receptors are located approximately 300 meters from the Property.[3] At this distance, $PM_{10}$ emissions

[2] Please refer to Certified EIR Table 4.9-8.

[3] It is noted that upon occupation, the southerly adjacent U.S. Vets project would constitute a sensitive

concentrations would be less than 0.01 μg/m3, which is well below the SCAQMD threshold of 10.4 μg/m3 for localized impacts.[4]

**Operations**

As detailed within checklist item XVI., "Transportation/Traffic," the Addendum Project would conservatively generate no more than 1,941 daily or approximately 24 percent of the daily trips assumed for Zone 11 in the Certified EIR. Since mobile-sources generate the majority of operational emissions, it can be concluded that substantial reductions would be realized under the Addendum Project. Table A-1 illustrates these emissions reductions as compared to the daily trips assumed for Zone 11 within the Certified EIR.

**Table A-1**
**March Behavioral Health Facility, Reduction in Mobile-Sources Emissions - lbs/day**

| | Maximum Emissions | | | | | |
|---|---|---|---|---|---|---|
| | CO | NOx | ROG | SOx | $PM_{10}$ | $PM_{2.5}$ |
| **Mobile Sources (Vehicles)** | | | | | | |
| Certified EIR[1] | 789.77 | 72.46 | 66.57 | 2.45 | 400.90 | 77.63 |
| Addendum Project | 189.36 | 17.39 | 15.97 | 0.58 | 96.21 | 18.63 |
| SCAQMD Regional Thresholds | 550 | 55 | 55 | 150 | 150 | 55 |
| **Reduction** | **-600.41** | **-55.07** | **-50.60** | **-1.87** | **-304.69** | **-59** |

[1] See Certified EIR Table 4.9-11.

Taken as a single development increment, mobile-source emissions associated with the Project would not exceed applicable SCAQMD regional thresholds. It is noted that nominal area-source emissions, generated by the use of natural gas, landscaping, etc., would also be generated by the Project. However, even with the addition of these emissions, regional SCAQMD thresholds would still not be exceeded.

The Certified EIR also identified localized impacts that may be generated by operations of land uses developed pursuant to the Specific Plan. The Certified EIR acknowledged the

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receptor located within 40 meters of the Property. However, the U.S. Vets site is currently vacant, and for the purposes of this analysis, construction of the two projects is considered to occur concurrently. If, however, the U.S. Vets project is developed and occupied prior to construction of the Addendum Project it would constitute a significant impact of the Project. In this regard, the March JPA adopted a Statement of Overriding Considerations as part of the Certified EIR project, acknowledging impacts in this regard. Regardless, the Addendum Project would still not result in any impacts not previously identified within the Certified EIR analysis.

[4] Please refer to Certified EIR Table 4.9-9.

conceptual nature of the Specific Plan and lack of precise definition of uses and use/receptor relationships. Nonetheless, in order to provide an approximation of the types and quantities of operational pollutant emissions that could be expected from the Specific Plan, two general scenarios were considered:

1. Localized operational emissions impacts generated by full Project Buildout (3.555 million square feet) were analyzed. This analysis established a potential maximum localized operational emissions scenario for the Specific Plan, and provided an indication of potential operational emissions impacts of the Specific Plan within the surrounding community.

2. Localized operational emissions impacts generated by the multi-story, 970,000 square foot (GLA), 550 bed hospital proposed by the Specific Plan. Within the Certified EIR, this is referred to as the "Single Most Intense Use Scenario." In that this is the most intense individual use proposed within the Specific Plan area (in terms of building footprint and trip generation) the analysis provided an estimation of the maximum localized impacts that could be expected from any single development proposal within the Specific Plan area.

Germane to the analysis of the Addendum Project, under the Single Most Intense Use Scenario, localized operational emissions impacts generated by the proposed hospital were determined to be less-than-significant. Specifically, Certified EIR Tables 4.9-12 and 4.9-13 show that none of the SCAQMD localized thresholds are exceeded without or with mitigation under the Single Most Intense Use Scenario which was assumed to be a multi-story, 970,000-square foot, 550-bed hospital on approximately 11 acres. It can therefore be concluded that other, less intense individual development proposals within the Specific Plan area would similarly result in less-than-significant localized operational emissions impacts.

Additionally, since the preparation of the Certified EIR, no new sensitive receptors are located in proximity to the Property. Therefore, consistent with the conclusions of the Certified EIR, the less intense Addendum Project would similarly result in less-than-significant localized operational emissions impacts.

**Summary**

As summarized above, construction and operations of the Addendum Project would not exceed any applicable SCAQMD threshold, and would therefore be consistent with the Consistency Criterion presented above. As such, the Project would not conflict with or obstruct implementation of the applicable air quality plan. The Addendum Project would not cause new significant, substantively increased or substantively different air quality impacts than those previously addressed in the Certified EIR. Potential air quality impacts associated with the Addendum Project are therefore adequately addressed within the Certified EIR.

**b) Potential Impact: Violate any air quality standard or contribute substantially to an existing or projected air quality violation.**

**Impact Analysis:** As summarized below, the Certified EIR provided an evaluation of whether construction or operations of Specific Plan land uses would result in a violation or contribute to an existing violation of air quality standards.

**Construction**

As previously discussed, the analysis of construction-related emissions within the Certified EIR provided for two increments of Project development. The first increment under Opening Year conditions ("Phase 1") reflects an anticipated initial 1.4 million square feet of development. Project buildout conditions ("Phase 2") reflects ultimate planned development conditions within the Specific Plan area, providing for an additional approximately 2.55 million square feet, for a total of 3.55 million square feet of medical campus uses.

Construction-related impacts are based on the "Maximum Daily Emissions." That is, the analysis assumed that up to 1.4 million square feet will be developed within the initial Phase and air quality modeling determined what combination of construction activities on any given day would represent the Maximum Daily Emissions. The Certified EIR determined that demolition and construction activities would generate air pollutants that could potentially exceed SCAQMD regional thresholds, and therefore result in significant air quality impacts. As such, the following mitigation was developed.

*4.9.1 The contractor(s) shall apply for all appropriate SCAQMD permits for all actions associated with site demolition and construction, including crushing operations.*

*4.9.2 The construction contractor shall apply soil stabilizers to all disturbed areas if the area is to remain inactive for more than five consecutive days. For prolonged periods of inactivity, soil stabilizers shall be reapplied per SCAQMD Fugitive Dust Best Available Control (BAC) Measures and High Winds Contingency Control Measures.*

*4.9.3 The construction contractor shall replace all ground cover in disturbed areas within 30 days of the time construction is completed in that area; and that dust suppression (i.e., watering) shall be required for all disturbed areas where ground cover has not yet been re-established.*

*4.9.4 The construction contractor shall water all active disturbed surfaces, including any unpaved haul roads, four times per day throughout the construction period.*

*4.9.5 The construction contractor shall water down all soils/debris/fill materials being loaded or unloaded at the site, within 15 minutes of loading/unloading. Materials shall be saturated to the point that no visible dust plumes are generated during loading/unloading activities.*

*4.9.6 All construction-related traffic on unpaved roads shall be reduced to 15 mph or less.*

*4.9.7 No more than 30 acres per day shall be actively developed.*

*4.9.8 All diesel-fueled construction equipment shall be classified as operating at EPA Tier III or better emission efficiencies.*

*4.9.9 Construction equipment, including on-road construction trucks and other vehicles greater than 10,000 pounds, shall be shut off when not in use and shall not idle for more than ten minutes.*

*4.9.10 On-site and off-site queuing of trucks shall be limited to periods when absolutely necessitated by grading or construction activities.*

*4.9.11 The construction contractor shall install temporary construction power onsite to operate all small construction equipment that would otherwise be powered by diesel or gasoline (e.g., compressors and stucco mixers).*

*4.9.12 Low or no-VOC paints shall be universally employed in construction painting applications.*

As shown at Certified EIR Table 4.9-8, with the incorporation of Mitigation Measures 4.9.1 through 4.9.12, emissions generated by all construction activities (demolition, mass grading, fine grading, trenching, and building/coating/painting) associated with Phase I of the Specific Plan would be below applicable SCAQMD regional thresholds. Since construction emissions associated with the entirety of Phase I (1.4 million square feet) would not exceed SCAQMD regional thresholds, it can be concluded that construction of the Addendum Project (100,000 square feet) would also be below regional thresholds.

It is also noted that Mitigation Measure 4.9.7 requires that grading activities not exceed 30 acres per day. Since the Addendum Project involves approximately one-quarter of that land area, associated reductions in emissions can be assumed.

The Certified EIR also recognized localized construction-related impacts that may be generated by subsequent development within the Specific Plan. In summary, construction-source $PM_{10}$ emissions concentrations at receptors separated by 40 meters or less from the emissions source(s) would exceed SCAQMD standards and would therefore be potentially significant. However, as previously mentioned, the nearest sensitive receptors to the Property are located approximately 300 meters away. At this distance, $PM_{10}$ emissions concentrations would be less than 0.01 $\mu g/m^3$, which is well below the SCAQMD threshold of 10.4 $\mu g/m^3$ for localized impacts.[5]

In summary, the Addendum Project would employ the same types of construction equipment and activities, although at a much smaller scale, as assumed under within the Certified EIR analysis of Phase I Maximum Daily Emissions. Since the Specific Plan Phase I Maximum Daily Emissions (as mitigated) would not exceed applicable SCAQMD regional thresholds, it can be concluded that the Addendum Project would similarly result in

[5] Refer to Table 4.9-9, "Mitigated Localized Construction Source Emission Concentrations," presented at Certified EIR page 4.9-57.

emissions below applicable SCAQMD thresholds. Additionally, due to the distance between the Property and the nearest sensitive receptors, construction of the Addendum Project would not exceed SCAQMD localized thresholds. Based on the preceding discussion, the Addendum Project would not cause new significant, substantively increased or substantively different construction air quality impacts than those previously addressed in the Certified EIR. Potential air quality impacts in this regard are therefore adequately addressed within the Certified EIR.

**Operations**

The Certified EIR conducted modeling of the regional effects of emissions resulting from long-term operations of the Specific Plan land uses. Emissions estimates include mobile source emissions (e.g., automobile and trucks), and area source emissions (e.g., building heating/cooling, and maintenance, including landscaping and periodic re-painting).

It is noted that the trip generation employed in the Specific Plan's air quality modeling estimates reflect development assumptions that would result in greater trip generation totals than those reflected in the Certified EIR TIA, irrespective of individual component trip generation rates. More specifically, the TIA reflected 58,633 total unadjusted trips, whereas the Air Quality Impact Analysis is based on an estimated 99,536 daily trips, or a daily trip total that is approximately 42 percent greater than reflected in the TIA. Therefore, the Certified EIR Air Quality Impact Analysis overstates the likely operational air quality impacts of the Specific Plan.

With regard to operational emissions, the Certified EIR determined that Specific Plan-related operational emissions of carbon monoxide (CO), oxides of nitrogen ($NO_x$), ROG, and particulate matter ($PM_{10}$ and $PM_{2.5}$) would exceed SCAQMD regional thresholds. Mitigation Measures 4.9.13 through 4.9.28 were identified to address these exceedances.

*4.9.13 Building and site plan designs shall ensure that the design of the proposed buildings or structures exceed applicable Title 24 requirements by a minimum of 20 percent. Any combination of the following design features may be used to fulfill this mitigation provided that the total increase in efficiency meets or exceeds 20 percent:*

- *Increase in insulation such that heat transfer and thermal bridging is minimized;*

- *Limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption;*

- *Incorporate dual-paned or other energy efficient windows;*

- *Incorporate energy efficient space heating and cooling equipment;*

- *Incorporate energy efficient light fixtures;*

- *Incorporate energy efficient appliances;*

- *Incorporate energy efficient domestic hot water systems;*

- *Incorporate solar panels into the electric system;*

- *Incorporate cool roofs/light-colored roofing;*

- *Consult with Edison's Saving By Design Team and incorporate their recommendations.*

4.9.14 *Building and site plan designs shall provide exterior electric outlets available to maintenance and landscape personnel. Separate exterior electric outlets shall also be provided as a power source for auxiliary electric units on heavy-duty diesel delivery trucks.*

4.9.15 *Landscape plans shall include drought-resistant and smog-tolerant trees, shrubs and groundcover to ensure long-term viability and conserve water and energy.*

4.9.16 *Landscape designs shall incorporate shade trees around main buildings, particularly along southern elevations, except in cases where such plantings would create operational constraints.*

4.9.17 *Landscaping within the Project's common areas shall be operated by a computerized irrigation system capable of reading current weather data and making correlating automatic*

*adjustments to independent run times for each irrigation valve. In addition, the computerized irrigation system shall be equipped with flow-sensing and automatic shut-off capabilities in the event of a mainline break or broken head.*

4.9.18 *Building and site plan designs shall incorporate interior and exterior illumination elements that allow for their selective use and control.*

4.9.19 *Compact fluorescent light bulbs or equivalently efficient lighting shall be universally employed for all interior lighting applications.*

4.9.20 *All boilers and emergency generators associated with the proposed facilities shall be natural gas fired.*

4.9.21 *Low-flush toilets shall be installed within all facilities as specified by the California State Health and Safety Code Section 17921.3.*

4.9.22 *All showerheads, lavatory faucets, and sink faucets shall comply with the flow rate standards established by the California Energy Commission.*

4.9.23 *Project facilities with 250 or more employees shall incorporate shower/changing facilities.*

4.9.24 *Project facilities shall provide lockers as a safe repository for helmets and biking gear.*

4.9.25 *Project facilities with 250 or more employees shall provide designated preferential parking spaces for carpool vehicles.*

4.9.26 *Project facilities shall provide designated preferential parking spaces for ultra-low emission vehicles, and alternative fueled vehicles.*

4.9.27 *Facilities shall display up-to-date transit routes for the Project area in a visible and convenient location for employees.*

4.9.28 *All loading dock and delivery areas shall be posted with signs informing truck drivers of California Air Resources Board (CARB) regulations, including the following:*

- *Truck drivers shall turn off engines when not in use;*

- *All diesel delivery trucks servicing the Project shall not idle more than five minutes per truck trip per day; and*

- *Truck drivers shall restrict idling emissions of heavy-duty diesel delivery trucks carrying refrigerated or frozen cargo by using self-contained auxiliary electric power units, or by connection to electric outlets provided by the facility.*

The Certified EIR concluded that, even after implementation of applicable SCAQMD rules and application of all feasible mitigation measures, operational emissions would remain significant relative to all pollutants (except $SO_x$ generation). The magnitude of exceedance would, however, be reduced through application of the proposed mitigation measures. Operational CO, $NO_x$, ROG, $PM_{10}$ and $PM_{2.5}$ emissions associated with buildout of the Specific Plan were therefore determined to be significant, long-term air quality impacts that would violate an air quality standard (SCAQMD regional emissions threshold exceedances). Operational $NO_x$ and ROG emissions exceedances would contribute substantially to existing ozone non-attainment conditions; Operational $PM_{10}$ and $PM_{2.5}$ emissions exceedances would contribute substantially to existing $PM_{10}$ and $PM_{2.5}$ non-attainment conditions.

As detailed within checklist item XVI., "Transportation/Traffic," the Addendum Project would conservatively generate no more than 1,941 daily or approximately 24 percent of the daily trips assumed for Zone 11 in the Certified EIR. Since mobile-sources generate the majority of emissions, it can be concluded that substantial reductions in operational emissions would be realized under the Addendum Project. Table A-1, presented previously, illustrates this point. As shown therein, mobile-source emissions would be greatly reduced under the Addendum Project. Taken as a single development increment, mobile-source emissions associated with the Project would not exceed applicable SCAQMD regional thresholds. It is noted that nominal area-source emissions, generated by the use of natural gas, landscaping, etc., would also be generated by the Project. However, even with the addition of these emissions, SCAQMD thresholds would still not be exceeded.

The Certified EIR also identified localized impacts that may be generated by operations of land uses developed pursuant to the Specific Plan. Germane to the analysis of the Addendum Project, under the Single Most Intense Use Scenario, localized operational emissions impacts generated by the proposed hospital were determined to be less-than-significant. Specifically, Certified EIR Tables 4.9-12 and 4.9-13 show that none of the SCAQMD localized thresholds are exceeded without or with mitigation under the Single Most Intense Use Scenario, which was assumed to be a multi-story, 970,000-square foot, 550-bed hospital on approximately 11 acres. It can therefore be concluded that other, less intense individual development proposals within the Specific Plan area would similarly result in less-than-significant localized operational emissions impacts. Additionally, since the preparation of the Certified EIR, no new sensitive receptors are located in proximity to the site. Therefore, consistent with the conclusions of the Certified EIR, the less intense Addendum Project would similarly result in less-than-significant localized operational emissions impacts.

In summary, the Addendum Project would realize substantial reductions in operational emissions when compared to those assumed for Zone 11 within the Certified EIR. Most importantly, operational emissions would be reduced to levels below applicable SCAQMD thresholds. Additionally, since the Addendum Project represents a much less intense development than was assumed under the Single Most Intense Use Scenario analyzed within the Certified EIR, the Addendum Project would result in less-than-significant localized operational emissions impacts. Based on the preceding analysis, the Addendum Project would not cause new significant, substantively increased or substantively different operational air quality impacts than those previously addressed in the Certified EIR. Potential air quality impacts in this regard are therefore adequately addressed within the Certified EIR.

**c) Potential Impact: 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.**

**Impact Analysis:** The analysis presented within the Certified EIR states that Specific Plan operational $NO_x$, ROG, $PM_{10}$ and $PM_{2.5}$ emissions would be reduced to the extent feasible

through compliance with established rules and regulations and application of Mitigation Measures 4.9.13 through 4.9.28 (presented previously). Localized $PM_{10}$ operational emissions concentrations would exceed applicable LSTs under Specific Plan buildout conditions. Additionally, the operational emissions would exceed applicable SCAQMD regional thresholds. On this basis, Specific Plan exceedances of $NO_x$, ROG, $PM_{10}$ and $PM_{2.5}$ emissions thresholds, in combination with emissions generated by other sources affecting the non-attainment area, will result in a cumulatively considerable net increase in $NO_x$, ROG, $PM_{10}$ and $PM_{2.5}$ emissions within the non-attainment area. These were considered significant and unavoidable impacts of the Certified EIR project.

As mentioned at checklist item a., presented previously, the exceedances discussed above, as well as the determination of a significant and unavoidable impact, are based on complete buildout of the entire Specific Plan area. The Certified EIR noted that development within the Specific Plan area would occur in phases. To this end, the Certified EIR also analyzed construction emissions of the first phase of development, as well as operational emissions associated with the Single Most Intense Use proposed within the Specific Plan. This analysis provides a benchmark for comparison of operational emissions associated with individual development projects.

The Addendum Project would employ the same types of construction equipment and activities, although at a much smaller scale, as assumed under within the Certified EIR analysis of Phase I Maximum Daily Emissions. Since the Specific Plan Phase I Maximum Daily Emissions (as mitigated) would not exceed applicable SCAQMD regional thresholds , it can be concluded that the Addendum Project would similarly result in emissions below applicable SCAQMD thresholds. Additionally, due to the distance between the Property and the nearest sensitive receptors, construction of the Addendum Project would not exceed SCAQMD localized construction thresholds.

As detailed within checklist item XVI., "Transportation/Traffic," the Addendum Project would conservatively generate no more than 1,941 daily or approximately 24 percent of the daily trips assumed for Zone 11 in the Certified EIR. Since mobile-sources generate the majority of operational emissions, it can be concluded that substantial reductions would be realized under the Addendum Project (refer to Table A-1, presented previously). Taken as a single development increment, mobile-source emissions associated with the Project would

not exceed applicable SCAQMD regional thresholds. It is noted that nominal area-source emissions, generated by the use of natural gas, landscaping, etc., would also be generated by the Project. However, even with the addition of these emissions, SCAQMD thresholds would still not be exceeded.

Regarding localized operational emissions, the Certified EIR analyzed a Single Most Intense Use Scenario. Localized operational emissions impacts generated under this scenario were determined to be less-than-significant. Specifically, Certified EIR Tables 4.9-12 and 4.9-13 show that none of the SCAQMD localized thresholds are exceeded without or with mitigation under the Single Most Intense Use Scenario. It can therefore be concluded that other, less intense individual development proposals within the Specific Plan area (such as the Addendum Project) would similarly result in less-than-significant localized operational emissions impacts.

As summarized above, construction and operations of the Addendum Project would not exceed any applicable SCAQMD threshold, nor result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment. As such, the Addendum Project would not cause new significant, substantively increased or substantively different air quality impacts than those previously addressed in the Certified EIR. Potential air quality impacts associated with the Addendum Project are therefore adequately addressed within the Certified EIR.

**d) Potential Impact: Expose sensitive receptors to substantial pollutant concentrations.**

**Impact Analysis:** The Certified EIR analyzed the potential for construction and operations of the Specific Plan to expose sensitive receptors to substantial pollutant concentrations, as summarized below.

**Construction**

Even after application of all mitigation and compliance with established regulations localized construction-source $PM_{10}$ emissions concentrations were projected to exceed applicable LSTs at proximate receptors. More specifically, the Certified EIR found that

Project construction-source $PM_{10}$ emissions concentrations at receptors separated by 40 meters (or less) from the emissions source(s) would be potentially significant. This was identified as a significant and unavoidable impact of the Specific Plan.

The Certified EIR further recognized that as future projects are incrementally and internally developed, construction emissions sources may be separated by 40 meters or less from preexisting or newly occupied land uses within the Specific Plan area. However, in the case of the Addendum Project, the nearest sensitive receptors are located approximately 300 meters from the Property. At this distance, $PM_{10}$ emissions concentrations would be less than 0.01 $\mu g/m^3$, which is well below the SCAQMD threshold of 10.4 $\mu g/m^3$ for localized impacts.[6]

**Operations**

As previously described, under the Single Most Intense Use Scenario evaluated within the Certified EIR, localized operational emissions impacts generated by the proposed hospital were determined to be less-than-significant. Specifically, Certified EIR Tables 4.9-12 and 4.9-13 show that none of the SCAQMD localized thresholds are exceeded without or with mitigation under the Single Most Intense Use Scenario, which was assumed to be a multi-story, 970,000-square foot, 550-bed hospital on approximately 11 acres. It can therefore be concluded that other, less intense individual development proposals within the Specific Plan area would similarly result in less-than-significant localized operational emissions impacts. Additionally, since the preparation of the Certified EIR, no new sensitive receptors are located in proximity to the site. Therefore, consistent with the conclusions of the Certified EIR, the less intense Addendum Project would similarly result in less-than-significant localized operational emissions impacts.

**Summary**

Based on the preceding discussion, the Addendum Project would not exceed SCAQMD thresholds for localized construction or operational emissions. As such, the Addendum Project would not cause new significant, substantively increased or substantively different air quality impacts than those previously addressed in the Certified EIR. Potential air quality impacts associated with the Addendum Project are therefore adequately addressed within the Certified EIR.

[6] Please refer to Certified EIR Table 4.9-9.

**e) Potential Impact: Create objectionable odors affecting a substantial number of people.**

**Impact Analysis:** As stated within the Certified EIR, standard construction requirements would minimize odor impacts from construction of the Specific Plan, which would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction. Development permitted within the Specific Plan area would not include uses or activities that are inherent sources of objectionable odors. Refuse would be contained in enclosed trash areas, stored in covered containers and removed at regular intervals in compliance with Riverside County's solid waste regulations, acting to reduce potential odors. Any odor emissions from proposed restaurant or kitchen uses would disperse rapidly and would likely be limited to the immediate vicinity. All development within the Specific Plan area would also be required to comply with SCAQMD Rule 402, which prevents occurrences of public nuisance air quality discharges. Based on the preceding, the Certified EIR concluded that the potential for development implemented pursuant to the Specific Plan to create objectionable odors affecting a substantial number of people is therefore less-than-significant.

The Addendum Project represents medical service development, consistent with the Specific Plan, and does not include uses or activities that are inherent sources of objectionable odors. The Project would also be subject to SCAQMD Rule 402, which addresses nuisances in this regard. The Addendum Project would not result in any odor impacts not previously analyzed within the Certified EIR.

| Issues: | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced Impact |
|---|---|---|---|---|
| **IV. BIOLOGICAL RESOURCES.** Would the project: | | | | |

| Issues: | | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced Impact |
|---|---|---|---|---|---|
| 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? | ☐ | ☐ | ☒ | ☐ |

| Issues: | | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced Impact |
|---|---|---|---|---|---|
| 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? | ☐ | ☐ | ☒ | ☐ |

**a) Potential Impact: Have a substantially 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 (CDFG) or U.S. Fish and Wildlife Service (USFWS).**

**Impact Analysis:** Impacts to biological resources were discussed within Certified EIR Section 4.7, "Biological Resources." As presented therein, a series of plant and wildlife surveys were conducted for the Specific Plan area. In summary, the Specific Plan area is mostly disturbed, consisting of existing development and military facilities, ornamental landscaping, and disturbed, open ground. A drainage ditch runs along both the northern and eastern edge of the site, adjacent to Cactus Avenue and Heacock Avenue. There were no listed or special-status plant species detected during focused plant surveys, and no significant impacts to plant species were identified within the Certified EIR. The proposed Project area is entirely developed and does not support any native plant species or habitats. Although no special-status wildlife species were documented within the Specific Plan area, the Certified EIR determined that there could be potential for migratory and/or nesting birds to be located within the Specific Plan area. With the implementation of Mitigation Measures 4.7.1 through 4.7.3, the Certified EIR concluded that impacts to these species would be less-than-significant.

*4.7.1 Mitigation alternatives addressing potential impacts to nesting birds shall be accomplished as follows:*

*a) If possible, vegetation removal activities shall be scheduled from August 1 to February 14, which is outside the general avian nesting season.*

*b) If vegetation is to be cleared during the nesting season (generally, February 15 - July 31), within 30 days of ground disturbing activities, all suitable habitat will be thoroughly surveyed for the presence of nesting birds by a qualified biologist 72 hours prior to clearing. The survey results shall be submitted by the Project applicant to the Planning Director. If any active nests are detected, the area shall be flagged and mapped on the construction plans along with a minimum 50 foot buffer and up to 300 feet for raptors, with the final buffer distance to be determined by the qualified biologist. The buffer area shall be avoided until the nesting cycle is complete or it is determined that the nest has failed. In addition, the biologist will be present on the site to monitor the vegetation removal to ensure that any nests, which were not detected during the initial survey, are not disturbed.*

*4.7.2 To avoid take of active burrowing owl nests, clearing and grading in the area of any occupied owl habitat shall be conducted outside the owl nesting season (April 1 to August 31).*

*4.7.3 In addition, prior to clearing potentially occupied owl habitat outside the owl nesting season (September 1 to March 31) a pre-construction survey shall be conducted no more than 30 (thirty) days prior to ground-disturbing activities to document the location of any occupied borrows. Any owls present shall be passively or actively relocated following JPA/CDFG approved protocols, and with JPA/CDFG permission, prior to commencement of clearing.*

An updated biological reconnaissance was conducted for the Addendum Project on December 5, 2014. The report, provided as Attachment B to this Addendum, notes that biological conditions of the site are similar to those noted during the Certified EIR biological studies, and Certified EIR Mitigation Measures 4.7.1 through 4.7.3 are sufficient to preclude any significant impacts to candidate, sensitive, or special status species. On this basis, with the application of the above mitigation measures, development of the Property would not result in or cause new significant, substantively increased or substantively different biological resources impacts than those previously addressed in the Certified EIR. No changes or additions to the Certified EIR analysis are necessary.

**b,c) Potential Impact: 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 CDFG or USFWS; 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.**

**Impact Analysis:** The Certified EIR identified two drainages (the Cactus Avenue and Heacock Avenue Channels) within the boundaries of the Specific Plan, and concluded that buildout of the Specific Plan would result in the disturbance of an estimated 490 linear feet and 0.058 acres of U.S. Army Corps of Engineers (ACOE) non-wetland Waters of the U.S., and 900 linear feet and 0.62 acres of ACOE jurisdictional wetlands. The Specific Plan will result in the disturbance of an estimated 490 linear feet and 0.058 acres of California Depart of Fish and Game (CDFG) non-vegetated streambed, and 900 linear feet and 0.62 acres of CDFG riparian streambed.

Mitigation Measures 4.7.4 through 4.7.8 were presented within the Certified EIR to address impacts to ACOE non-wetland Waters of the U.S., ACOE jurisdictional wetlands; CDFG non-vegetated streambeds; and CDFG riparian streambeds consistent with applicable JPA, ACOE and CDFG requirements.

4.7.4 *Prior to submitting an infrastructure plan that would affect areas within 50 feet of the Heacock Street or Cactus Avenue Channels (Channels), the applicant shall complete a site and development-specific habitat assessment to identify the precise extent of impacts to riverine/riparian areas in and around the Channels. Based on this assessment, the applicant shall submit a determination to the Riverside County Flood Control and Water Conservation District and the Army Corp of Engineers for consideration. In addition, a Determination of Biologically Equivalent or Superior Preservation (DBESP) Plan shall be submitted to the Riverside County Environmental Programs Department for review and approval.*

4.7.5 *To reduce the increased risk of invasive non-native plants entering into the riparian habitat along the Cactus Avenue and Heacock Street Channels, no invasive non-native plant species (plant species on California Exotic Pest Plant Council [CalEPPC] lists A or B; Bossard et al.*

*2000 or species listed in Table 6-2 of the MSHCP, as per PPP-BIO-3) shall be planted or seeded within 150 feet of riparian habitat along the referenced Channels.*

4.7.6 *Prior to any permit issuance, the Project Applicant shall complete and submit to CDFG a notification package pursuant to Fish and Game Code Section 1602, together with the requisite fee. Based on its review of the notification package, CDFG shall determine applicable provisions of a Project Lake or Streambed Alteration Agreement (LSAA). The Applicant shall comply with all included LSAA measures to protect fish and wildlife resources. Such measures may include but are not limited to:*

- *Avoiding potential impacts altogether by not taking a certain action or parts of an action;*
- *Impacts will be minimized by limiting the degree or magnitude of disturbance;*
- *Rectifying any impacts by repairing, rehabilitating, or restoring the impacted environment;*
- *Reducing or eliminating impacts over time by preservation and maintenance operations conducted over the life of the Project; and*
- *Compensation for any impacts by replacing or providing substitute resources or environments at a minimum of a 2:1 ratio.*

4.7.7 *Based on the final approved Project design, and prior to any earthmoving or vegetation-disturbing activities, the developer shall consult with the Army Corps of Engineers to determine appropriate 404 permit requirements (either coverage under a Nationwide Permit, or issuance of an Individual Permit), and shall comply with these requirements.*

4.7.8 *Based on 404 Permit requirements, the Applicant shall obtain a Section 401 certification from the Regional Water Quality Control Board prior to any earthmoving or vegetation disturbing activities. Project and site specific mitigation mandated in accordance with Section 401 certification will be implemented prior to construction activities which may affect the identified waterway(s) and habitat. Such conditions will be included in the Corps of Engineers Section 404 permit required of the Project, including but not limited to replacing or providing substitute resources at a ratio of 2:1.*

As presented within Addendum Section 2.0, "Project Description", the Agreement would necessitate the extension of existing infrastructure and services, as well as the implementation of certain new Phase 1 backbone infrastructure as analyzed in the Specific Plan EIR. New infrastructure improvements would include the installation of the Zone 8 Basin of the Specific Plan. Upon further refinement of Property improvement plans, March JPA may deem a phased approach to installing the Zone 8 basin; however, for the purposes of this Addendum, and to provide for the maximum capable impact, the construction of the whole detention basin within Zone 8 is considered as part of the Addendum Project. To this end, Certified EIR Mitigation Measures 4.7.4 through 4.7.8 would be applicable to the Addendum Project. As with the Certified EIR project, the application of these measures reduces any impact to a less-than-significant level. The Project would not result in any impacts not previously identified within the Certified EIR; no changes or additions to the Certified EIR are necessary.

**d) Potential Impact: 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 impeded the use of native wildlife nursery sites.**

**Impact Analysis:** No wildlife corridors, linkages or wildlife nursery sites occur within or proximate to the Specific Plan area. The entire area has been extensively employed for military and/or urban uses, and is surrounded by development and roads. There are no areas that are designated as, used for, or function as, wildlife movement corridors or wildlife nurseries. Nor are there areas that are proposed for, or are anticipated to be designated as, wildlife movement corridors or wildlife nurseries within or proximate to the Specific Plan area. As such, the Certified EIR concluded that impacts in this regard would be less-than-significant.

Similarly, the Addendum Property is completely disturbed and surrounded on all sides by urban development. No wildlife corridors, linkages or wildlife nursery sites occur within or proximate to the Property. The Addendum Project would not result in any new impacts in this regard. No changes or additions to the Certified EIR analysis are necessary.

**e) Potential Impact: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.**

**Impact Analysis:** The Certified EIR concluded that no local policies or ordinances protecting biological resources apply to the Specific Plan area. No new applicable policies or ordinances in this regard have been adopted since the preparation of the Certified EIR. Therefore, neither the Certified EIR project nor the Addendum Project would result in impacts in this regard.

**f) Potential Impact: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.**

**Impact Analysis:** The Specific Plan area lies within the boundaries of the Western Riverside County Multi-Species Habitat Conservation Plan (MSHCP); however the March JPA is not participatory to the MSHCP. The Certified EIR determined that the Specific Plan does not propose land uses, development, or other actions that would conflict with, or otherwise interfere with, implementation of the MSHCP. That is, no development is proposed within MSHCP conservation areas, and the Project will not conflict or obstruct with MSHCP migration corridors or habitat linkages. The Project does not propose any other actions that would directly or indirectly adversely affect implementation of the MSHCP.

Additionally, the Specific Plan area is located within the Western Riverside County Habitat Conservation Plan for the Stephens' kangaroo rat (SKR HCP). Development within the Specific Plan would be required to pay established SKR mitigation fees per County of Riverside Ordinance No. 663.10 (Stephens' Kangaroo Rat Mitigation Fee Ordinance), thereby addressing potential impacts to SKR and ensuring compliance with the SKR HCP.

No new applicable plans in this regard have been adopted since the preparation of the Certified EIR. The Addendum Project represents development consistent with the land uses permitted within the Specific Plan and considered within the Certified EIR. As such, the Certified EIR's conclusions regarding potential conflicts are not affected. Additionally, the Addendum Project would be required to pay Riverside County SKR mitigation fees, ensuring compliance with the SKR HCP. Implementation of the Addendum Project would

not result in any additional impacts regarding the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No changes or additions to the Certified EIR analysis are necessary.

| 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? | ☐ | ☐ | ☒ | ☐ |

**a) Potential Impact: Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines.**

**Impact Analysis:** Potential impacts to historical resources as a result of the Specific Plan were discussed at Certified EIR Section 4.6, "Cultural Resources." In summary, the Cultural Resources Investigation identified two structures (a monument at the main entrance on Riverside Drive and a Works Progress Administration [WPA] canal) that could be affected by implementation of the Specific Plan. Even with the incorporation of the following mitigation, the development of the Specific Plan was determined to result in a significant and unavoidable impact with regard to the removal of the WPA canal.

4.6.1 *A historic resources monitor shall be present during the demolition of the main entrance monument on Riverside Drive. The monitor shall have the authority to halt demolition should aspects of the monument appear to conflict with the findings and conclusions of the Project Cultural Resources Investigation. The monitoring shall be conducted in a manner consistent with current professional standards and include the authority to halt activities affecting historical resources and permitted to recover, analyze, report, and curate the find(s).*

4.6.2 *Prior to removal of the WPA canal, recordation and documentation of the canal shall be conducted. Recordation and documentation shall include, but is not limited to: research and documentation regarding the canal's original design and construction; preparation of scaled drawing and cross sections of the canal as it currently exists, to include documentation of crossing (bridges) or alterations; and a photographic record of the canal in its current state and context. Removal of the WPA canal shall be monitored by a professional archaeological monitor with experience in historic archaeology to record and document attributes not currently or readily visible.*

As illustrated at Certified EIR Figure 4.6-1, neither of these features are located within, or adjacent to, the Addendum Property. As such, Certified EIR Mitigation Measures 4.6.1 and 4.6.2 are not applicable to the Addendum Project, as these features would not be impacted. No other historical resources were identified within the Certified EIR, nor are any known to exist within the Property. Implementation of the Addendum Project would not result in any new or different impacts to historical resources than those identified within the Certified EIR; no revisions are necessary.

**b) Potential Impact: Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines.**

**Impact Analysis:** As part of the Cultural Resources Investigation, a single buried prehistoric artifact (mano fragment) was recovered within the Specific Plan area, and may be indicative of additional buried deposits within the area. Although the Certified EIR notes that an isolated surface artifact is not considered significant, it references the March JPA General Plan Master EIR which concludes that future development activities within the General Plan area (such as will occur under the Certified EIR project and the Addendum Project) may affect as yet unidentified cultural resources. On this basis, the Certified EIR concluded that the potential for the Specific Plan to cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 is considered potentially significant.

The Certified EIR identified Mitigation Measures 4.6.3 through 4.6.6 which ensure that appropriate Native American consultation is undertaken, and that for any encountered archaeological resources, appropriate site-specific treatment measures are implemented, in consultation with the appropriate Indian Tribe.

4.6.3 *Prior to any grading and/or ground altering activities, the Project Applicant will retain a qualified archaeological monitor trained in both prehistoric and historic archaeology to oversee any ground altering activities (e.g., removal of debris and/or vegetation, grading, or excavation). The archaeological monitor will prepare a Cultural Resources Monitoring Plan (Monitoring Plan), in consultation with the appropriate Indian Tribe, presenting the methodology and protocols to be used during the monitoring program, including the disposition of artifacts. The Monitoring Plan will acknowledge that the Project site is private property and, therefore, all cultural resource materials, with the exception of burials and grave goods, are the property of the property owner. The Monitoring Plan shall stipulate that, as a condition of approval, the property owner will make all cultural resources (i.e., artifacts) available for curation at a professionally acceptable repository (e.g., the University of California at Riverside Archaeological Research Unit, or the Western Center at the East Side Reservoir in Hemet, Riverside County, California), unless the appropriate Indian Tribe requests to repatriate the resources, in which case the property owner shall make the cultural resources available for curation with the appropriate Indian Tribe. The Monitoring Plan shall*

*further stipulate that all artifacts must be inventoried and prepared for curation in a professional manner. If neither repository is available to accept the collections, they may be temporarily curated at a facility identified through consultation with the cultural resource monitor, the property owner, the appropriate Indian Tribe, and the JPA. The Monitoring Plan shall be reviewed and approved by the JPA prior to the issuance of any grading permits.*

4.6.4 *At least 30 days prior to seeking a grading permit, the Project Applicant shall contact the appropriate Indian Tribe to notify the Tribe of grading or excavation, and to coordinate with the JPA 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; Project grading and development scheduling; terms of compensation; and the treatment and final disposition of any cultural resources, sacred sites, and/or human remains discovered on the site.*

4.6.5 *Because the Project area has been evaluated as having a low probability to contain buried cultural resources, after completion of the first full day of grading for each increment of development, the qualified archaeological monitor will prepare a brief summary of monitoring and offer further monitoring recommendations, in consultation with the appropriate Indian Tribe. These recommendations may include continued full time monitoring, spot check monitoring, or an end to monitoring. These recommendations will be reviewed and approved by the JPA and the Project Applicant prior to proceeding with further monitoring. At any time during monitoring activities, the qualified archaeological and Tribal monitor(s) shall have the authority to temporarily halt any activities that may impact potentially significant cultural resources. If buried cultural resources, such as chipped or ground stone, historic debris, building foundations, or nonhuman bone are inadvertently discovered during ground disturbing activities, work will stop in that area and the cultural resource monitor(s) will assess the significance of the find in accordance with the Monitoring Plan and, if necessary, develop appropriate treatment procedures, based upon consultation with the professional archaeologist, and taking into account any Native American concerns. If cultural resources are discovered during construction activities, the construction contractor and lead contractor compliance inspector will verify that work is halted until appropriate site specific treatment measures are implemented, in consultation with the appropriate Indian Tribe.*

4.6.6 *If human remains of Native American origin are discovered during ground-disturbing activities, the Project will proceed in full compliance with State laws relating to the treatment and disposition of Native American burials (Public Resources Code Section 5097 and Health and Safety Code 7050.5).*

With application of proposed mitigation, the potential for the Certified EIR project to cause a substantial adverse change in the significance of an archaeological resource was deemed less-than-significant.

The Addendum Project would implement appropriate Certified EIR mitigation measures (see Addendum Section 5.0), ensuring Native American consultation is undertaken, and that any encountered archaeological resources are treated appropriately, reducing any impacts associated with archaeological resources to less-than-significant levels. On the basis of the preceding discussions, the Addendum Project would not result in cultural resources impacts not considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analysis are necessary.

**c) Potential Impact: Directly or indirectly destroy a unique paleontological resource or site or unique feature.**

**Impact Analysis:** Based on the information presented in the Cultural Resources Investigation (and summarized within the Certified EIR) the Specific Plan area is considered to have a moderate level of sensitivity for paleontological resources. Certified EIR Mitigation Measure 4.6.7 was identified, and it was determined that potential impacts to sensitive paleontological resources would be reduced to less-than-significant levels.

4.6.7 *A paleontological monitoring program shall be overseen by a qualified paleontological monitor on a full time basis, once the existing structures have been removed. The extent and duration of the monitoring program would be dependent upon the future redevelopment plans. However, in any case, any excavations exceeding eight feet below the current surface shall be monitored, unless older alluvium is shown to be shallower. The monitoring shall be conducted in a manner consistent with current professional standards and include the authority to halt activities affecting paleontological resources and permitted to recover, analyze, report, and*

*curate the find(s).The most likely repository for curation would be the Western Center at the East Side Reservoir complex, Hemet, Riverside County, California.*

The Addendum Property is considered to have the same moderate level of sensitivity for paleontological resources identified within the Certified EIR. The Addendum Project would implement appropriate Certified EIR mitigation measures (see Addendum Section 5.0), reducing any impacts associated with paleontological resources to less-than-significant levels. On the basis of the preceding discussions, the Addendum Project would not result in cultural resources impacts not considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analysis are necessary.

**d) Potential Impact: Disturb any human remains, including those interred outside of formal cemeteries.**

**Impact Analysis:** The Specific Plan Initial Study determined that compliance with California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, the Project's potential to adversely disturb human remains is considered unlikely, and therefore considered less-than-significant. The Addendum Project would be subject to the same regulations, and as such, no new impacts would result.

| 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 | ☐ | ☐ | ☒ | ☐ |

| Issues: | | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced Impact |
|---|---|---|---|---|---|
| | 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 (1994), 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? | ☐ | ☐ | ☒ | ☐ |

**a) Potential Impact: Exposure of people or structures to potentially substantial adverse effects, including the risk of loss, injury or death involving strong seismic ground shaking or seismic-related ground failure, including liquefaction.**

**Impact Analysis:** As noted within the Certified EIR, the Specific Plan area and immediate vicinity do not lie within, nor immediately adjacent to, a State of California Earthquake Fault Zone. Further, published geologic maps of the area indicate no potentially active faults on, or in the immediate vicinity of, the Specific Plan area. As such, the potential for fault rupture within the area is considered low. However, strong seismic ground shaking may occur at the site due to earthquakes along proximate regional faults.

In this latter regard, building officials and engineers have recognized the impacts of earthquakes and ground shaking on structures. Appropriate measures which reduce the effects of earthquakes at the Property are identified in the California Building Code (CBC) as implemented by the JPA, including specific provisions and recommendations included within the Specific Plan Geotechnical Investigation.

The Specific Plan Geotechnical Investigation established performance standards and requirements which ensure that development implemented pursuant to the Specific Plan does not result in exposure of people or structures to potentially substantial adverse effects of strong seismic ground shaking or seismic-related ground failure. The Certified EIR included Mitigation Measure 4.2.1, presented below, to require compliance with performance standards and requirements established under the Specific Plan Geotechnical Investigation.

4.2.1 *Performance standards and requirements established within the Project Geotechnical Investigation which address exposure of people or structures to potentially substantial adverse effects of strong seismic ground shaking or seismic related ground failure (including liquefaction) shall be incorporated into Project site design and construction plans. A qualified geotechnical engineer shall be retained on site to ensure that Project implementation is realized consistent with specifications and requirements identified in the Project Geotechnical Investigation.*

With the application of Mitigation Measure 4.2.1, the Certified EIR concluded that the potential for the Specific Plan to cause or result in exposure of people or structures to potentially substantial adverse effects, including the risk of loss, injury or death involving strong seismic ground shaking or seismic-related ground failure, including liquefaction is less-than-significant.

During the entitlement process on the Property, proposed structures will be reviewed for consistency with the Specific Plan Geotechnical Investigation, the CBC, and current professional engineering practices. Specific measures that a Property use will be reviewed against the over excavation and compaction of soils and design of building foundations found within Section 10.0, "Conclusions and Recommendations," of the Specific Plan Geotechnical Investigation, and as presented as Appendix B to the Certified EIR. Through established entitlement and construction review processes, the JPA will verify that required design and construction measures are incorporated in an implementing Property development.

**b) Potential Impact: Result in substantial soil erosion or the loss of topsoil.**

**Impact Analysis:** The Initial Study prepared for the Specific Plan determined that potential erosion impacts incurred during construction activities would be reduced below the level of significance through preparation of, and compliance with, a Storm Water Pollution Prevention Plan (SWPPP).

Similarly, construction activities associated with the Addendum Project would temporarily expose underlying soils, thereby increasing their interim susceptibility to erosion, until the Project is fully implemented. In this regard, the Project proponent would be required to file a MJPA-approved SWPPP prior to initiation of construction activities. Compliance with the SWPPP is realized through ongoing inspection and monitoring of the subject site as provided for under the March JPA's established entitlement and construction permit processes. The Addendum Project would not result in impacts not considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analysis are necessary.

**c) Potential Impact: Location 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.**

**Impact Analysis:** The Certified EIR noted the following secondary seismic effects potentially affecting the Specific Plan area which could result in unstable underlying geologic or soil conditions.

- Liquefaction
  Soils within the Specific Plan area have a potential for liquefaction under seismic conditions. Any loose materials at the site could be vulnerable to potential liquefaction hazard.

- Landslide
  The Specific Plan area is essentially level, and as such is not susceptible to internal landsliding. Adjacent properties similarly present little topographic relief. As such, the potential for landslides does not exist.

- Seismically-Induced Settlement, Lateral Spreading, Subsidence, or Collapse
  Based on subsurface conditions within the Specific Plan area and the moderate to high seismicity of the region, any loose fill materials at the site could be vulnerable to subsidence or collapse.

The Specific Plan Geotechnical Investigation established performance standards and requirements which ensure that the Project does not result in location of structures 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. Certified EIR Mitigation Measure 4.2.2 requires compliance with performance standards and requirements established under the Specific Plan Geotechnical Investigation.

4.2.2 *The recommendations, performance standards, and requirements established within the Project Geotechnical Investigation which address potential location on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project shall be incorporated*

*into Project site design and construction plans. A qualified geotechnical engineer shall be retained on site to ensure that Project implementation is realized consistent with specifications and requirements identified in the Project Geotechnical Investigation.*

With the application of Mitigation Measure 4.2.2, the Certified EIR concluded that the potential for the Specific Plan to result in location of structures 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 would be less-than-significant.

During the entitlement process on the Property, proposed structures will be reviewed for consistency with the Specific Plan Geotechnical Investigation, the CBC, and current professional engineering practices. Specific measures that a Property use will be reviewed against the over excavation and compaction of soils and design of building foundations found within Section 10.0, "Conclusions and Recommendations," of the Specific Plan Geotechnical Investigation, and as presented as Appendix B to the Certified EIR. Through established entitlement and construction review processes, the JPA will verify that required design and construction measures are incorporated in an implementing Property development. No changes or additions to the Certified EIR analysis are necessary.

**d) Potential Impact: Location on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property.**

**Impact Analysis:** Although no expansive soils were identified within the Specific Plan area during limited field testing, the Certified EIR concluded that they are not precluded from being encountered in the course of Specific Plan development. Near-surface loose soils will require over-excavation and replacement as engineered/compacted fills. The Specific Plan Geotechnical Investigation presented further recommendations generally addressing soils and site conditions within the Specific Plan area, providing direction in the areas of subgrade preparations, and placement and compaction of fills. On this basis, the following mitigation was included within the Certified EIR:

4.2.3 *The recommendations, performance standards and requirements established within the Project Geotechnical Investigation which address location on potentially expansive soils shall*

*be incorporated into Project site design and construction plans. Section 2.0 of the Specific Plan Geotechnical Study states that in the event changes occur in the nature or design of the project, further geotechnical analysis will be required. As such, subsequent projects shall be reviewed by the March JPA for consistency with geotechnical findings. Further analysis will be required for implementing projects as needed.*

*4.2.4 Prior to a building permit issuance, a qualified geotechnical engineer shall be retained on-site to ensure that Project implementation is realized consistent with specifications and requirements outlined in a previously approved Geotechnical Investigation Study.*

The Geotechnical Investigation establishes performance standards and requirements which ensure that the Specific Plan area (inclusive of the Addendum Property) does not result in location of structures on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property. With the application of Mitigation Measures 4.2.3 and 4.2.4, the potential for the Specific Plan to result in location of structures on expansive soil creating substantial risks to life or property was deemed less-than-significant.

The Addendum Property was included within the field testing performed as part of the Specific Plan Geotechnical Investigation. As such, on-site conditions and potential impacts would be the same as those discussed within the Certified EIR. Additionally, as with the Certified EIR project, the Addendum Project would incorporate Mitigation Measures 4.2.3 and 4.2.4, ensuring no new or different impacts in this regard would occur as a result of the Addendum Project. Nonetheless, during the entitlement process on the Property, proposed structures will be reviewed for consistency with the Specific Plan Geotechnical Investigation, the CBC, and current professional engineering practices. Specific measures that a Property use will be reviewed against the over excavation and compaction of soils and design of building foundations found within Section 10.0, "Conclusions and Recommendations," of the Specific Plan Geotechnical Investigation, and as presented as Appendix B to the Certified EIR. Through established entitlement and construction review processes, the JPA will verify that required design and construction measures are incorporated in an implementing Property development. No changes or additions to the Certified EIR analysis are necessary.

**e) Potential Impact: Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.**

**Impact Analysis:** The Property is currently provided sewer services. Neither the Specific Plan nor the Addendum Project propose the use of septic tanks or alternative wastewater disposal systems and therefore would not have impacts in this regard.

| Issues: | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced Impact |
|---|---|---|---|---|
| **VII. GREENHOUSE GAS EMISSIONS.** Would the project: | | | | |
| f) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | ☐ | ☐ | ☒ | ☐ |
| g) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases? | ☐ | ☐ | ☒ | ☐ |

**a) Potential Impact: Generate greenhouse gas emissions either directly or indirectly, that may have a significant impact on the environment.**

**Impact Analysis:** The Certified EIR analyzed Greenhouse Gas emissions associated with the implementation of the Specific Plan within Section 4.9, "Air Quality." The Certified EIR concluded that Mitigation Measures 4.9.12 through 4.9.27 (presented previously under Checklist Item III, "Air Quality"), as well as Specific Plan design elements, would be sufficient to reduce Specific Plan GHG emissions to a less-than-significant level.

As with the Certified EIR project, mitigation measures identified to reduce GHG emissions would be applied to all future development within the Specific Plan area, in order to achieve the maximum feasible reductions. The Addendum Project would be required to

comply with these measures, in addition to all applicable mandatory regulatory requirements imposed by the State of California and the SCAQMD that reduce air quality and GHG emissions. Additionally, as with the Certified EIR project, all future development within the Specific Plan area would be designed to surpass Title 24 Energy Efficiency Standards by a minimum of twenty (20) percent. It is also noted that, as detailed at Checklist Item III, "Air Quality," the Addendum Project would reduce mobile-sources emissions, and therefore GHG emissions, as compared to what was assumed within the Certified EIR.

On this basis, the Addendum Project would not cause new significant, substantively increased or substantively different greenhouse gas emission impacts than those previously addressed in the Certified EIR.

**b) Potential Impact: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.**

**Impact Analysis:** As stated within the Certified EIR, impacts of a project in this regard would be significant if the Project would conflict with the attainment of the State's goals of reducing greenhouse gas emissions as dictated by AB 32. A project would be deemed to have a less-than-significant impact on global climate change on a cumulative basis if the project is consistent with emissions reduction strategies included in local, regional, or statewide planning documents and from reputable published sources such as the California Climate Action Team's (CAT) Report to the Governor, CARB Early Action Measures, and OPR's June 19, 2008 Technical Advisory Memorandum. Accordingly, the Specific Plan was evaluated based on its potential to conflict with goals dictated by AB 32. The Certified EIR concluded that the Specific Plan is consistent with and supports State goals of reducing greenhouse gas emissions as dictated by AB 32.

The Addendum Project represents development envisioned by the Specific Plan and analyzed within the Certified EIR. Additionally, the Project would not exceed thresholds set by the SCAQMD in relation to regional and localized construction an operational air quality emissions. As such, the potential for the Addendum Project to contribute to a significant global impact by conflicting with or obstructing state goals of reducing

greenhouse gas emissions is considered less-than-significant. No changes or revisions to the Certified EIR analysis are necessary.

| Issues: | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced 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 | ☐ | ☐ | ☒ | ☐ |

| Issues: | | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced Impact |
|---|---|---|---|---|---|
| | 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? | ☐ | ☐ | ☒ | ☐ |

**a,b) Potential Impact: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.**

**Impact Analysis:** A Phase I Environmental Site Assessment was prepared for the Specific Plan area to comprehensively research and document potential hazards affecting the site. Existing hazards are, in large part, the result of past activities on the Base, including: past agricultural uses, groundwater contamination, landfill operations, underground fuel storage tanks, above ground fuel storage tanks, potential soil contamination, asbestos-

containing materials (ACMs), lead-based paint (LBP), mercury, polychlorinated biphenyls (PCBs), transformers, and "other" hazards.

The Certified EIR analysis concluded that ACMs, LBP and potential associated soil contamination, PCBs, groundwater contamination, and the potential for unknown hazards may still affect the Specific Plan area. Mitigation Measures 4.3.1 through 4.3.8 addressed these potential hazards.

4.3.1 *Prior to project approval, any necessary Phase I assessments of buildings affected by demolition/construction activities, shall be prepared and submitted to the March JPA. Prior to demolition/building permit issuance, documented resolution of all issues and concerns, to include compliance with applicable state and local regulations, and any environmental restrictions, shall be submitted to the March JPA. Resolution actions shall include, as applicable, completion of any necessary Phase II Assessments.*

4.3.2 *Soil testing for potential PCE vapor intrusion shall be performed during construction or ground disturbing activities in the southeasterly portion of the Project site (Area "G" on Figure 4.3-1). If PCE vapors are detected, remedial actions shall completed as required by RCDEH or other lead regulatory agency.*

4.3.3 *The developer of the deed restricted former NCO site (Area "E" indicated at EIR Figure 4.3 1) shall provide evidence to the March JPA of compliance with the deed restrictions prior to development of that portion of the Specific Plan. (Deed restrictions are presented at Appendix F to the Project Phase I ESA, EIR Appendix C). Alternatively, if the former NCO site is proposed for uses currently prohibited under the deed restriction on this property, and not already analyzed in the EIR, such uses would be subject to additional analysis as required by CEQA. Prior to building permit issuance, proof of compliance from DTSC and/or the appropriate regulatory agency in Riverside County shall be submitted to the March JPA.*

4.3.4 *If, during the course of Project construction, any underground storage tanks are identified, all activities shall halt. The discovery of any hazardous materials associated with encountered underground tanks, other than those already analyzed in the EIR, would be subject to additional analysis as required by CEQA. Prior to building permit issuance, proof of*

*compliance from the appropriate regulatory agency for the State and/or Riverside County shall be submitted to the March JPA.*

4.3.5 *Throughout demolition/renovation and site preparation activities, confirmed and suspected asbestos containing materials shall be handled and disposed of by licensed contractors in accordance with all appropriate regulatory agency guidelines.*

4.3.6 *Throughout demolition/renovation and site preparation activities, lead based paint will be handled in accordance with local, state and federal regulatory guidance, and any lead based paint covered debris will be removed to authorized disposal locations. All building hazardous materials will be abated as required by law and removed prior to demolition activities for disposal to facilities licensed to accept these materials. Documentation for all disposal of all demolition debris will be provided to the March JPA upon completion of demolition activities.*

4.3.7 *Throughout demolition/renovation and site preparation activities, worker safety precautions shall be maintained in accordance with occupational health and safety standards so as to prevent potential exposure to lead based paint materials, asbestos-containing materials, or other hazardous building materials.*

4.3.8 *The soil adjacent to those buildings suspected of having LBP shall be evaluated for lead pursuant to guidance and requirements of the Department of Toxic Substances Control. If levels exceeding established DTSC/EPA PRGs (Preliminary Remediation Goals) or CHHSLs (California Human Health Screening Levels) are found, soil remediation shall be completed as required by DTSC and/or RCDEH.*

The Certified EIR concluded that Mitigation Measures 4.3.1 through 4.3.8 ensure that existing known or potential hazards and hazardous conditions affecting the Specific Plan area are remediated consistent with local, State, and federal requirements, such that the onsite land uses would not be exposed hazards or hazardous conditions, or that the remediation actions of themselves would result in or cause hazards or hazardous conditions. The Certified EIR also analyzed potential hazards associated with operations of facilities proposed under the Specific Plan, and concluded that Specific Plan operations including medical facilities operations, transportation of hazardous materials, and disposal of hazardous waste are extensively regulated at the local, State, and federal levels. The

Specific Plan will comply with all applicable requirements addressing hazards or hazardous conditions that could potentially result from Project operations. The Certified EIR concluded that all potential hazards in this regard were either less-than-significant, or could be mitigated to less-than-significant levels.

None of the potential onsite hazards identified within the Certified EIR affect the subject Property. Additionally, the Addendum Project would implement all applicable[7] Certified EIR mitigation measures, ensuring that potential on-site hazards would not result in impacts not previously addressed within the Certified EIR.

Regarding operational hazards, like the Certified EIR project, the Addendum Project would be required to comply with all applicable local, State, and federal regulations pertaining to medical facilities operations, transportation of hazardous materials, and disposal of hazardous waste. Based on the preceding discussion, the Addendum Project would not result in any potential hazards that were not identified and addressed within the Certified EIR. No revisions to the Certified EIR analysis are necessary.

**c) Potential Impact: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.**

**Impact Analysis:** The Certified EIR identified two schools within close proximity to the Specific Plan; Somerset Academy, a private elementary school, was located at the northwesterly corner of the Specific Plan area. Since the certification of the EIR, Somerset Academy relocated outside of the March JPA Planning area and their former building was demolished in 2009. Serrano Elementary School (Moreno Valley Unified School District) is located approximately 0.1 miles from the easterly boundary of the Specific Plan, near the intersection of Heacock Street and Delphinium Avenue.

Public Resources Code (PRC) Section 21151.4 and correlating Section 15186 of the *CEQA Guidelines* establish requirements for school projects, as well as projects near schools, to ensure that potential health impacts resulting from exposure to hazardous materials, wastes, and substances are examined and disclosed in an environmental document. More

[7] It is noted that Mitigation Measures 4.3.2 and 4.3.3 would not apply to the Addendum Project, as these areas are not located within the Property.

specifically, the cited PRC and *CEQA Guidelines* provisions require that when a project located within one-quarter mile of a school involves the construction or alteration of a facility that might reasonably be anticipated to emit hazardous or acutely hazardous air emissions, or handle acutely hazardous materials or a mixture containing acutely hazardous materials in a quantity equal to or greater than that specified in Section 25536(a) of the Health and Safety Code, the Lead Agency must:

1) Consult with the school district having jurisdiction regarding the potential impact of the project on the school(s) in question; and

(2) The school district must be provided written notification of the project not less than 30 days prior to the proposed certification of the environmental impact report or approval of the negative declaration.

The Specific Plan identifies no known or proposed uses or activities that would be subject to the provisions and requirements of PRC Section 21151.4/Guidelines Section 15186. Moreover, the uses developed pursuant to the Specific Plan would be subject to AQMD permitting and regulatory requirements that would preclude hazardous air emissions.

As a standard procedure, facilities developed pursuant to the Specific Plan would implement Environmental Health and Safety (EHS) programs designed to achieve full compliance with applicable laws, regulations, and accreditation standards intended to protect the safety of patients, staff, visitors, and the environment. Compliance with Project EHS programs would be expected to minimize the risk of public exposure (including schools) to any hazardous materials used or stored within the Specific Plan area.

Notwithstanding, since the Certified EIR could not definitively state that all future development proposals within the Specific Plan would not emit hazardous emissions and/or handle acutely hazardous materials or a mixture containing acutely hazardous materials in a quantity equal to or greater than that specified in Section 25536(a) of the Health and Safety Code, the following mitigation was developed.

*4.3.9 Concurrent with application for building permits, development applicants shall evaluate and determine if the requested uses/facilities are subject to provisions of Public Resources Code Section 21151.4. Based on this evaluation and determination, applicants shall either:*

*a) Provide the JPA with signed affidavit(s) that the requested facilities/uses are not subject to provisions of Public Resources Code Section 21151.4, or*

*b) If the requested uses/facilities are determined to be subject to Public Resources Code Section 21151.4, applicable consultation and notification processes shall be conducted prior certification of any EIR, or approval of any negative declaration for the requested uses/facilities.*

*4.3.10 All soil to be imported to the Project site shall be tested by a qualified soils engineering firm to confirm that the materials are free from contamination as defined by existing regulations. The results of the analysis shall be provided to the March JPA, prior to importation to the site.*

Based on compliance with existing regulations and the implementation of Mitigation Measures 4.3.9 and 4.3.10, the Certified EIR concluded that the Specific Plan's potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school was considered less-than-significant.

The Addendum Project does not propose uses or activities that would be subject to the provisions and requirements of PRC Section 21151.4/Guidelines Section 15186. That is, the Project would not handle extremely hazardous substances nor result in hazardous air emissions, as defined by PRC Section 21151.4. Moreover, the Project is subject to SCAQMD permitting and regulatory requirements that would preclude hazardous air emissions. Specifically, SCAQMD Rule 1401 provides requirements for facilities new facilities to be located near schools.[8] Further, compliance with local, State, and federal regulatory requirements act to minimize the risk of public exposure (including schools) to any hazardous materials used or stored at the Property. As a standard procedure, the Addendum Project would implement Environmental Health and Safety (EHS) programs designed to achieve full compliance with applicable laws, regulations, and accreditation standards intended to protect the safety of patients, staff, visitors, and the environment.

[8] http://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1401-1.pdf?sfvrsn=4

Based on the preceding, the Addendum Project would not result in new or different impacts in this regard than were previously identified within the Certified EIR. No changes to the Certified EIR analysis are required.

**d) Potential Impact: 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, create a significant hazard to the public or the environment.**

**Impact Analysis:** As part of the Phase I Environmental Site Assessment prepared for the Specific Plan, it was determined that no properties or facilities currently located within the Specific Plan area are identified as a Government Code Section 65962.5 hazardous materials site. Neither the Specific Plan, nor the Addendum Project, propose off-site uses or activities that would affect or be affected by a Government Code Section 65962.5 hazardous materials site. On this basis, the potential for the Addendum Project to create a significant hazard to the public or the environment through location of facilities on a site compiled pursuant to Government Code Section 65962.5 is less-than-significant. No changes or additions to the Certified EIR analysis are necessary.

**e,f) Potential Impact: 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, public use airport, or private airstrip, result in a safety hazard for people residing or working in the project area.**

**Impact Analysis:** The Certified EIR determined that the Specific Plan was consistent with both the airport hazard studies that cover the Specific Plan area. Specifically, the Specific Plan would not conflict with the 1984 ALUP and is in compliance with all Federal Aviation Administration (FAA) regulations for land uses in the vicinity of an airport, such as height restrictions, noise abatement, and lighting restrictions. Additionally, uses proposed as part of the Specific Plan would be consistent with the proposed March Air Reserve Base/Inland Port Airport Joint Land Use Study. The Certified EIR concluded that consistency and compliance with these Plans would ensure impacts associated with buildout of the Specific Plan area consistent with the Specific Plan would remain at a less-than-significant level.

The Addendum Project represents development consistent with, and anticipated by, the Specific Plan. No amendment to the Specific Plan is proposed or necessary to accommodate

the Addendum Project. In this regard, the Addendum Project would be subject to the development regulations and guidelines set forth in the Specific Plan and therefore would also be consistent with the above-referenced Plans. No changes or additions to the Certified EIR analysis are necessary.

**g) Potential Impact: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.**

**Impact Analysis:** The Certified EIR concluded that, although the Specific Plan would not cause an adverse permanent alteration to vehicle circulation routes or otherwise interfere with an identified emergency response or emergency evacuation plan, temporary construction activities may, however necessitate temporary road closures, detours, or other altered traffic/circulation conditions that could adversely affect emergency response and evacuation efforts. Mitigation Measure 4.3.11, which requires implementation of a construction traffic management plan, was included to reduce the potential for temporary Project construction activities to adversely affect emergency response or emergency evacuation plans.

*4.3.11 Prior to a grading permit issuance, the development contractor(s) shall prepare and submit construction traffic management plan(s) for review and approval by the March JPA. Traffic plans shall be designed to minimize traffic flow interference from construction activities. The plan may include the use of public transportation and satellite parking areas with a shuttle service; it MUST include advance public notice of routing; schedule operations affecting traffic for off-peak hours; minimize obstruction of through-traffic lanes; provide a flag person to guide traffic properly and ensure safety at construction sites. Construction traffic management plans near federal uses to remain shall be coordinated with federal uses to remain, and prepared by a licensed traffic engineer, and shall provide for safe and efficient access and on-site and off-site traffic movements throughout construction activities. Proof of coordination with neighboring federal uses to remain, such as a support letter, shall be supplied to the March JPA at the time of grading permit review.*

The Addendum Project would also be required to prepare and submit construction traffic management plan(s), consistent with Mitigation Measure 4.3.11, thereby ensuring the

Project would not result in any impacts in this regard that were not previously addressed within the Certified EIR.

**h) Potential Impact: 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.**

**Impact Analysis:** The Property does not contain wildlands; nor are any wildlands located proximate to the site. Urban fire hazards within the Project vicinity are largely related to structural fires, and are typically due to carelessness and/or negligence. Fire protection services are provided to the Property by the Riverside County Fire Department. As with the Specific Plan, adherence to local fire department regulations during construction and operation of the Addendum Project would be required. Due to the urbanized nature of the site and vicinity, the potential for the Project to expose people to, or result in, increased fire hazard in areas with flammable brush, grass, or trees is considered less-than-significant. Based on the preceding, potential wildfire hazards associated with the Addendum Project are adequately addressed within the Certified EIR.

| Issues: | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced 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 | ☐ | ☐ | ☒ | ☐ |

| Issues: | | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced Impact |
|---|---|---|---|---|---|
| | 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? | ☐ | ☐ | ☒ | ☐ |

| Issues: | | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced Impact |
|---|---|---|---|---|---|
| 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? | ☐ | ☐ | ☒ | ☐ |

**a,c,f) Potential Impact: Violate any water quality standards or waste discharge requirements; 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; Otherwise substantially degrade water quality.**

**Impact Analysis:** Hydrology and Water Quality impacts of the Specific Plan were discussed at Certified EIR Section 4.4, "Hydrology/Water Quality." As presented therein, consistent with mandated state and local requirements, uses implemented pursuant to the Specific Plan would be required to develop and implement a SWPPP and will comply with NPDES requirements. Additionally, the preparation of a Water Quality Management Plan (WQMP) would be required, as required under JPA, County and RWQCB permitting processes. In combination, compliance with these requirements act to reduce the potential to violate any water quality standards or waste discharge requirements; substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site; or otherwise substantially degrade water quality to levels that are less-than-significant.

Nonetheless, the Certified EIR included the following mitigation to further reduce any potential impacts.

4.4.1 *The Project shall replace all existing water quality control systems within the boundaries of the Specific Plan to accommodate the proposed development. The Project shall construct a secondary cutoff channel parallel to the Heacock Channel as well as a implement water quality control improvements and detention facilities identified in the identified in the Hydrology Report, Appendix D.*

4.4.2. *All site specific uses shall use pervious surfaces. For new developments, identify where permeable pavements, such as crushed aggregate, turf block, unit pavers, pervious concrete, or pervious asphalt could be substituted for impervious concrete or asphalt paving.*

4.4.3. *All site specific uses shall disperse runoff to adjacent pervious areas. Where possible, direct roof downspouts across pervious areas. A maximum 2:1 ratio between impervious and pervious surfaces is required. Receiving pervious area must be relatively flat, and soils should be amended as needed to promote infiltration. Similarly, parking areas must be designed so that runoff can sheet flow to landscaped areas. Where feasible, use curb cuts or no curbs to allow runoff to flow to vegetated areas.*

4.4.4. *All site specific uses shall direct runoff to bioretention facilities, flow-through planters, dry wells, or cisterns. Where runoff from impervious roofs and paved areas cannot be dispersed to landscaping, direct runoff to facilities designed to detain and treat runoff before letting it seep away slowly. Dry wells or infiltration basins may be used if soils are sufficiently permeable and geotechnical considerations allow.*

The Addendum Project is subject to all mandated state and local requirements discussed within the Certified EIR. To this end, the Project would develop and implement a WQMP and SWPPP, and comply with NPDES requirements. In this regard, Best Management Practices (BMPs) pertaining to drainage patterns, landscaping, and impervious surfaces would be incorporated into the Project design. As envisioned in the Specific Plan, the Zone 8 Water Basin will be installed to accommodate flows from the Property and all subsequent developments within the campus. Additionally, the Addendum Project would be subject to

all applicable Certified EIR mitigation, as presented within Addendum Section 5.0. As such, the Addendum Project would not result in any new or different impacts than those previously identified within the Certified EIR. No revisions to the Certified EIR analysis are necessary.

**b) Potential Impact: 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).**

**Impact Analysis:** As discussed at Certified EIR Section 4.5, "Water Supply," water will be supplied to the Specific Plan area by Western Municipal Water District (WMWD) via water deliveries from MWD, with no discernible effects on groundwater resources. Additionally, the Specific Plan does not propose nor require direct ground water withdrawals, nor interfere with groundwater recharge capabilities. Although the Certified EIR concluded that impacts in this regard were less-than-significant, the following mitigation was included to further reduce already less-than-significant impacts.

4.5.1 *The Applicant shall utilize and comply with guidelines established by WMWD. Proof of compliance shall be required prior to Project approval.*

The Addendum Project incorporates landscaped areas, to include building and parking areas as well as the proposed detention basin, pursuant to design and development standards articulated in the Specific Plan, thereby allowing for internal capture and retention of stormflows acting to generally provide for infiltration of storm waters to the groundwater table. Additionally, Mitigation Measure 4.5.1 would ensure monitored compliance with WMWD conditions of approval. On this basis, the Addendum Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge at levels that were not previously considered within the Certified EIR. No revisions to the Certified EIR analysis are necessary.

**d,e) Potential Impact: 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; 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.**

**Impact Analysis:** The Certified EIR noted that terrain and groundcover within the Specific Plan area will be altered by implementation of the Specific Plan. Specific Plan development would also increase impervious areas, and will require modification of existing drainage patterns.

However, the Specific Plan would implement appropriate storm water management systems that accommodate existing off-site flows as well as storm waters developed within the Specific Plan area. Over the long-term, storm water management systems, complemented by off-site area-wide drainage improvements, act to ensure that potential future increases in area storm water runoff will be managed and maintained within acceptable parameters.

Prior to issuance of grading permits, detailed grading and drainage plans will be prepared, demonstrating that drainage can be appropriately conveyed and discharged without adverse effect to any properties or to the drainage system itself. Detailed grading and drainage plans will be prepared in compliance with JPA, County, and RWQCB requirements. To this end, the follow mitigation was developed.

4.4.5 *The Project will replace existing storm drain facilities within the Northeast Corner, and shall construct the appropriate channels and water quality that will properly manage off-site flows as identified in the Hydrology Report, Appendix D.*

4.4.6 *The Master Developer shall coordinate with the March JPA prior to the alteration, relocation or upgrade of any storm water drainage, water supply or wastewater conveyance facilities within public right of way in order to reduce the potential for disruptions in service and to ensure that any necessary upgrades are implemented in compliance with applicable requirements.*

The Certified concluded that Specific Plan and areawide improvements, as well as the mitigation presented above, would act to ensure ongoing adequacy of area storm water management systems. On this basis, the potential for the Specific Plan to substantially alter the existing drainage pattern of the site or area, including 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; 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, was considered less-than-significant.

The Addendum Project would implement an appropriate storm water management system to accommodate on- and off-site flows. As envisioned in the Specific Plan, the Zone 8 Water Basin will be installed to accommodate flows from the Property and all subsequent developments within the campus. The Addendum Project begins to implement Mitigation Measures 4.4.5 and 4.4.6. To this end, the Addendum Project would prepare detailed grading and drainage plans in compliance with JPA, County, and RWQCB requirements. Compliance with these requirements ensures that the Addendum Project would not result in any new or different impacts than those identified within the Certified EIR; no revisions to the Certified EIR analysis are required.

**g,h) Potential Impact: 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; place within a 100-year flood hazard area structures which would impeded or redirect flows.**

**Impact Analysis:** Certain portions of the Specific Plan area, not currently delineated on FEMA Flood Insurance Rate Maps (FIRMs), are nonetheless subject to known flood hazards. The Certified EIR noted that detailed floodplain analyses would be required for development projects within the Specific Plan area in order to ensure that uses are adequately protected from potential flood hazards. It was further noted that certain Critical Facilities to be implemented within the Specific Plan (i.e., hospital facilities) would be subject to more stringent 500-year flood hazard considerations. The Certified EIR determined that potential flooding and exposure to flood hazards were considered potentially significant impacts and proposed the following mitigation.

4.4.7 *The Applicant shall define, through accepted floodplain modeling protocols, the extent of any incumbent flood hazards. Modeled floodplain characteristics shall be reviewed and approved by the JPA and as approved, shall be the basis for evaluation of potential floodplain alteration resulting from subsequent development activities proposed within the Specific Plan area.*

4.4.8 *For each increment or proposed area of development, the Project Applicant shall prepare detailed site specific floodplain/flood hazard analyses consistent with JPA requirements. Development within identified flood hazard/floodplain areas shall comply with Federal Floodplain Management Regulations and criteria for the Federal Flood Insurance Program. More specifically, to ensure that construction of new buildings, infrastructure, or other improvements does not adversely affect 100 year flood plain or flood carrying characteristics, pre development flood conditions site shall be incrementally updated to reflect with development conditions. Close coordination with the City of Moreno Valley=s Floodplain Administrator during Project development will be required to resolve any floodplain impact. Updated floodplain profiles based on with development conditions shall be reviewed and approved by the JPA. Based on the modeled with development conditions, diversion, and/or detention of flood flows shall be incorporated in site and development designs in order to address any potential adverse effects to flood plains or flood carrying characteristics. In order to mitigate on-site flood hazards to new buildings, first finished floor elevations of other than Critical Facilities shall be established a minimum of one-foot above the modeled 100-year flood elevation. All Critical Facilities shall be located outside of 500-year flood limits as determined during detailed site designs for these specific uses. Alternatively, if flood hazard areas cannot be avoided in the siting of Critical Facilities, these specific uses shall be designed and constructed pursuant to Category IV for Flood Resistant Design and Construction, American Society of Civil Engineers 24 (ASCE 24), and shall be elevated above the 500-year floodplain with elevated access ramps.*

Mitigation Measures 4.4.7 and 4.4.8 act to ensure adequate flood proofing of all Project facilities consistent with Federal Floodplain Management Regulations and criteria for the Federal Flood Insurance Program, and further that as the Project is incrementally developed, that existing on-site and off-site flood carrying capacities and floodplain characteristics are not adversely affected. As such, the Certified EIR concluded that with the application of mitigation, the potential for the Specific Plan to 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; or place within a 100-year flood hazard area structures which would impede or redirect flood flows is less-than-significant.

As required by the Certified EIR, the Addendum Project would define the extent of any incumbent flood hazards and prepare detailed site-specific floodplain/flood hazard analyses consistent with Specific Plan, JPA, and RCFCWCD requirements. Any improvements would be implemented consistent with the requirements of Mitigation Measure 4.4.82, ensuring adequate flood proofing of all Addendum Project facilities. As with the Specific Plan, and as concluded by the Certified EIR, with the application of mitigation, the potential for the Addendum Project to 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; or place within a 100-year flood hazard area structures which would impede or redirect flood flows is less-than-significant. No revisions to the Certified EIR analysis are necessary.

**i) Potential Impact: 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.**

**Impact Analysis:** Known or potential 100-year flood hazard conditions affecting the Specific Plan area are addressed through application of Mitigation Measures 4.4.7 and 4.4.8 (presented above). The Specific Plan area is not affected by, or subject to inundation due to dam failure. On this basis, the Certified EIR concluded that the potential for the Specific Plan to 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 is less-than-significant.

As presented within the Certified EIR, the Specific Plan area, inclusive of the Addendum Property, is not affected by, or subject to inundation due to dam failure. Additionally, Addendum Project would implement Certified EIR Mitigation Measures 4.4.7 and 4.4.8, precluding significant impacts due to flooding. Based on the preceding, the Addendum Project would not result in any new or different impacts than were previously identified within the Certified EIR. No revisions are necessary.

**j) Potential Impact: Expose people or structures to inundation by seiche, tsunami, or**

**mudflow.**

**Impact Analysis:** The Specific Plan area, including the Addendum Property, is located approximately four miles from Lake Perris. Seiche hazards at this distance are not considered significant. The Property is not located proximate to coastal waters, and as such, is not subject to tsunami hazards. No volcanoes are identified on the Property, and the site has not historically been affected by volcanic activity. Impacts related to tsunami, seiche, or volcanic hazards would not affect the Project.

| Issues: | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced 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? | ☐ | ☐ | ☒ | ☐ |

**a) Potential Impact: Physically divide an established community.**

**Impact Analysis:** The Initial Study prepared for the Specific Plan concluded that the project did not propose elements or activities that would disrupt or divide an established community, and impacts would be less-than-significant. Additionally, the analysis stated

that the Specific Plan involved the construction of healthcare related facilities on property that is currently underutilized. No established communities exist on or immediately adjacent to the Property. The Addendum Project represents development consistent with, and anticipated by, the Specific Plan, and as such would not result in any land use impacts not identified and evaluated within the Initial Study/Certified EIR prepared for the Specific Plan. No revisions to the Certified EIR analysis are necessary.

**b) Potential Impact: 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.**

**Impact Analysis:** Potential land use impacts of the Specific Plan were discussed within Section 4.1, "Land Use" of the Certified EIR. As presented therein, the Specific Plan was deemed consistent with, and supportive of, applicable JPA General Plan Goals and Policies. Further, it was determined that the Specific Plan would not conflict with applicable zoning regulations, or introduce land uses or buildings that would be inconsistent with the JPA Development Code. On this basis, the Certified EIR concluded that the potential for the project to conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect was determined to be less-than-significant.

The Property within the Agreement encompasses portions of Zones 4 and 11, with the Zone 4 portion strictly limited to parking and landscaping. Section 4.2 of the Specific Plan outlines Predominant Permitted Uses (PP) and Secondary Permitted Uses (SP) allowed within Specific Plan Zones with the appropriate review as outlined in Section 5.0 of the Specific Plan.

**Zone 4: Institutional Residential/Medical Retail**

Zone 4 is primarily intended for the placement of institutional-residential buildings (senior continuum) as allowed in Table 4-1: Permitted Land Uses, which shall be oriented and configured to enhance the campus character established by the Public Ream (PR) Zone. Ancillary facilities within Zone 4 such as parking and landscaping are allowed Secondary Uses pursuant to Section 4.2 of the Specific Plan.

**Zone 11: Mixed Use**

Zone 11 is primarily intended to accommodate both existing and/or proposed uses with a broad range of healthcare-related uses. Table 4-1 of the Specific Plan allows the following Predominant Permitted Uses within Zone 11: clinics, dental offices, laboratories, military related medical offices, podiatry offices and tech centers. The Zone also allows "Other medical services uses not specifically listed that are similar to, and no more objectionable than uses in this category" as a PPD, which is defined as a Predominant Use allowed subject to the review of the March JPA Planning Director. This Zone includes a definition for the Mixed Use land use type as follows:

*Medical Services – A use, excluding "residential care" and "group care", provided by the following: 1. Licensed health facilities, as defined in Health and Safety Code Section 1250, except as provided in Health and Safety Code Section 1267.8; or 2. Licensed clinics as defined in Health and Safety Code Sections 1200, 1204 and 1204.1.*

Zone 11 also allows for the relocation of existing institutional residential and transitional housing uses within the Specific Plan boundaries.

Developing a behavioral health facility on the Property within Zone 11, with landscaping and parking within Zone 4, is consistent with the provisions and overall vision of the Specific Plan. The Addendum Project implements certain Phase 1 backbone infrastructure improvements and a potential medical service use, consistent with, and anticipated by, the Specific Plan. No amendment to the Specific Plan is necessary to accommodate the Addendum Project. All development pursuant to the Addendum Project would be subject to the regulations and guidelines set forth in the Specific Plan. As such, the Addendum Project would not conflict with any applicable land use plan, policy, or regulation; or result in additional, or substantially different significant land use impacts than those assessed in the Certified EIR. No changes or additions to the Certified EIR analysis are necessary.

The Certified EIR also evaluated the potential for the Specific Plan to cause or result in land use incompatibilities. In this regard, the Specific Plan acknowledged specific concerns and design requirements of the Defense Media Center (DMC) by ensuring that access is maintained to this facility, and that development of the Specific Plan would not interfere

within the DMC's communications mission. Moreover, the Air Force Reserves Command identified specific design and development standards, which unless incorporated, could result in interference or obstruction of the DMC's functions and communications missions. These were identified as potentially significant impacts, and addressed through application of Mitigation Measures 4.1.1 through 4.1.3, below.

4.1.1 *All Radio Frequency generating equipment and band frequencies used for any of the Project facilities shall be reviewed and approved by the MARB communications squadron and Defense Media Center (DMC) Engineering Directorate.*

4.1.2 *Project site plans, facilities designs, and operations shall be designed to ensure that structures are not proposed in areas or locations or at heights that would result in interference with DMC and MARB communications or impair DMC and MARB security, and similarly, that Project operations are not proposed in areas or locations that result in interference with DMC communications. To this end, Project site plans, facilities designs, and operations, to specifically include any proposed parking structures in areas adjacent to the DMC, use of exterior reflective materials, and helicopter operations and flight paths, shall be coordinated the Defense Media Center (DMC) Engineering Directorate, as well as the March Air Reserve Base (MARB).*

4.1.3 *All exterior lighting shall be downward directed, or shall be otherwise designed and oriented to prevent light overspill.*

Radio frequency generating equipment or band frequencies would not be used as part of Addendum Project operations. Thus, Mitigation Measure 4.1.1 is not applicable to the Addendum Project (please refer also to Section 5.0). The Project would, however, implement Mitigation Measures 4.1.2 and 4.1.3, precluding any significant impacts in this regard. No revisions to the Certified EIR analysis are necessary.

**c) Potential Impact: Conflict with any applicable habitat conservation plan or natural community conservation plan.**

**Impact Analysis:** Although the Specific Plan is located within the Western Riverside County Habitat Conservation Plan for the Stephens' kangaroo rat and the Western

Riverside County Multi-Species Habitat Conservation Plan, the March JPA does not participate in these plans. No protected species were detected during the biological reconnaissance of the Specific Plan area. However, the Certified EIR noted that the area could be used for migratory or nesting species. To this end, the Certified EIR included Mitigation Measures 4.7.1 through 4.7.3 (presented previously) to address potential impacts to protected species, and concluded that the Specific Plan would not conflict with these plans.

The updated (December 5, 2014) biological reconnaissance for the Addendum Project confirmed that no protected species were detected on the site. Additionally, Mitigation Measures 4.7.1 through 4.7.3 would also be applicable to the Addendum Project. Based on the preceding, the Addendum Project would not conflict with any applicable habitat conservation plan or natural community conservation plan. No revisions to the Certified EIR analysis are necessary.

| Issues: | New Potentially Significant Impact | New Mitigation is Required | No New Impact/ No Impact | Reduced Impact |
|---|---|---|---|---|
| **XI. MINERAL RESOURCES.** Would the project: | | | | |
| d) 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? | ☐ | ☐ | ☒ | ☐ |
| e) 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? | ☐ | ☐ | ☒ | ☐ |

**a, b) Potential Impact: 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; or 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.**

**Impact Analysis:** The Specific Plan Initial Study determined that there are no mineral resources known to exist within the Specific Plan area, and therefore the Addendum Property, that are locally-important or would be of value to the region and the residents of the State. The Addendum Project would have no impact in this regard.

| Issues: | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced 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? | ☐ | ☐ | ☒ | ☐ |

| Issues: | | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced Impact |
|---|---|---|---|---|---|
| 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? | ☐ | ☐ | ☒ | ☐ |

**a) Potential Impact: 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.**

**Impact Analysis:** The Certified EIR addressed noise impacts at Section 4.10, "Noise," considering the Specific Plan's compatibility with, and context within, existing and future noise environments. The Certified EIR also addressed the potential for noise from the construction and operation of the proposed uses to impact existing and proposed noise-sensitive receptors. Conclusions of the Certified EIR are summarized below.

*Construction Noise*

The Certified EIR discussed construction noise in terms of potential noise levels received by offsite receptors (both on- and off-Base) and receptors located within the Specific Plan boundaries. The Certified EIR determined that noise associated with the buildout of the Specific Plan has the potential to generate noise in excess of applicable standards, as received by offsite Base receptors and receptors located within the Specific Plan. In this

regard, the Certified EIR developed Mitigation Measures 4.10.1 through 4.10.5 (presented subsequently) to reduce potential construction noise impacts to less-than-significant levels.

The Certified EIR identified offsite, off-Base sensitive receptors located 270 feet to the east of Specific Plan boundary. These land uses are located within the City of Moreno Valley. The Certified EIR determined that with the intervening roadway (Heacock Street) and existing noise barriers, noise levels resulting from construction of the Specific Plan would not exceed City of Moreno Valley standards at these receptors. These receptors are located a minimum of 1,000 feet from the Property. At this distance, and because the Addendum Project would employ similar construction equipment to that anticipated by the Certified EIR analysis, noise levels received at these land uses would not exceed those analyzed within the Certified EIR.

Offsite, on-Base receptors were identified 120 feet west of the Specific Plan boundary. The Certified EIR concluded that Specific Plan construction noise could result in exposure of these uses to noise levels in excess of standards established by the JPA. This was identified as a potentially significant impact within the Certified EIR. With the incorporation of Certified EIR Mitigation Measures 4.10.1 through 4.10.3, the impact was deemed less-than-significant. These receptors are located in excess of 1,000 feet from the Addendum Property, and as such, noise levels would be reduced as compared to those presented within the Certified EIR analysis. Regardless, the Addendum Project would implement Certified EIR Mitigation Measures 4.10.1 through 4.10.3, ensuring impacts remain at less-than-significant levels.

With regard to receptors located within the Specific Plan, the Certified EIR (page 4.10-30) states, "Future construction noise internal to the Project site may conflict with noise standards adopted by the JPA. In this regard, based on the construction equipment noise levels identified at Table 4.10-4, peak noise impacts of 75 dBA or greater can be expected within the Specific Plan area when source-receptor separations are approximately 200 feet or less. Construction noise levels of 75 dBA Leq (12 hrs) or greater would be inconsistent with JPA standards and would be considered potentially significant." To this end, Certified EIR Mitigation Measures 4.10.4 and 4.10.5 require future development within the Specific Plan to conduct Project-specific noise analyses. With the incorporation of these Mitigation Measures the Certified EIR concluded that impacts in this regard were considered less-than-

significant. It is noted that no sensitive receptors are currently located within 200 feet of the Property; regardless, Certified EIR Mitigation Measures 4.10.4 and 4.10.5 would be applicable to the Addendum Project, ensuring impacts remain at less-than-significant levels.

In summary, construction of the Addendum Project would employ similar equipment, operating under noise ordinance constraints and limitations, also applicable to the Certified EIR project. No new or additional sensitive receptors would be affected by the Addendum Project construction activities, and noise levels received at off-site land uses would be consistent with noise levels considered in the Certified EIR. The Addendum Project would employ all applicable Certified EIR mitigation measures, as presented in Section 5.0 of this Addendum. Based on the preceding, the Addendum Project would not result in new, additional, or substantially different construction noise impacts than were considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analysis are necessary.

*Vehicular Noise*

The Certified EIR determined that buildout of the Specific Plan could result in potentially significant vehicular-source noise impacts. With the implementation of Mitigation Measures 4.10.5 through 4.10.7 (presented subsequently), these impacts were deemed less-than-significant.

Summarizing checklist item XVI., "Transportation/Traffic" (presented subsequently), the Addendum Project's daily trip generation represents approximately 3 percent of the daily trip generation for the entire Specific Plan area and approximately 24 percent of daily trip generation allocated to Zone 11 within the Certified EIR analysis. The Project, in combination with other recently approved projects[9], would generate approximately 5 percent of the entire Specific Plan's trips generation and 37 percent of the trip generation allocated to Zone 11. This reduction in traffic trips would result in a correlating reduction in vehicular noise attributable to the Addendum Project. As such, implementation of the Addendum Project would not result in new, additional, or different vehicular noise impacts in this regard than were considered and addressed in the Certified EIR.

[9] These "other" projects include the U.S. Vets project and the Dormitories, as discussed further under "Transportation/Traffic."

*Operational Noise*

As presented within the Certified EIR, on-going operations of uses developed pursuant to the Specific Plan could result in operational noise levels in excess of applicable standards. To this end, the Certified EIR included Mitigation Measures 4.10.8 through 4.10.18 (presented subsequently) which reduced the majority of potential impacts to less-than-significant levels.

However, the Certified EIR concluded that it cannot be assured that helicopter operations, helicopter overflights, and noise generated by emergency response ambulances will not on occasion, result in intrusive noise levels. This was identified as a significant and unavoidable operational noise impact of the Specific Plan.

It is noted that the Addendum Project is not an emergency response facility and does not include the use of helicopters or ambulances. The scope and character of entitlements proposed under the Addendum Project are consistent with the land uses anticipated by the Specific Plan, and considered in the Certified EIR. As such, implementation of the Addendum Project would not result in new, additional, or different operational noise impacts than were considered and addressed in the Certified EIR.

**b) Potential Impact: Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.**

**Impact Analysis:** The Certified EIR determined that construction of uses proposed as part of the Specific Plan could result in potentially significant vibration impacts. This impact was mitigated to a less-than-significant level by Mitigation Measure 4.10.19, as follows.

4.10.19 *Heavy construction equipment operations (equipment and activities capable of producing groundborne vibration levels of 87 VdB or greater) are prohibited within 63 feet of occupied Specific Plan land uses. This requirement may be waived if the developer provides, and the JPA accepts, substantiating analysis demonstrating that vibration levels received at the closest occupied land use will not exceed 75 VdB.*

The Addendum Project would employ standard construction equipment and implement Mitigation Measure 4.10.19, as presented above. The Addendum Project would not result in

new, additional, or substantially different groundborne vibration or groundborne noise levels than were considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analysis are necessary.

**c) Potential Impact: A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.**

*Vehicular Noise*

The Certified EIR determined that buildout of the Specific Plan could result in potentially significant vehicular-source noise impacts. With the implementation of Mitigation Measures 4.10.5 through 4.10.7, these impacts were deemed less-than-significant.

4.10.5 *Prior to the issuance of building permits, site and use specific noise studies shall be completed for any future projects involving the development of sensitive land uses. Employing standard building construction standards will ensure that interior noise levels will not exceed the maximum acceptable condition of 45 dBA CNEL. These, or equivalent measures identified through site specific acoustical analyses shall be implemented.*

4.10.6 *Concurrent with approval of development plans and roadway plans within the Specific Plan area, proposed truck routes shall be identified and delineated. Truck routes shall be approved by the March JPA.*

4.10.7 *Trucking operations shall be restricted to designated routes, times, and speeds as determined and approved by the March JPA.*

As mentioned above and detailed within checklist item XVI., "Transportation/Traffic" (presented subsequently), the Addendum Project would generate substantially less traffic than was assumed within the Certified EIR analysis, both for the Specific Plan area as a whole and specifically allocated to Zone 11. The Certified EIR concluded that, with the incorporation of Mitigation Measures 4.10.5 through 4.10.7, vehicular noise impacts associated with buildout of the Specific Plan area would be less-than-significant. Similarly, since the Addendum Project would result in far fewer trips than the Certified EIR project, and with the incorporation of the mitigation set forth above, vehicular noise generated by the Addendum Project would also be less-than-significant. As such, implementation of the Addendum Project would not result in new, additional, or different vehicular noise impacts in this regard than were considered and addressed in the Certified EIR.

*Operational Noise*

As presented within the Certified EIR, on-going operations of uses developed pursuant to the Specific Plan could result in operational noise levels in excess of applicable standards. To this end, the Certified EIR included Mitigation Measures 4.10.8 through 4.10.18 which reduced the majority of potential impacts to less-than-significant levels.

*4.10.8 Project operational noise impacts as received at off-site land uses shall be presumed to be potentially significant. Accordingly, site and development specific noise impact analyses shall be prepared for all future development within the Specific Plan area demonstrating compliance with applicable JPA and City of Moreno Valley noise standards, as follows:*

- *Operational noise generated by the Project as received by any off site sensitive land use within the Base shall not exceed 70 dBA CNEL.*
- *Operational noise generated by the Project as received at City Moreno Valley receptors shall not exceed 55 dBA Leq between 10:00 p.m. and 7:00 a.m. and 60 dBA Leq between 7:00 a.m. and 10:00 p.m.*

*4.10.9 If future uses cannot meet the performance standards imposed by Mitigation Measure 4.10.8, then those impacts would be subject to additional environmental review as required by CEQA.*

*4.10.10 Project operational noise impacts as received at Specific Plan land uses shall be presumed to be potentially significant. Accordingly, site and development specific noise impact analyses shall be prepared for all future development within the Specific Plan area demonstrating compliance with applicable JPA noise standards as follows:*

- *Operational noise generated by the Project as received by sensitive land use within the Specific plan area shall not exceed 70 dBA CNEL.*

*4.10.11 Interior space noise attenuation within the Specific Plan area shall be achieved consistent with CCR Title 24 California Building Standards requirements.*

*4.10.12 If future uses cannot meet the performance standards imposed by Mitigation Measures 4.10.10 and 4.10.11, then those impacts would be subject to additional environmental review as required by CEQA.*

*4.10.13 If helipad(s) are proposed, these facilities shall be located a minimum of 500 feet from the Specific Plan's easterly property boundary (Heacock Street), thereby minimizing potential noise exposure of proximate residential land uses within the City of Moreno Valley.*

*4.10.14 Concurrent with approval of development plans and roadway plans within the Specific Plan area, proposed ambulance routes shall be identified and delineated. Ambulance routes within the Specific Plan area shall be as approved by the March JPA.*

*4.10.15 The Applicant shall coordinate with the City of Moreno Valley in the planning of ambulance routes.*

*4.10.16 Noise sensitive land uses within the Project area not directly associated with the helipad shall be located such that they are a minimum of 600 feet from the center of the helipad, and the buildings designed to maintain an interior noise level of 45 dBA CNEL or less.*

*4.10.17 The orientation and design of the hospital grounds associated with the helipad shall be such that they minimize noise associated with the helipad to potential exterior gathering places; and that the hospital building design is such that interior noise levels are maintained at 45 dBA CNEL or less.*

*4.10.18 All proposed ambulance routes shall be implemented in accordance with Mitigation Measures 4.10.14 and 4.10.15.*

Even with the incorporation of the above mitigation, the Certified EIR concluded that it cannot be assured that helicopter operations, helicopter overflights, and noise generated by emergency response ambulances will not on occasion, result in intrusive noise levels. This was identified as a significant and unavoidable operational noise impact of the Specific Plan.

However, it is noted that the Addendum Project is not an emergency response facility and does not include the use of helicopters or ambulances. As such, these potential impacts, as well as Mitigation Measures 4.10.13 through 4.10.18 would not apply to the Addendum Project (please refer to Addendum Section 5.0). The scope and character of entitlements proposed under the Addendum Project are consistent with the land uses anticipated by the Specific Plan, and considered in the Certified EIR. As such, implementation of the Addendum Project would not result in new, additional, or different operational noise impacts than were considered and addressed in the Certified EIR.

**d) Potential Impact: A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.**

**Impact Analysis:** The Certified EIR determined that noise associated with the buildout of the Specific Plan has the potential to generate noise in excess of applicable standards. In this regard, the Certified EIR developed Mitigation Measures 4.10.1 through 4.10.4 to reduce potential construction noise impacts to less-than-significant levels.

4.10.1 *The construction contractor shall ensure that construction activities occur only between the hours of 7:00 a.m. and 7:00 p.m. Construction shall not be permitted on Saturdays, Sundays or holidays. Correlating language shall be incorporated on all construction bid documents, construction specifications, and construction plans.*

4.10.2 *The construction contractor shall ensure that heavy construction equipment operations shall not exceed 75 dBA Leq (12 hrs) at off site receptors during the permitted construction hours (7:00 a.m. to 7:00 p.m.) Correlating language shall be incorporated on all construction bid documents, construction specifications, and construction plans. The construction contractor shall prepare a Construction Equipment Schedule and Operation Plan demonstrating modeled compliance with this Mitigation Measure. This Plan shall be reviewed and approved by the JPA prior to the issuance of correlating development permits.*

4.10.3 *The construction contractor shall ensure that all construction equipment is properly maintained with operating mufflers and air intake silencers no less effective than those originally installed by the manufacturer. No equipment shall have an un muffled exhaust.*

*Correlating language shall be incorporated on all construction bid documents, construction specifications, and construction plans.*

4.10.4 *Site and development-specific noise impact studies shall be conducted for all future construction activities within the Project site. Mitigation Measures 4.10.1 through 4.10.3 (listed previously) or equivalent noise reduction measures shall be provided for construction noise impacts determined to be potentially significant.*

Construction of the Addendum Project would employ similar equipment, operating under noise ordinance constraints and limitations, also applicable to the Certified EIR project. No new or additional sensitive receptors would be affected by the Addendum Project construction activities, and noise levels received at off-site land uses would be consistent with noise levels considered in the Certified EIR. The Addendum Project would employ all applicable Certified EIR mitigation measures, as presented in Section 5.0 of this Addendum. Based on the preceding, the Addendum Project would not result in new, additional, or substantially different construction noise impacts than were considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analysis are necessary.

**e) Potential Impact: 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.**

**Impact Analysis:** Mitigation measures identified within the Certified EIR (and reproduced within this Addendum analysis) stipulate that acoustical studies be prepared and noise reduction measures be implemented for potentially noise-impacted sensitive land uses. These acoustical studies and any associated noise reduction measures will be required whether source noise is a result of airport operations or is due to other factors. The Certified EIR concluded that, with the incorporation of mitigation, the potential for exposure of people residing or working within the Specific Plan area, either off-site or on-site, to excessive noise levels associated with activities or operations at March Inland Port are less-than-significant. Similarly, the Addendum Project is subject to the same mitigation and associated noise reduction measures. As such, the Addendum Project would not result

in any impacts beyond those identified within the Certified EIR; no revisions to the Certified EIR analysis are necessary.

**f) Potential Impact: For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels.**

**Impact Analysis:** The Certified EIR determined that uses proposed within the Specific Plan would not be affected by noise from any existing private airstrip. Notwithstanding, hospital uses anticipated by the Specific Plan may incorporate a helipad to facilitate and accommodate emergency helicopter flights. The Certified EIR states (page 4.10-46), "The exact location of the helipad with relation to the hospital or other land uses, or for that matter, the exact location of the hospital is still unknown. However, the helipad would be exclusively used for emergency transportation of hospital patients. It is expected that the heliport would be used infrequently (i.e., a few times a year) at most." The Certified EIR concluded that peak noise events associated with helicopter activities would be a significant and unavoidable impact of the Specific Plan.

No helipad uses currently exist within the Specific Plan area; nor does the Addendum Project include the installation of a helipad. In the future, should helipad operations be proposed within the Specific Plan area, that project would be responsible for conducting a project-specific noise impact analysis and developing mitigation in this regard. Based on the preceding, the Addendum Project would not result in new, additional, or substantially different impacts than were considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analysis are necessary.

| Issues: | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced 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? | ☐ | ☐ | ☒ | ☐ |

**a) Potential Impact: 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).**

**Impact Analysis:** As discussed within the Initial Study prepared for the Specific Plan, the Land Use Plan for the March JPA General Plan focuses on the creation of an employment center through the implementation of new uses on currently vacant lands, reuse of existing facilities, and joint use of the airfield facilities. As stated in the Master EIR prepared for the General Plan:

> "Potential development and growth that may occur with new development under the proposed General Plan represents an increase in available employment generating land uses. This growth will occur as the market demand dictates, and said growth is estimated to occur within the projected

time-frame to reach buildout. Growth is not adverse if adequate public services are available at each period of growth."[10]

With the realignment of March AFB, an estimated 10,000 jobs were lost. The Specific Plan, including the Addendum Project, would result in the addition of new employment opportunities within the western Riverside County region. The March Behavioral Health Facility is anticipated to employ approximately 210 employees.

According to the Final Master Environmental Impact Report prepared for the March JPA General Plan, this region is rich in housing, but limited in employment opportunities. Development of the Specific Plan would provide existing and future residents with quality jobs without the need to commute to other areas.

The Specific Plan also includes approximately 700,000 square feet of new healthcare-related, residential care facilities. Traditional housing types are not permitted within the Specific Plan, nor contemplated by the Addendum Project. Occupancy of such facilities is not expected to induce substantial population growth in the area, but rather address an existing need for medically-assisted living within the western Riverside County region.

Based on the preceding discussion, and in concurrence with the General Plan, the Initial Study determined that the Specific Plan's potential to induce substantial population growth in the area was considered less-than-significant. Uses proposed by the Addendum Project are consistent with the Specific Plan, as envisioned by the General Plan. The Project helps address the limited employment opportunities in the areas, and acts to implement the March JPA vision of an employment center for the Specific Plan area by creating approximately 200 high quality new jobs. No new or different impacts in this regard will occur as a result of the Addendum Project. No changes to the Certified EIR analysis are necessary.

[10] *Master Environmental Impact Report for the General Plan of the March Joint Powers Authority*, Page 3-20, www.marchjap.com

**b,c) Potential Impact: Displace substantial numbers of housing or people, necessitating the construction of replacement housing elsewhere.**

**Impact Analysis:** The Initial Study prepared for the Specific Plan noted that the Specific Plan area currently accommodates two transitional housing projects, and that these facilities would be relocated within the general vicinity as the Specific Plan area develops, under the direction of the March JPA. On this basis, the Initial Study determined that development of the Specific Plan area would have less-than-significant impacts in this regard. It is noted that one of these uses has recently been approved for relocation to a new facility, southerly adjacent to the Addendum Property.

The Addendum Property is vacant and does not contain any housing; nor would the Project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. No impacts would occur in this regard.

| Issues: | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced Impact |
|---|---|---|---|---|
| **XIIII. 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? | ☐ | ☐ | ☒ | ☐ |

**Potential Impact: Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities; or result in the need for a new or physically altered governmental facilities, the construction of which could cause significant impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection, police protection, or other public services.**

**Impact Analysis:** Fire protection services to the Specific Plan area are currently provided by the Riverside County Fire Department, under contract to the City of Moreno Valley and in coordination with the California Division of Forestry. The March JPA collects Development Impact Fees (DIF) from development projects within its jurisdiction, including the Addendum Project and the Specific Plan area as a whole. The DIF program is a County owned program that is established within the March JPA Planning Area, for the payment of certain public services. March JPA relies on the Fire services fee portion of the DIF program to cover Fire impact related fees within the JPA Planning Area. However, beyond the DIF program, the Specific Plan project necessitated the preparation of a Fire Impact Fee Analysis to determine any shortfalls that may occur in funding needed fire services, as well as any funding mechanism needed to ensure that fire services are maintained at an acceptable level of service by the County Fire Department. While the Fire Impact Fee Analysis has not yet been completed for the Planning Are, the study in addition to the County's DIF program would provide a 'nexus' between the costs of new development and the need for new facilities within the Specific Plan area. Applicable revenues will be maintained by the March JPA, in coordination with County Fire, to supplement potential costs associated with providing supporting levels of Fire service and facilities within the medical campus. The following mitigation measure and Condition of Approval assure compliance as it relates to fire protection services.

4.11.1 *Based on national fire standards, one new fire station and/or engine company could be required for every 2,000 new dwelling units, or 3.5 million square feet of commercial/industrial occupancy. Prior to any subsequent project approval associated with the Specific Plan, the applicant shall provide the MJPA a letter from CalFire identifying that the project will either meet this requirement or not be subject to this requirement.*

*SP-7: Condition of Approval #62: WITHIN 30 DAYS OF PROJECT APPROVAL, the Master Developer shall coordinate with the March JPA to secure a Riverside County Fire Department (RCFD) approved consultant for the preparation of a Fire Services Impact Analysis for the Planning Area. Said study shall identify existing Fire services and facilities in the area, define overall Project impacts to Fire Services, assess any agreement currently in place with the County, assess future funding sources projected for the Planning Area to determine what is needed to meet the Fire service demands (capital and operational costs) of the Project without compromising the level of services provided for neighboring communities. Said study shall be coordinated closely with Fire staff. Upon completion of said study, the Master Developer shall enter into a mutually-agreed upon Development Agreement with the Riverside County Fire Department (RCFD) to ensure for the adequate provision of fire and emergency services. Such Agreement may result in the Master Developer providing funding toward an engine-company, equipment (ex. ladder truck), station facility or any other suitable capital improvement as identified within the Fire Service Impact Analysis. Said Agreement would be limited to the proportional impact of the Project at full build-out. The means of funding for any capital improvement and operational costs shall be at the discretion of the March JPA and the Master Developer. As an alternative to the DA, and if deemed appropriate under the Fire Services Impact Analysis, a public safety tax may be established through the March JPA, the parameters of which will be to the satisfaction of all parties, with the same intent for funding adequate Fire service for the Project. The Fire Services Impact Analysis and any resulting agreements shall be brought back to the March Joint Powers Commission for review no later than 180 DAYS OF PROJECT APPROVAL. RCFD is responsible for enforcing laws, codes and standards to effectively and efficiently provide fire and life safety, education, planning, engineering, enforcement and inspection services to the March JPA Planning Area. As such, the RCFD reserves the right to negotiate funding for all necessary and appropriate improvements with the Master Developer for the adequate protection of the March LifeCare Campus.*

Police protection services are currently provided to the Specific Plan area by the Riverside County Sheriff's Department, as dispatched from the Moreno Valley Police Department. March JPA also collects a Public Facilities fee, a portion of which would be employed to supplement police protection services based on demand. As directed by the JPA, revenues attributable to the Project will be allocated to Riverside County to finance any Project-related increases in police protection service demands.

The Certified EIR concluded that, although development within the Specific Plan area would result in an increased demand for public services, this demand would be offset by

development fees to provide funding sources for the support and enhancement of fire protection services, law enforcement services, and other public services.

The Addendum Project site plan and proposed facilities designs will be reviewed by the Fire and Sheriff Departments to ensure incorporation of appropriate safety and security elements throughout the Project. On this basis, neither the Certified EIR project nor the Addendum Project would result in or cause substantial adverse physical effects due to demands on existing fire protection services, police protection services, or other public services. Nor will the Project result in substantial adverse physical effects from the construction of new or altered government facilities needed to maintain acceptable service ratios, response times, or other performance objectives for fire protection services, police protection services, or other public services. No changes or additions to the Certified EIR analysis are necessary.

**Potential Impact: 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 schools or parks.**

**Impact Analysis:** In general terms, the most substantial demands for school services and parks are based on residential populations, and increased demand is derived largely from new residential construction. The Addendum Project does not propose new or additional residential development. The Specific Plan Initial Study noted that although employment opportunities created by the Project may result in increased secondary impacts to school and park facilities, these secondary effects were deemed less-than-significant.

Further, as with the Certified EIR project, applicable development fees that are used, in part, to fund public services for new development are also broadly applicable to the Addendum Project, and would reduce any of the Addendum Project's potential public facilities and utilities impacts to levels that are less-than-significant.

Based on the preceding discussions, the Addendum Project would not result in new, additional, or different public services impacts than were considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analysis are necessary.

| Issues: | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced 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? | ☐ | ☐ | ☒ | ☐ |

**a,b) Potential Impact: 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; Include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment.**

**Impact Analysis:** Traditional housing types are not permitted, nor contemplated as part of the Addendum Project or the Specific Plan area as a whole. The Initial Study prepared for the Specific Plan noted the types of facilities proposed within the Specific Plan are institutional in nature. In this regard, the Acquisition and Development Agreement within the Addendum Project may result in the development of a behavior health facility on the Property with a potential maximum stay of up to seven days. Future patients of such facilities are not expected to substantially increase demands for neighborhood or regional

parks or other recreational facilities. Requisite development fees required of the Certified EIR project are also applicable to the Addendum Project, and would reduce the Addendum Project's potential parks and recreation facilities impacts to levels that are less-than-significant.

Based on the preceding discussion, the Addendum Project would not result in new, additional, or different recreation impacts than were considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analysis are necessary.

| Issues: | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced 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? | ☐ | ☐ | ☒ | ☐ |

| Issues: | | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced Impact |
|---|---|---|---|---|---|
| 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? | ☐ | ☐ | ☒ | ☐ |

**a) Potential Impact: 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; 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.**

**Impact Analysis:** Certified EIR Section 4.8, "Traffic and Circulation" addresses the Specific Plan's potential to increase traffic and congestion on roadways within the Traffic Impact Analysis (TIA) Study Area (Study Area), which includes intersections and freeway segments under the jurisdiction of the County of Riverside, March JPA, City of Moreno Valley, City of Perris, City of Riverside, and Caltrans.

Within the context of the above considerations, the Specific Plan TIA addresses traffic impacts by measuring the level of service performance of intersections, roadway segments, and freeway segments within the Study Area. Of the 30 existing intersections analyzed, three intersections were found to be deficient under existing (2008) conditions. Absent any additional improvements, two intersections are projected to be deficient under Opening Year With-Project conditions; 10 Study Area intersections are anticipated to be deficient under cumulative Opening Year With-Project conditions; and 17 Study Area intersections are anticipated to be deficient under General Plan Buildout with Project conditions. Improvements were identified to mitigate certain Study Area intersection impacts under Opening Year and General Plan Buildout conditions (Certified EIR Mitigation Measures 4.8.1 through 4.8.9).

4.8.1 *Consistent with the provisions of the March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvements at the intersection of Cactus Avenue at the I-215 Southbound Ramp:*

- *Eliminate southbound (off-ramp) left-turn movements by allowing only right-turn movements (forcing all southbound-to-eastbound movements to use the southbound loop off-ramp); and*
- *Add a second left-turn lane in the westbound direction.*

4.8.2 *Consistent with the provisions of The March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvement at the intersection of Alessandro Boulevard at the I-215 Northbound Ramp:*

- *Provide a second eastbound left-turn lane.*

4.8.3 *Consistent with the provisions of The March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvement at the intersection of Alessandro Boulevard at I-215 Southbound Ramp:*

- *Restripe the southbound approach to provide two right-turn lanes and one left-turn lane.*

4.8.4 *Consistent with the provisions of The March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvements at the intersection of Oleander Avenue at the I-215 Northbound Ramp:*

- *Add a free-flow westbound right-turn lane with commensurate improvements on the northbound on-ramp to accommodate the free-flow operation. This requires widening of the north side of Oleander Avenue for a distance of approximately 600 feet from this intersection.*

4.8.5 *Consistent with the provisions of The March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvements at the intersection of Oleander Avenue at the I-215 Southbound Ramp:*

- *Widen the southbound off-ramp to provide two left-turn lanes and one optional through-or-right-turn lane.*

4.8.6 *Consistent with the provisions of The March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvements at the intersection of Ramona Expressway at the I 215 Northbound Ramp:*

- *Widen the westbound approach to provide a free flow right turn lane, with commensurate widening on the on ramp to provide two lanes at the throat before merging to one lane.*

4.8.7 *Consistent with the provisions of The March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvements at the intersection of Ramona Expressway at the I-215 Southbound Ramp:*

- *Widen the southbound off-ramp to provide two left-turn lanes and one optional through-or-right-turn lane; and*
- *Widen the eastbound approach to provide a separate right-turn lane.*

*4.8.8 Consistent with the provisions of The March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvements at the intersection of Alessandro Boulevard at the I 215 Northbound Ramp:*

- *Widen the northbound off ramp to provide two left turn lanes, one optional left or through lane, and a separate right turn lane.*

*4.8.9 Consistent with the provisions of The March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvements at the intersection of Van Buren Boulevard at Trautwein Road:*

- *Add a second westbound left-turn lane and provide right-turn overlap phasing;*
- *Convert the eastbound right-turn lane to an optional eastbound through-or-right-turn lane; and*
- *Convert the southbound right-turn lane to an optional southbound through-or-right-turn lane.*

For roadway segments, three of the 30 segments analyzed were found to be deficient under existing (2008) conditions. Absent any additional improvements, five roadway segments are projected to be deficient under Opening Year and cumulative Opening Year With-Project conditions; and 18 roadway segments are anticipated to be deficient under General Plan Buildout with Project conditions. Improvements were identified to mitigate Study Area roadway segment impacts under Opening Year and Opening Year cumulative conditions (Certified EIR Mitigation Measures 4.8.10 through 4.8.13).

*4.8.10 The Project shall pay Development Impact Fees (DIF) that will be employed for the following improvements at Alessandro Boulevard between Meridian Parkway/Sycamore Canyon Boulevard and the I 215 Southbound Ramps:*

- *Add an eastbound through lane.*

*4.8.11 Consistent with the provisions of The March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvements at Van Buren Boulevard between Trautwein Road and Barton Street:*

- *Add a third eastbound through lane.*

*4.8.12 Consistent with the provisions of The March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvements at Van Buren Boulevard between Barton Street and the I-215 Southbound Ramps:*

- *Add one to two through lane(s) to the existing four or five lane segment to reach a total of six travel lanes.*

*4.8.13 Consistent with the provisions of The March JPA TUMF Ordinance, the Project Applicant shall contribute TUMF that will be employed for the following improvements at Heacock Street between John F. Kennedy/Meyer Drive and Iris Avenue:*

- *Add one to two through lane(s) where two or three lanes currently exist, to achieve a uniform four lane configuration along this roadway segment.*

Additionally, the Specific Plan will contribute traffic to five Interstate-215 (I-215) freeway segments in the Study Area, three of which were found to be deficient under existing (2008) conditions. The Certified EIR determined that the addition of Specific Plan-related traffic would result in significant impacts to freeway segments under Opening Year and General Plan Buildout conditions.

Where the required Study Area improvements are elements of the Transportation Uniform Mitigation Fee (TUMF) network, consistent with the requirements of the March JPA TUMF Ordinance, the Specific Plan will pay TUMFs that will be employed for the funding and construction of required intersection and freeway segment improvements.

At extra-jurisdictional locations where Study Area improvements are (1) not programmed elements of the TUMF network or funded by the JPA's Development Impact Fees (DIF), or (2) not conditions of development of an approved project or fully funded by the agency under whose jurisdiction the improvement falls as evidenced by inclusion on a five-year Capital Improvement Program, or (3) required in addition to the improvements reflected in the General Plan Circulation Elements of affected jurisdictions external to the JPA General Plan area, no means exist to fund or construct the required improvements. That is, there is no mechanism or program which would allow the Project to make fair share payments for the implementation of any the required improvements, or otherwise facilitate the extra-jurisdictional sharing of traffic impact fees collected by the March JPA. Nor are there any existing measures or mechanisms that would allow the Project Applicant to construct extra-

jurisdictional improvements. Further, where improvements are required in addition to, or are beyond the scope of extra-jurisdictional General Plan Circulation Element(s), these improvements are inconsistent with adopted plans of other agencies, and may be deemed infeasible. In these instances, there are no feasible mitigation measures that will reduce the Specific Plan's traffic impacts to levels that are less-than-significant.

Although construction of the recommended improvements identified within the Certified EIR would alleviate deficient intersection conditions and mitigate Specific Plan-related impacts, and although the Specific Plan will pay TUMF consistent with the requirements of The March JPA TUMF Ordinance, no identified programs or plans exist to ensure timely and successful completion of the improvements. Nor is it within the authority or purview of the lead agency to adopt or enforce mitigation measures requiring the construction of any necessary extra-jurisdictional improvements, including TUMF network improvements. As such, even with mitigation through payment of TUMF, no feasible measures have been identified that will, with certainty, provide for implementation of required Study Area improvements, and thereby reduce the Specific Plan's traffic impacts to levels that are less-than-significant.

On this basis, Specific Plan-related and cumulative traffic impacts at the following locations were deemed significant and unavoidable within the Certified EIR.

Deficient Intersections:

- Van Buren Boulevard at Barton Street;
- Alessandro Boulevard at I-215 Northbound Ramp;
- Alessandro Boulevard at I-215 Southbound Ramp;
- Heacock Street at Iris Avenue;
- Ramona Expressway at I-215 Northbound Ramp;
- Ramona Expressway at I-215 Southbound Ramp;
- Cactus Avenue at Heacock Street;
- Cactus Avenue at Graham Street/Riverside Drive;
- Cactus Avenue at Elsworth Street;
- Cactus Avenue at I-215 Northbound Ramp;
- Heacock Street at Alessandro Boulevard;

- Alessandro Boulevard at Graham Street;
- Alessandro Boulevard at Frederick Street;
- Cactus Avenue at Indian Street;
- Heacock Street at John F. Kennedy Drive;
- John F. Kennedy Drive at Indian Street;
- Perris Boulevard at Oleander Avenue/Harley Knox Boulevard;
- Indian Street at Oleander Avenue/Harley Knox Boulevard;
- Van Buren Boulevard at Trautwein Road; and
- Alessandro Boulevard at Trautwein Road.

Deficient roadway segments:

- Heacock Street between Alessandro Boulevard and Cactus Avenue;
- Heacock Street between Cactus Avenue and Delphinium Avenue;
- Heacock Street between Delphinium Avenue and John F. Kennedy Drive;
- Heacock Street between John F. Kennedy Drive/Meyer Drive and Iris Avenue;
- Perris Boulevard between Nandina Avenue and Oleander Avenue;
- Alessandro Boulevard between Trautwein Road and Meridian Parkway/Sycamore Canyon Boulevard;
- Alessandro Boulevard between Meridian Parkway/ Sycamore Canyon Boulevard and I-215 Southbound Ramps;
- Alessandro Boulevard between I-215 Northbound Ramps and Elsworth Street;
- Alessandro Boulevard between Elsworth Street and Frederick Street;
- Alessandro Boulevard between Frederick Street and Graham Street;
- Cactus Avenue between I-215 Northbound Ramps and Elsworth Street;
- Cactus Avenue between Elsworth Street and Frederick Street;
- Cactus Avenue between Frederick Street and Graham Street/Riverside Drive;
- Cactus Avenue between Graham Street/Riverside Drive and Gilbert Street;
- Cactus Avenue between Gilbert Street and Heacock Street;
- Van Buren Boulevard between Trautwein Road and Barton Street;
- Van Buren Boulevard between Barton Street and I-215 Southbound Ramps; and
- Oleander Avenue between Patterson Avenue and Indian Street.

Deficient I-215 freeway segments:

- North of Alessandro Boulevard;
- Alessandro Boulevard to Cactus Avenue;
- Cactus Avenue to Van Buren Boulevard;
- Van Buren Boulevard to Oleander Avenue; and
- Oleander Avenue to Ramona Expressway/Cajalco Road.

The Certified EIR determined that Specific Plan-related and cumulative impacts at all other Study Area intersections and roadway segments are less-than-significant, or can be mitigated to levels that are less-than-significant. All other potential traffic and circulation impacts of the Specific Plan are less-than-significant based on implementation of specific design elements or development standards incorporated in the Specific Plan, and/or compliance with established ordinances and regulations, or can be mitigated to a level that is less-than-significant.

To assess the relationship of traffic anticipated to be generated by the Addendum Project to traffic considered within the Certified EIR, a TIA was prepared for the Project (Attachment C to this Addendum). The following discussions summarize the findings of the Addendum Project TIA.

The Addendum TIA analyzed traffic under the following scenarios:

- Existing Conditions
- Existing, Plus Project Conditions; and
- Existing, Plus Project, Plus Other Approved Projects.

To demonstrate the highest probable impact, the following discussion draws from the TIA analysis of the "Existing, Plus Project, Plus Other Approved Projects" scenario. It is noted, however, that the TIA found no traffic-related deficiencies under "Existing" or "Existing, Plus Project" Conditions. Please refer to Addendum Attachment C for a full analysis of these scenarios.

Under this scenario, traffic volumes and LOS's at study area intersections and roadway segments were analyzed to determine if the addition of Addendum Project traffic in conjunction with other approved projects would result in a deterioration of LOS's to a level below respective jurisdiction's target LOS.

The following 10 intersections were identified for analysis:

1. 6th Street – Meyer Drive (March JPA)
2. 4th Street – Meyer Drive (March JPA)
3. Meyer Drive – Heacock Street (Moreno Valley);
4. Cactus Avenue – Heacock Street (Moreno Valley);
5. Riverside Drive – Meyer Drive (March JPA);
6. Cactus Avenue – Riverside Drive/ Graham Street (Moreno Valley)
7. Cactus Avenue – Frederick Street (Moreno Valley);
8. Cactus Avenue – Elsworth Street (Moreno Valley);
9. Cactus Avenue – I-215 NB Ramps (Caltrans, CMP intersection);
10. Cactus Avenue – I-215 SB Ramps (Caltrans, CMP intersection).

In addition to the above intersections, the following nine roadway segments were identified for analysis:

1. Meyer Dr. – Riverside Dr. to 4th Street (March JPA);
2. Meyer Dr – 4th Street to 6th Street (March JPA);
3. Meyer Dr. – 6th Street to Heacock St. (March JPA);
4. Heacock St. – Cactus Ave. to Meyer Dr./John F. Kennedy Dr. (Moreno Valley);
5. Riverside Dr. – Cactus Ave. to Meyer Dr. (March JPA);
6. Cactus Ave. – Riverside Dr./Graham St. to Frederick St. (Moreno Valley);
7. Cactus Ave. – Frederick to Elsworth St. (Moreno Valley);
8. Cactus Ave. – Elsworth St to I-215 NB ramps/Day St. (Moreno Valley);
9. Cactus Ave. – I-215 NB ramps/Day St. to I-215 SB ramps (Moreno Valley).

Table A-2, below, provides the target LOS by study intersection for each jurisdiction.

**Table A-2**

## Target Study Area LOS by Jurisdiction

| | Intersection | Jurisdiction | Target LOS |
|---|---|---|---|
| 1 | Meyer Dr. – 6th St. | March JPA | E |
| 2 | Meyer Dr. – 4h St. | March JPA | E |
| 3 | Heacock St. – Meyer Dr./John F. Kennedy Dr. | City of Moreno Valley | C |
| 4 | Cactus Ave. – Heacock St. | City of Moreno Valley | D |
| 5 | Riverside Dr. – Meyer Dr. | March JPA | E |
| 6 | Cactus Ave. – Graham St./Riverside Dr. | City of Moreno Valley | D |
| 7 | Cactus Ave. – Frederick St. | City of Moreno Valley | D |
| 8 | Cactus Ave. – Elsworth St. | City of Moreno Valley | D |
| 9 | Cactus Ave. – I-215 Northbound Ramp | CMP, Caltrans | E |
| 10 | Cactus Ave. – I-215 Southbound Ramp | CMP, Caltrans | E |

Source: *TRAFFIC IMPACT ANALYSIS FOR: March Behavioral Health Facility Within the March LifeCare Campus Specific Plan, March JPA, Riverside County, CA* (Mountain Pacific, Inc.) December 2014.

For the purposes of this analysis, "other approved projects" included a 401-bed Veterans Transitional Housing project (referred to as the "U.S. Vets project") and vacant 119-bed housing complex (referred to as the "Dormitory"). Trip generation for all three projects is presented at Table A-3, below.

## Table A-3
## Trip Generation

| Project | Daily | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|
| | | In | Out | Total | In | Out | Total |
| Addendum Project | 1,941 | 143 | 55 | 198 | 70 | 143 | 213 |
| U.S. Vets | 753 | 46 | 42 | 88 | 34 | 30 | 64 |
| Dormitory | 226 | 14 | 12 | 26 | 10 | 9 | 19 |
| *Total* | *2,920* | *203* | *109* | *312* | *114* | *182* | *296* |

Source: *TRAFFIC IMPACT ANALYSIS FOR: March Behavioral Health Facility Within the March LifeCare Campus Specific Plan, March JPA, Riverside County, CA* (Mountain Pacific, Inc.) December 2014.

Based on the trip generation presented above, traffic volumes and resulting LOS at/on study area intersections and roadway segments were determined and are presented at Tables A-4 and A-5.

## Table A-4
## Study Area Intersections, Levels of Service

| | Intersection | Traffic Control | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|---|
| | | | Delay[1] | LOS[2] | Delay | LOS |

| | | | | | | |
|---|---|---|---|---|---|---|
| 1 | Meyer Dr. – 6th St. | AWSC[3] | 10.4 | B | 32.0 | D |
| 2 | Meyer Dr. – 4th St. | TWSC[4] | 13.4 | B | 18.8 | C |
| 3 | Heacock St.– Meyer Dr./John F. Kennedy Dr. | Signal | 24.6 | C | 30.3 | C |
| 4 | Cactus Ave. – Heacock St. | Signal | 29.3 | C | 33.3 | C |
| 5 | Riverside Dr. – Meyer Dr. | Signal | 21.8 | B | 26.2 | C |
| 6 | Cactus Ave. – Graham St./Riverside Dr. | Signal | 24.0 | C | 31.2 | C |
| 7 | Cactus Ave. – Frederick St. | Signal | 12.8 | B | 13.7 | B |
| 8 | Cactus Ave.– Elsworth St. | Signal | 27.0 | C | 29.1 | C |
| 9 | Cactus Ave. – I-215 Northbound Ramp | Signal | 16.4 | B | 13.3 | B |
| 10 | Cactus Ave. – I-215 Southbound Ramp | Signal | 11.2 | B | 15.3 | B |

Source: *TRAFFIC IMPACT ANALYSIS FOR: March Behavioral Health Facility Within the March LifeCare Campus Specific Plan, March JPA, Riverside County, CA* (Mountain Pacific, Inc.) December 2014.

[1] Intersection vehicle delay in seconds

[2] Intersection Level-of-Service

[3] All-Way STOP-sign control

[4] Two-Way STOP-sign control. For these intersections, "worst-case" LOS is reported based upon highest delay on any approach.

**Table A-5**

**Study Area Roadway Segments, Levels of Service**

| | Roadway | Segment | Jurisdiction | Design Capacity | Project ADT | Total ADT | V/C | LOS |
|---|---|---|---|---|---|---|---|---|
| 1 | Meyer Dr. | Riverside Dr. to 4th St. | March JPA | 18,000 | 660 | 7,164 | 0.40 | A |
| 2 | Meyer Dr. | 4th St. to 6th St. | March JPA | 18,000 | 796 | 7,164 | 0.40 | A |
| 3 | Meyer Dr. | 6th St. to Heacock St. | March JPA | 37,500 | 796 | 7,841 | 0.44 | A |
| 4 | Heacock St. | Cactus Ave. to Meyer Dr./John F. Kennedy Dr. | Moreno Valley | 37,500 | 272 | 23,646 | 0.63 | B |
| 5 | Riverside Dr. | Cactus Ave. to Meyer Dr. | March JPA | 37,500 | 1,262 | 9,090 | 0.24 | A |
| 6 | Cactus Ave. | Riverside Dr./Graham St. to Frederick St. | Moreno Valley | 56,300 | 1,068 | 44,639 | 0.79 | C |
| 7 | Cactus Ave. | Frederick to Elsworth St. | Moreno Valley | 56,300 | 990 | 40,242 | 0.71 | C |
| 8 | Cactus Ave. | Elsworth St. to I-215 NB ramps/ Day St. | Moreno Valley | 47,000 | 990 | 41,826 | 0.89 | D |
| 9 | Cactus Ave. | I-215 NB ramps/Day St. to I-215 SB ramps | Moreno Valley | 37,500 | 835 | 27,796 | 0.74 | C |

Source: *TRAFFIC IMPACT ANALYSIS FOR: March Behavioral Health Facility Within the March LifeCare Campus Specific Plan, March JPA, Riverside County, CA* (Mountain Pacific, Inc.) December 2014.

As shown above, all study area intersections and roadway segments would operate at acceptable levels with the addition of Addendum Project traffic, in combination with traffic generated by the U.S. Vets project and the occupied Dormitories.

As presented in Table 12 of the Addendum Project TIA, The Certified EIR analysis assumed a total of 58,633 trips upon buildout of the Specific Plan; and allocated 7,985 specifically attributable to land uses to be developed within Zone 11. The Addendum Project's daily trip generation represents approximately 3 percent of the daily trip generation for the entire Specific Plan area and approximately 24 percent of Zone 11's daily trip generation. Traffic generated by the Addendum Project, the U.S. Vets project, and the Dormitories equates to approximately 5 percent of the entire Specific Plan's trip generation and 37 percent of the trip generation assumed for Zone 11 within the Certified EIR analysis.

As presented within the Addendum Project TIA and summarized above, traffic associated with the Addendum Project (in combination with the previously-identified "other approved projects") is well below trip generation assumed for Zone 11 within the Certified EIR. The TIA also determined that traffic generated under the "Existing, Plus Project, Plus Other Approved Projects" scenario, would not create adverse traffic impacts and would not require off-site improvements to be implemented.

Addendum TIA Section 5., "Consistency Analysis," verified that the Addendum Project is consistent with Section 4.3, "Access and Circulation" of the Specific Plan and Certified EIR Section 4.8, "Traffic and Circulation." Additionally, it is noted that the Opening Year analysis contained within the Certified EIR assumed 1,400,000 square feet of development. Since the Addendum Project, in combination with the U.S. Vets project and the Dormitory, would generate far fewer trips than what was assumed for Opening Year within the Certified EIR, LOS's will be at (or better than) the LOS's calculated within the Certified EIR. Therefore, there will be no locations that operate unacceptably in the Opening Year, and the Addendum Project would not cause any deficiencies under Near Term Conditions.

The Project would also implement all applicable Certified EIR Mitigation Measures, as detailed within Section 5.0 of this Addendum. Based on the preceding analysis, the Addendum Project would not result in any new or different impacts than were previously considered within the Certified EIR. No changes to the Certified EIR analysis are necessary.

**c) Potential Impact: 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.**

**Impact Analysis:** The Specific Plan does not propose elements or aspects that would discernibly increase or affect air traffic volumes or air traffic patterns, much less result in effects that would result in substantial safety risks. More specifically as discussed in detail at Certified EIR Section 4.3, "Hazards and Hazardous Materials," land uses proposed as part of the Specific Plan, inclusive of the Addendum Project, are considered consistent with the 2007 Draft March Air Reserve Base/Inland Port Airport Joint Land Use Study. The Airport Land Use Commission (ALUC) Board, on April 16, 2009, determined that the Specific Plan is consistent with, and does not conflict with, the Airport Land Use Plan for March Air Reserve Base/Inland Port Airport, including but not limited to potential conflicts with air traffic patterns. Additionally, the single story facilities proposed as part of the Addendum Project are consistent with Specific Plan height restrictions, illustrated at Specific Plan Figure 4-4. Based on the preceding, the Addendum Project would not 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; no changes to the Certified EIR analysis are necessary.

**d) Potential Impact: Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersection) or compatible uses (e.g., farm equipment); inadequate vehicular access and internal circulation.**

**Impact Analysis:** The Specific Plan incorporates and reflects development standards and physical improvements necessary to ensure that the constructed project does not result in or cause substantially increased hazards due to design features, incompatible uses, inadequate vehicular access, and/or inefficient or unsafe internal circulation. However, the Certified EIR noted that temporary localized disruptions to traffic patterns as well as restricted access conditions could potentially result from Specific Plan construction activities and proposed the following mitigation.

4.8.14 *Prior to a grading permit issuance, the development contractor(s) shall prepare and submit construction traffic management plan(s) for review and approval by the March JPA. Traffic plans shall be designed to minimize traffic flow interference from construction activities. The plan may include the use of public transportation and satellite parking areas with a shuttle service; it MUST include advance public notice of routing; schedule operations affecting traffic for off-peak hours; minimize obstruction of through-traffic lanes; provide a flag person*

*to guide traffic properly and ensure safety at construction sites. Construction traffic management plans near federal uses to remain shall be coordinated with federal uses to remain, and prepared by a licensed traffic engineer, and shall provide for safe and efficient access and on-site and off-site traffic movements throughout construction activities. Proof of coordination with neighboring federal uses to remain, such as a support letter, shall be supplied to the March JPA at the time of grading permit review.*

Certified EIR Mitigation Measure 4.8.14 would ensure that potential alterations to traffic patterns and access provisions are accommodated and addressed within an approved construction traffic management plan. As mitigated, impacts of the Specific Plan in this regard were deemed less-than-significant.

As proposed, the Addendum Project does not include elements or activities that would substantially increase hazards due to a design feature, compatible uses, inadequate vehicular access, or internal circulation. Further, as required by Mitigation Measure 4.8.14, a Construction Management Plan would be prepared for review and approval by the March JPA. The Addendum Project would not result in any new or different impacts than were previously considered within the Certified EIR. No changes to the Certified EIR analysis are necessary.

e) **Potential Impact: Result in inadequate emergency access.**

**Impact Analysis:** The Certified EIR notes that "...emergency access provisions...will be developed with the detailed planning of each parcel."[11] Access to the Addendum Property will be provided via driveways along N Street and 6th Street. The Project would not cause permanent alteration to vehicle circulation routes and would not interfere with an identified emergency response or emergency evacuation plan. In accordance with March JPA policies, coordination with the local fire and police departments will ensure that potential interference with emergency response and evacuation efforts are avoided. No changes to the EIR analysis are necessary.

[11] Page 4.8-141.

**f) Potential Impact: Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.**

**Impact Analysis:** The Certified EIR notes that the Specific Plan would not propose elements or aspects that would interfere with, or otherwise affect alternative transportation modes. Rather, location of the Specific Plan area and its facilities proximate to existing and planned transit stops, and incorporation of design features and attributes that facilitate use of alternative transportation modes (e.g., pedestrian pathways and linkages, bikeways, and bike storage facilities, shower/changing facilities) support and promote alternative transportation policies and plans. On this basis, it was concluded that the potential for the Specific Plan to conflict with adopted policies, plans, or programs supporting alternative transportation was less-than-significant.

It is noted that the Specific Plan envisioned a bus stop along N Street, southerly adjacent to the Addendum Property. Additionally, N Street and 6th Street were identified as potential bus routes within the Specific Plan. However, the provision of transit services to any area is based on demand and the determination to expand service to the area is the responsibility of the Riverside Transit Authority (RTA) and is outside of the purview of the Project Applicant. The Addendum Project would incorporate all applicable design features stipulated within the Specific Plan (bikeways, pathways, etc.) and would not conflict with adopted policies, plans, or programs in this regard. No changes to the Certified EIR analysis are necessary.

| Issues: | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced 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 | ☐ | ☐ | ☒ | ☐ |

| Issues: | | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced Impact |
|---|---|---|---|---|---|
| | 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 | ☐ | ☐ | ☒ | ☐ |

| Issues: | | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced Impact |
|---|---|---|---|---|---|
| | accommodate the project's solid waste disposal needs? | | | | |
| g) | Comply with federal, state, and local statutes and regulations related to solid waste? | ☐ | ☐ | ☒ | ☐ |

**a,e) Potential Impact: Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board; Result in a determination by the wastewater treatment provider which serves or may serve the Project that is has inadequate capacity to serve the Project's projected demand in addition to the provider's existing commitments.**

**Impact Analysis:** The Certified EIR determined that adequate wastewater treatment capacity exists to serve the Specific Plan and all existing and projected commitments. No new water treatment or wastewater treatment facilities would be required to serve the Specific Plan area.

Wastewater generated by the Addendum Project was anticipated and analyzed within the Certified EIR. Additionally, as with the Certified EIR project, the Addendum Project would pay mandated WMWD water and sewer connection, use, and service fees which act to fund areawide WMWD improvement plans, operations, and maintenance thereby facilitating the ongoing adequacy of water treatment and wastewater treatment facilities. The Water Quality Management Plan (Certified EIR Appendix D) ensures that significant adverse pollutant types or concentrations would not be discharged to the serving wastewater conveyance and treatment system. Planning and implementation of near-term and long-term treatment WMWD plant improvements would be reviewed and assessed by WMWD consistent with applicable CEQA requirements, and mitigation of potential impacts associated with plant expansion(s) would be provided as required.

Based on the preceding, the potential for the Addendum Project to result in a determination by the wastewater treatment provider which serves or may serve the Project that it has inadequate capacity to serve the Project's projected demand in addition to the provider's existing commitments; or exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board is therefore less-than-significant. The Addendum Project would not result in new, additional, or different impacts than were considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analysis are necessary.

**b) Potential Impact: Require the construction of new water or wastewater treatment facilities or expansion of existing facilities or expansion of existing facilities. The construction of which could cause significant environmental effects.**

**Impact Analysis:** Water and wastewater treatment facilities would be provided to the Specific Plan area by the Western Municipal Water District (WMWD). The Certified EIR determined that no new water treatment or wastewater treatment facilities would be required to serve the Specific Plan area. The Specific Plan's potential to 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, was therefore considered to be less-than-significant.

The Project would construct all infrastructure necessary to accommodate the water needs of the Addendum Project. The Project would require the construction and installation of a new pressure reducing valve that would be located on the southwest corner of Riverside Drive and Cactus Avenue. Additionally, a 24-inch waterline will be constructed along Riverside Drive from Cactus Avenue south to the intersection of Riverside Drive and Meyer Drive and connected to a new 12-inch waterline to be constructed along Riverside Drive from Meyer Drive to "N" Street. In addition, a 12-inch waterline will be constructed in the "N" Street right-of-way between Riverside Drive and 6th Street. Existing service in Meyer Drive will be extended by way of a 12-inch waterline from Meyer Drive south along 6th Street to the intersection of 6th Street and "N" Street.

The Specific Plan area is not currently served by recycled water. Notwithstanding, all landscaped areas and onsite supporting infrastructure will be designed and installed to accommodate future recycled water use. In other words, "purple pipe" will be installed throughout the landscaped areas in anticipation of future recycled water service.

All water and wastewater infrastructure to be constructed as part of the Addendum Project would be designed, constructed and maintained consistent with Specific Plan, March JPA, and WMWD requirements. Additionally, all development implemented pursuant to the Specific Plan (including the Addendum Project) would pay mandated WMWD water and sewer connection, use, and service fees which act to fund areawide WMWD improvement plans, operations, and maintenance thereby ensuring the ongoing adequacy of water treatment and wastewater treatment facilities. The Addendum Project would not result in any new or different impacts related to new or expanded water or wastewater treatment facilities than those discussed within the Certified EIR. No changes to the Certified EIR analysis are necessary.

**c) Potential Impact: Require the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.**

**Impact Analysis:** The Specific Plan would implement necessary storm water management improvements that ensure adequate and appropriate conveyance of received and developed stormflows. The Certified EIR determined that the Specific Plan's potential to 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, was less-than-significant.

To the extent that drainage cannot be accommodated on the Property, and as envisioned by the Specific Plan, Zone 8 would be developed as a water detention basin. Under this scenario, the Property's drainage and all runoff from the Specific Plan area would drain to this basin, which is identified within the Specific Plan as a water quality, mitigation, and dispersion basin. The detention basin will be connected to the Property by way of a lateral running west from the detention basin. For the purposes of this Addendum, and to provide

for the maximum probable impact, the construction of the detention basin within Zone 8 is considered to be developed as part of the Addendum Project.

As with the Certified EIR project, all storm water management system improvements to be implemented by the Addendum Project would be designed, constructed and maintained consistent with JPA, County, and Regional Water Quality Control Board requirements. As such, the Addendum Project would not result in any new impacts in this regard that were not considered and addressed within the Certified EIR. No changes or additions to the Certified EIR analysis are necessary.

**d) Potential Impact: 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).**

**Impact Analysis:** Potential water supply impacts of the Specific Plan area as a whole were analyzed within Certified EIR Section 4.5, "Water Supply." As presented therein, estimated annual water demands for the Project under buildout conditions is 862.6 acre-feet/year.

As required under SB 610/221, a Water Supply Assessment (WSA) was prepared for the Specific Plan by the serving water purveyor, WMWD. The WSA in its entirety was presented at Certified EIR Appendix E. Based on the analysis conducted as part of the WSA, it was determined that WMWD has the ability to reliably serve the Specific Plan area and all existing and projected customers within its service area under near term and long-term conditions, and under normal precipitation and extended drought conditions.

More specifically, the analysis demonstrated that water will be available under shortages more severe than even those reflected in the MWD 2005 RUWMP single-year or multiple-dry year scenarios. The analyzed scenarios therefore consider water supply and demand scenarios under conditions more severe than those required to be analyzed under SB 610. By demonstrating water supply sufficiency under the more restrictive conditions, this analysis also demonstrates that WMWD has adequate supplies under the single-year and multiple-dry year scenario standards of SB 610. Water sources available to the Specific Plan

through WMWD are constituents of existing or previously planned water supply resources, and are not new or expanded water supplies specifically necessary to serve this Project.

To further minimize the Specific Plan's overall water use, ensure on-going availability and reliability of water supplies within the WMWD service area, and provide for timely, monitored compliance with requirements stipulated in the Project WSA, the following WMWD Conditions of Approval were incorporated as Certified EIR Mitigation Measures:

4.5.2 *To the satisfaction of WMWD, the Project Applicant shall construct necessary serving water facilities.*

4.5.3 *The Project Applicant shall pay all charges as specified in WMWD's Rules and Regulations Governing Water Service and Water Users, Water Rate Schedules and Water Rate Schedules by Service Area, Cost Recovery Charges, and Connection and Added Facilities Charges and Fees.*

4.5.4 *Project landscaping shall be designed and implemented consistent with applicable requirements of WMWD and the March Joint Powers Authority. In addition, landscaping shall comply with 60 percent of the local evapotranspiration (ET) or applicable WMWD standards for landscaping, whichever is more stringent.*

4.5.5 *All Project landscaped areas and supporting infrastructure, including, but not limited to all piping, controls, and related appurtenances, shall be designed and installed to accommodate potential recycled water use.*

The Addendum Project represents development consistent with, and anticipated by, the Specific Plan. To this end, water supplies necessary to serve the Addendum Property were assumed within the WSA prepared for the Specific Plan. As summarized above, the Certified EIR concluded that WMWD has the ability to reliably serve the Specific Plan area and all existing and projected customers, including the Addendum Project, within its service area under near term and long-term conditions, and under normal precipitation and extended drought conditions. Additionally, the Addendum Project would also implement Certified EIR Mitigation Measures 4.5.2 through 4.5.5, presented above. As such, the

Addendum Project would not result in water supply impacts not considered and addressed in the Certified EIR. No changes or additions to the Certified EIR analysis are necessary.

**f,g) Potential Impact: Exceedance of the landfill's permitted capacity to accommodate the Project's solid waste disposal needs; or conflict with federal, state, and local statutes and regulations related to solid waste.**

**Impact Analysis:** The Certified EIR determined that solid waste generated by land uses implemented pursuant to the Specific Plan would not represent a substantial portion of the County landfills' existing or planned capacity, nor would waste in this regard noticeably affect daily operations of local landfills. Further, in compliance with State law, solid waste disposal requirements of the Specific Plan would be reduced consistent with the County's Source Reduction and Recycling Element (SRRE). As such, solid waste impacts of the Certified EIR project were deemed less-than-significant. Notwithstanding, the Final EIR presented the following mitigation in an effort to ensure construction waste would be further reduced.

*4.11.2 Prior to a demolition permit issuance, the contractor(s) must submit a construction and demolition waste management plan for March JPA review and approval that will recycle and/or salvage at least 50% of non-hazardous construction and demolition debris. Contractor(s) must develop and implement a construction management plan that, at a minimum, identifies the materials to be diverted from disposal and whether the materials will be sorted on-site or co-mingled. Excavated soil and land-clearing debris cannot be counted toward this 50% requirement.*

*4.11.3 Prior to building permit issuance, the contractor(s) must submit a report from a registered geotechnical engineer, or a specialist approved by the MJPA, verifying compliance with approved construction and demolition waste management plans.*

*4.11.4 Prior to issuance of a certificate of occupancy, the contractor(s) must submit documentation to the March JPA that demonstrates compliance with approved construction waste management plans requirements of 50% waste reduction.*

Existing County Ordinances and the Specific Plan Development Guidelines address the storage of refuse within the Project boundaries; collection and disposal of any commercial hazardous wastes; and collection and disposal of construction wastes. Overall demands on solid waste management systems would be reduced on a continuing basis through compliance with waste reduction and recycling targets established under the County Source Reduction and Recycling Element (SRRE) and the above mitigation. All regulations applicable to the Specific Plan and referenced in the Certified EIR are also applicable to the Addendum Project. Additionally, the Addendum Project would also implement Mitigation Measures 4.11.2 through 4.11.4. Based on compliance with adopted SRRE target waste reduction and recycling goals, and proper management and disposal of waste streams within the County, the Addendum Project's potential to generate solid waste that would exceed permitted landfill capacity or conflict with federal, state, and local statutes and regulations related to solid waste is considered less-than-significant.

| Issues: | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced 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 | ☐ | ☐ | ☒ | ☐ |

| Issues: | | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced Impact |
|---|---|---|---|---|---|
| | 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? | ☐ | ☐ | ☒ | ☐ |

**a-c) Impact Analysis:** As supported by the discussions presented herein, the Addendum Project would not result in or cause new significant impacts, substantively increased impacts, or substantively different environmental impacts than those previously addressed in the Certified EIR prepared for the Specific Plan. There are no changes or new information requiring preparation of an EIR based on the Addendum Project's 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, 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; result in impacts that are individually limited, but cumulatively considerable; or have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. No amendments or additions to the Certified EIR analysis are necessary.

# Attachment B: Biological Survey

# HARMSWORTH ASSOCIATES
## Environmental Consultants


December 10, 2014

Ross Geller
Applied Planning, Inc
5817 Pine Avenue, Suite A
Chino Hills, CA 91709

Dear Mr. Geller:

**Re: March Healthcare Development Purchase & Sale Agreement**
**Site Biological Surveys**

This letter report presents the findings of a biological survey and site assessment for the subject property, located within the southerly portion of the previously approved March LifeCare Campus Specific Plan (Specific Plan). The purpose of the survey is to provide information on the current status of the site and a comparison with the past surveys conducted as part of the Specific Plan EIR[1]. The surveys were conducted under contract to Applied Planning, on 5 December 2014.

The Project proposes development of a 100,000-square foot behavioral health facility, within a 7.11 acre site located within the southerly portion of the March Air Reserve Base (March ARB). The Project also includes a detention basin to be located east of the facility.

**Project location, site description**
The site is located in the City of Moreno Valley in Riverside County, California (Figure 1), within the U.S. Geological Survey (USGS) topographic map: Sunnymead quadrangle. The site is located within the southerly portion of the March ARB that currently supports medical facilities, military housing and other military buildings. Specifically, the site is located at the northwest corner of N Street and 6th Street. The Army Air Force Exchange Service (AAFES) Base Exchange is located westerly adjacent to the site, and a U.S. Vets transitional housing facility is located immediately to the north. A new U.S. Vets transitional housing facility is approved (but not yet constructed) to the south, across N Street. The site is fully disturbed, and previously contained a military dormitory that was demolished in 2009.

The detention basin would be located within an approximately 8-acre site east of the behavioral health facility site, east of 6th street and south of the shopping center (Figures 1 and 2).

[1] March Lifecare Campus Specific Plan Draft EIR, SCH No. 2008071021 (certified by the March JPA in 2009).


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The approximately 7-acre Project site and 8-acre detention basin sites consist of vacant lots with significant site disturbance. Site topography is mostly flat and occurs at an elevation of approximately 1,520ft. The area has a Mediterranean type climate, with hot dry summers and cool relatively wet winters. Annual precipitation for the area ranges from 9 to 18 inches, and average annual temperature ranges from $59^0$ to $67^0$ F. Rainfall was below average in 2013/2014 (Appendix A).

In order to evaluate onsite soil conditions thoroughly, the Redlands Office of the Riverside County soil survey of the Natural Resource Conservation Service (Knecht 1971[2], Natural Resources Conservation Service 2014[3]) was consulted to aid in identification of potential hydric soil units.

The soils at the site are from the Hanford-Tujunga-Greenfield association and the Monserate-Arlington-Exeter association, which are very deep well-drained to excessively drained soils on alluvial fans and floodplains. The soil series are dominated by Greenfield and Ramon sandy loams, with lesser amounts of Hanford and Monserate sandy loams.

**Survey methods**

The site visit was conducted on 5 December, 2014 by Harmsworth Associate biologist Paul Galvin. The habitat assessment and survey consisted of a general walk-around to all portions of the site, documenting site vegetation; habitats and evidence of wildlife presence.

**Site conditions and vegetation communities**

The Project site and detention basin site consist of vacant lots. All areas of the site(s) have been impacted by trails, foot traffic and disking, and portions consist of a paved parking lot. The site(s) supports one vegetation cover type, non-native grassland (Photographs 1 through 6).

The vegetation type was classified into vegetation communities described by the Holland (1986)[4] system; with the equivalent category under Sawyer *et al.* 2009[5] also included. The distribution of vegetation communities is shown in Figure 3.

*Non-native grassland*

This vegetation type describes areas dominated by non-native European annual grasses, with a large component of ruderal forbs. It is mapped as California annual grassland series by Sawyer *et al.* 2009. On the Project site, the non-native grassland is associated with areas of disking and off-road recreational vehicle use. Soils are generally deep, well-drained sand to fine sandy loam. Most areas were sparsely vegetated with non-

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[2] Knecht, A. 1971. Soil survey of western Riverside Area, California. For USDA, Natural Resources Conservation Service.

[3] NatureServe 2014. http://www.natureserve.org/explorer/

[4] Holland, R. F. 1986. Preliminary Descriptions of the Terrestrial Natural Communities of California. Nongame-Heritage Program. California Department of Fish and Game. Sacramento, CA. 156 pp.

[5] Sawyer J.O., T. Keeler-Wolf and J.M. Evens. 2009. A Manual of California Vegetation, 2nd Edition. California Native Plant Society. Sacramento, CA.

native grasses and weeds or completely devoid of vegetation due to disturbance and disking. Dominant species included soft chess (*Bromus hordeaceus*), oats (*Avena* spp.), Russian thistle (*Salsola tragus*) and summer mustard (*Hirschfeldia incana*). The northeastern corner of the detention basin site also supported an overstory of blue gum (*Eucalyptus* spp.) and pepper trees (*Schinus molle*), with additional non-native and native forbes sparsely scatted among the non-native grassland.

Approximately 11 acres of non-native grassland occurred in the Project site (Figure 3).

The remainder of the site consisted of a paved parking lot.

**Wetlands and Jurisdictional Areas**
No wetlands, drainages, creeks, vernal pools of any areas potentially subject to the jurisdiction to the US Army Corps of Engineers 404 program and the California Department of Fish and Wildlife 1600 program occur onsite.

A concrete u-shaped channel crosses the northeastern portion of the detention basin site. The channel is not jurisdictional; however it does drain into the downstream Heacock channel which is jurisdictional.

**Special Status Plant Species**
No special status plant[6] species were detected at the site and there are no historic site records for any special status plant species. No special status plant species were detected during the focused surveys conducted in 2008, as part of the EIR work (Harmsworth Associates 2008[7]).

**Wildlife**
Wildlife was sparse due to the lack of native habitats and the location of the site in a developed area. Species detected were typical of disturbed and built-up areas and included Anna's hummingbird (*Calypte anna*), white-crowned sparrow (*Zonotrichia leucophrys*), house finch (*Carpodacus mexicanus*) and California ground squirrel (*Spermophilus beecheyi*).

**Special Status Wildlife Species**
No special status wildlife species[8] were detected at the project site.

The site has suitable habitat for burrowing owl (*Athene cunicularia*); however no burrowing, owl sign or suitable burrows were documented onsite during the survey and there are no historic records for burrowing owls at the site[9].

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[6] Special status plant species = federal or state listed threatened or endangered species, or proposed endangered, threatened or candidate species, California Native Plant Society Species List (CNPS list 1-4), or otherwise sensitive species.

[7] Harmsworth Associates 2008. Biological technical report for the March Lifecare Campus Specific Plan EIR. October 2008.

[8] Special status wildlife species = federal or state listed threatened or endangered species, or proposed endangered, threatened or candidate species, or otherwise sensitive species.

[9] Sunnymead CNDDB.

One pair of burrowing owls was detected within the Specific Plan area in 2008 (Harmsworth Associates 2008). However, the pair occurred approximately 1,000 feet north of the current Project site and the owls not know to utilize the subject site.

**Comparison with 2008 surveys**

The Project site was not significantly different from the 2008 site conditions, except for the Commissary facility, which was demolished in 2009, and now consists of non-native grassland. Vegetation communities and biological conditions are similar in 2008 and 2014.

**Biological constraints**

The site is disked/disturbed and has minimal vegetation. The site has no potential to support any special status plant or wildlife species (other than burrowing owl, which was absent) or wildlife movement. The site could support nesting birds.

Nesting birds

Impacts to nesting birds can be avoided and, compliance with the federal Migratory Bird Treaty Act of 1918 (MBTA) can be accomplished by the following:

- If possible, all vegetation removal activities shall be scheduled from August 1 to February 15, which is outside the nesting season. This would ensure that no active nests would be disturbed and that removal could proceed rapidly,
- If vegetation is to be cleared during the nesting season (February 15 – July 31), all suitable habitat will be thoroughly surveyed for the presence of nesting birds by a qualified biologist 72 hours prior to clearing. If any active nests are detected, the area shall be flagged and mapped on the construction plans along with a minimum 50-foot buffer and up to 300 feet for raptors, with the final buffer distance to be determined by the qualified biologist. The buffer area shall be avoided until the nesting cycle is complete or it is determined that the nest has failed. In addition, the biologist will be present on the site to monitor the vegetation removal to ensure that any nests, which were not detected during the initial survey, are not disturbed.

**MLCSP Certified EIR mitigation measures:**

*4.7.4 Prior to submitting an infrastructure plan that would affect areas within 50 feet of the Heacock Street or Cactus Avenue Channels (Channels), the applicant shall complete a site and development-specific habitat assessment to identify the precise extent of impacts to riverine/riparian areas in and around the Channels. Based on this assessment, the applicant shall submit a determination to the Riverside County Flood Control and Water Conservation District and the Army Corp of Engineers for consideration. In addition, a Determination of Biologically Equivalent or Superior Preservation (DBESP) Plan shall be submitted to the Riverside County Environmental Programs Department for review and approval.*

The Project site is more than 50 feet from the Heacock Street or Cactus Avenue Channels.

Detailed plans are not yet available for the detention basin but the basin is expected to be more than 50 feet from the Heacock Street or Cactus Avenue Channels.

*4.7.5 To reduce the increased risk of invasive non-native plants entering into the riparian habitat along the Cactus Avenue and Heacock Street Channels, no invasive non-native plant species (plant species on California Exotic Pest Plant Council [CalEPPC] lists A or B; Bossard* et al. *2000 or species listed in Table 6-2 of the MSHCP, as per PPP-BIO-3) shall be planted or seeded within 150 feet of riparian habitat along the referenced Channels.*

The Project site is more than 150 feet from the Heacock Street or Cactus Avenue Channels.

Detailed plans are not yet available for the detention basin but if the basin is within 150 feet from the Heacock Street or Cactus Avenue Channels; then a biologist will review the landscape plans to ensure compliance with this mitigation measure.

*4.7.6 Prior to any permit issuance, the Project Applicant shall complete and submit to CDFG a notification package pursuant to Fish and Game Code Section 1602, together with the requisite fee. Based on its review of the notification package, CDFG shall determine applicable provisions of a Project Lake or Streambed Alteration Agreement (LSAA). The Applicant shall comply with all included LSAA measures to protect fish and wildlife resources. Such measures may include but are not limited to:*

*Avoiding potential impacts altogether by not taking a certain action or parts of an action;*
*Impacts will be minimized by limiting the degree or magnitude of disturbance;*
*Rectifying any impacts by repairing, rehabilitating, or restoring the impacted environment;*
*Reducing or eliminating impacts over time by preservation and maintenance operations conducted over the life of the Project; and*
*Compensation for any impacts by replacing or providing substitute resources or environments at a minimum of a 2:1 ratio.*

A CDFG (now CDFW) notification or agreement is not required as no CDFG jurisdictional areas occur within the Project site and no CDFG jurisdictional areas would be impacted.

*4.7.7 Based on the final approved Project design, and prior to any earthmoving or vegetation-disturbing activities, the developer shall consult with the Army Corps of Engineers to determine appropriate 404 permit requirements (either coverage*

*under a Nationwide Permit, or issuance of an Individual Permit), and shall comply with these requirements.*

A Corps notification or agreement is not required as no Corps jurisdictional areas occur within the Project site and no Corps jurisdictional areas would be impacted.

*4.7.8 Based on 404 Permit requirements, the Applicant shall obtain a Section 401 certification from the Regional Water Quality Control Board prior to any earthmoving or vegetation-disturbing activities. Project and site-specific mitigation mandated in accordance with Section 401 certification will be implemented prior to construction activities which may affect the identified waterway(s) and habitat. Such conditions will be included in the Corps of Engineers Section 404 permit required of the Project, including but not limited to replacing or providing substitute resources at a ratio of 2:1.*

A Regional Board notification or agreement is not required as no Regional Board jurisdictional areas occur within the project site and no Regional Board jurisdictional areas would be impacted.

If you have any questions or require additional information, please call me at (714) 389-9527.

Sincerely
**Harmsworth Associates**

Paul Galvin, M.S.
Vice President

## APPENDICES

**Appendix A: Weather data**
Public information national weather service San Diego CA; 2013-2014 rainfall season in review, http://www.nws.noaa.gov/climate

A drier than normal rainfall season ended on 30 June 2014. During the fall and winter all stations were below average. The late spring was average. All of California ended up below normal for rainfall totals, with an average for the region of approximately 38% the normal rainfall.

| Areas | 2013-2014 Total | Normal Total | % of Normal |
|---|---|---|---|
| Santa Barbara | 6.49 | 18 | 37 |
| Lancaster | 3.91 | 5 | 77 |
| downtown Los Angeles | 5.99 | 15 | 41 |
| Long Beach Airport | 4.43 | 13 | 35 |
| John Wayne Airport | 3.52 | 13 | 28 |
| Fullerton | 4.77 | 15 | 32 |
| Riverside | 2.71 | 10 | 27 |
| Oceanside Airport | 4.19 | 11 | 40 |
| San Diego | 5.01 | 10 | 50 |
| Palm Springs | 0.93 | 5 | 17 |

**FONTANA KAISER, CALIFORNIA (043120)**
Period of Record Monthly Climate Summary
Period of Record : 3/ 1/1951 to 8/31/1984

| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Annual |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Max. Temperature (F) | 66.8 | 69.4 | 70.1 | 74.5 | 79.9 | 86.7 | 95.0 | 94.4 | 91.3 | 83.0 | 73.6 | 68.3 | 79.4 |
| Average Min. Temperature (F) | 44.0 | 45.0 | 46.3 | 48.4 | 52.6 | 56.6 | 62.2 | 62.9 | 61.3 | 55.4 | 48.5 | 44.4 | 52.3 |
| Average Total Precipitation (in.) | 3.65 | 2.85 | 2.80 | 1.13 | 0.26 | 0.04 | 0.01 | 0.11 | 0.34 | 0.34 | 1.72 | 2.07 | 15.32 |
| Average Total SnowFall (in.) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Average Snow Depth (in.) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Percent of possible observations for period of record.
Max. Temp.: 97.9% Min. Temp.: 97.6% Precipitation: 99.4% Snowfall: 99.2% Snow Depth: 99.2%

**Appendix B: Plant species detected at the project site, 2014.**

| SCIENTIFIC NAME (SYNONYM) | COMMON NAME |
|---|---|
| **ANACARDIACEAE** | **SUMAC or CASHEW FAMILY** |
| *Schinus molle** | Peruvian Pepper Tree |
| **ASTERACEAE** | **SUNFLOWER FAMILY** |
| *Baccharis pilularis* | Coyote Brush or Chaparral Broom |
| *Erigeron foliosus var. foliosus* | Leafy Daisy |
| *Heterotheca grandiflora* | Telegraph Weed |
| *Isocoma menziesii var. vernonioides* | Coastal Goldenbush |
| *Pseudognaphalium beneolens (= Gnaphalium canescens ssp. b.)* | Fragrant Everlasting |
| *Stephanomeria diegensis* | San Diego Wreath-Plant |
| **BRASSICACEAE** | **MUSTARD FAMILY** |
| *Hirschfeldia incana* | Shortpod or Summer Mustard |
| **CHENOPODIACEAE** | **GOOSEFOOT FAMILY** |
| *Salsola tragus** | Russian Thistle |
| **CUCURBITACEAE** | **GOURD FAMILY** |
| *Cucurbita foetidissima* | Coyote Melon, Calabazilla, Stinking Gourd |
| *Marah macrocarpus* | Man-Root, Wild Cucumber |
| **FAGACEAE** | **OAK FAMILY** |
| *Quercus agrifolia (= Q. a. var. a., Q. a. var. oxyadenia)* | Coast Live Oak |
| **LAMIACEAE** | **MINT FAMILY** |
| *Trichostema lanceolatum* | Vinegar Weed |
| **MALVACEAE** | **MALLOW FAMILY** |
| *Malva parviflora** | Cheeseweed |
| **MYRTACEAE** | **MYRTLE FAMILY** |
| *Eucalptus sp.* | Gum Tree |
| **POLYGONACEAE** | **BUCKWHEAT FAMILY** |
| *Rumex crispus** | Curly Dock |
| **POACEAE** | **GRASS FAMILY** |
| *Avena sp.** | Wild Oat |
| *Bromus spp.* | Brome Grass |
| *Cynodon dactylon** | Bermuda Grass |

KEY: Asterix (*) = non-native species; + = sensitive species; Sources: Taxonomy - Jepson Flora Project (eds.) 2013. Common names and non-native species designations according to Allen & Roberts (2013), then Jepson Flora Project (eds.) 2013.

## Appendix C: California Native Plant Society Categories

CNPS Status based on California Native Plant Society's Inventory of Rare and Endangered Vascular Plants of California (Tibor 2001):

**List 1A: Plants Presumed Extinct in California**
The plants of List 1A are presumed extinct because they have not been seen or collected in the wild for many years. Although most of them are restricted to California, a few are found in other states as well. There is a difference between "extinct" and "extirpated." A plant is extirpated if it has been locally eliminated. It may be doing quite nicely elsewhere in its range. All of the plants constituting List 1A meet the definitions of Sec. 1901, Chapter 10 (Native Plant Protection) of the California Department of Fish and Game Code and are eligible for state listing.

**List 1B: Plants Rare, Threatened or Endangered in California and Elsewhere**
The plants of List 1B are rare throughout their range. All but a few are endemic to California. All of them are judged to be vulnerable under present circumstances or to have a high potential for becoming so because of their limited or vulnerable habitat, their low numbers of individuals per population (even though they may be wide ranging), or their limited number of populations. All of the plants constituting List 1B meet the definitions of Sec. 1901, Chapter 10 (Native Plant Protection) of the California Department of Fish and Game Code and are eligible for state listing.

**List 2: Plants Rare, Threatened or Endangered in California, But More Common Elsewhere**
Except for being common beyond the boundaries of California, the plants of List 2 would have appeared on List 1B. Based on the "Native Plant Protection Act," plants are considered without regard to their distribution outside the state. All of the plants constituting List 2 meet the definitions of Sec. 1901, Chapter 10 (Native Plant Protection) of the California Department of Fish and Game Code and are eligible for state listing.

**List 3: Plants About Which We Need More Information—A Review List**
The plants that comprise List 3 are an assemblage of taxa that have been transferred from other lists or that have been suggested for consideration. The necessary information that would assign most to a sensitivity category is missing.

**List 4: Plants of Limited Distribution—A Watch List**
The plants in this category are of limited distribution in California and their vulnerability or susceptibility to threat appears low at this time. While these plants cannot be called "rare" from a statewide perspective, they are uncommon enough that their status should be monitored regularly. Many of them may be significant locally. Should the degree of endangerment or rarity of a plant change, they will be transferred to a more appropriate list.

**Threat Code Extensions and their meanings:**

.1- Seriously endangered in California

.2- Fairly endangered in California

.3- Not very endangered in California

**Appendix D: Wildlife species detected at the project site, 2014.**

| FAMILY/SPECIES NAME | COMMON NAME |
|---|---|
| **AVES** | **BIRDS** |
| **LARIDAE** | **SKUAS, GULLS, TERNS & SKIMMERS** |
| *Larus delawarensis* | Ring-Billed Gull |
| **COLUMBIDAE** | **PIGEONS & DOVES** |
| *Zenaida macroura* | Mourning Dove |
| **TROCHILIDAE** | **HUMMINGBIRDS** |
| *Calypte anna* | Anna's Hummingbird |
| **TYRANNIDAE** | **TYRANT FLYCATCHERS** |
| *Sayornis nigricans* | Black Phoebe |
| *Sayornis saya* | Say's Phoebe |
| *Tyrannus vociferans* | Cassin's Kingbird |
| **MIMIDAE** | **MOCKINGBIRDS & THRASHERS** |
| *Mimus polyglottos* | Northern Mockingbird |
| **PARULIDAE** | **WOOD WARBLERS & RELATIVES** |
| *Dendroica coronata* | Yellow-Rumped Warbler |
| **EMBERIZIDAE** | **EMBERIZINES** |
| *Zonotrichia leucophrys* | White-Crowned Sparrow |
| **FRINGILLIDAE** | **FRINGILLINE FINCHES** |
| *Carpodacus mexicanus* | House Finch |
| **MAMMALIA** | **MAMMALS** |
| **LEPORIDAE** | **RABBITS & HARES** |
| *Sylvilagus audubonii* | Desert Cottontail |
| **SCIURIDAE** | **SQUIRRELS, CHIPMUNKS & MARMOTS** |
| *Spermophilus beecheyi* | California Ground Squirrel |

**Sources:**

Reptiles and amphibians: North American Herpetology (NAH) nomenclature updates: http://www.naherpetology.org/nameslist

Birds: American Ornithologists' Union Checklist of North American Birds - 7th Edition (2005): http://www.aou.org/checklist/index.php3

Mammals: Baker, R. J., L. C. Bradley, R. D. Bradley, J. W. Dragoo, M. D. Engstrom, R. S. Hoffmann, C. A. Jones, F. Reid, D. W. Rice, and C. Jones. 2003. Revised Checklist of North American Mammals North of Mexico. Museum of Texas Tech University. OP-229. http://www.nsrl.ttu.edu/pubs/opapers.htm

Common names: Grenfell, W. E., M. D. Parisi, and D. McGriff. 2003. Complete List of Amphibians, Reptiles, Birds and Mammals in California. California Department of Fish and Game & California Interagency Wildlife Task Group. http://www.dfg.ca.gov/whdab/pdfs/species_list.pdf; and Perrins, C. M, and A. L. A. Middleton (Eds.). 1983. The Encyclopedia of Birds. Andromeda Oxford Limited. 463pp.

Special Status Designations + : California Department of Fish and Game, California Natural Diversity Database (July 2014): http://www.dfg.ca.gov/whdab/html/cnddb.html

**Appendix E: Maps and site photographs**

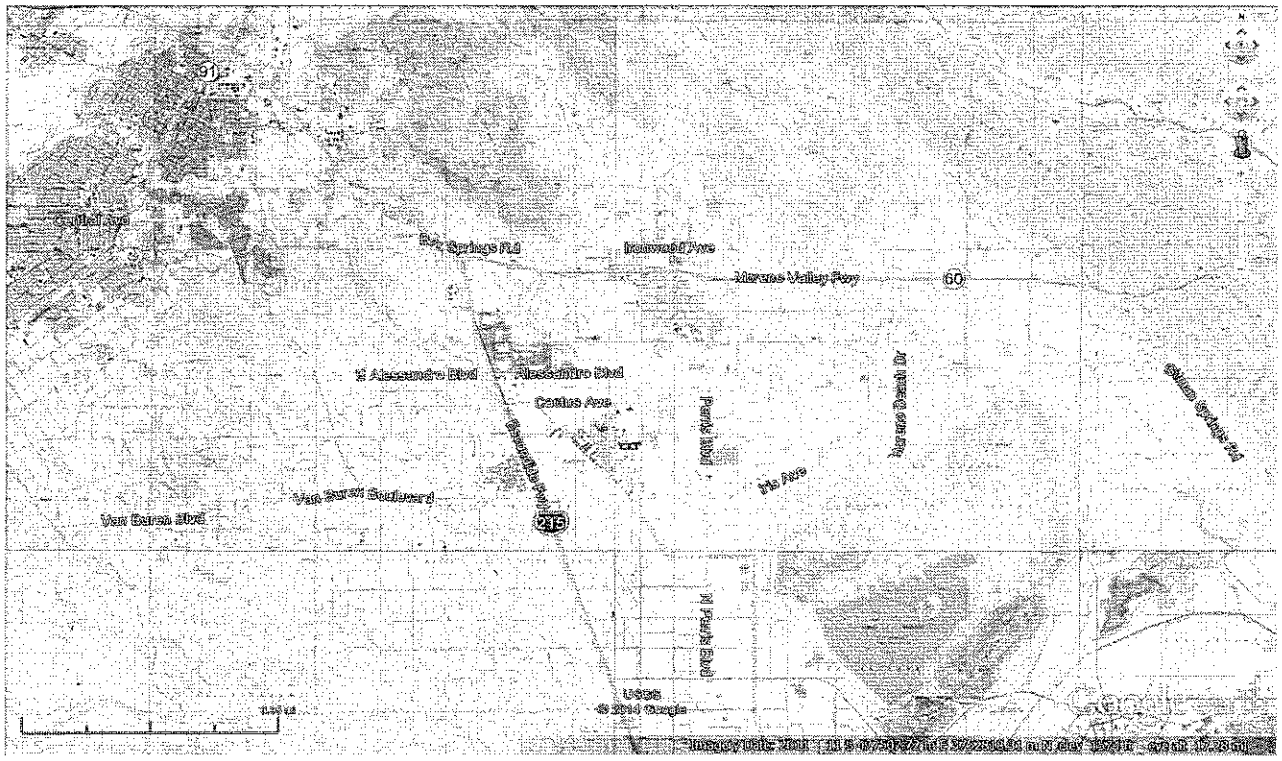



**Figure 1:** Location of the Project site, Riverside County, California. Source: Sunnymead U.S.G.S. quadrangle.

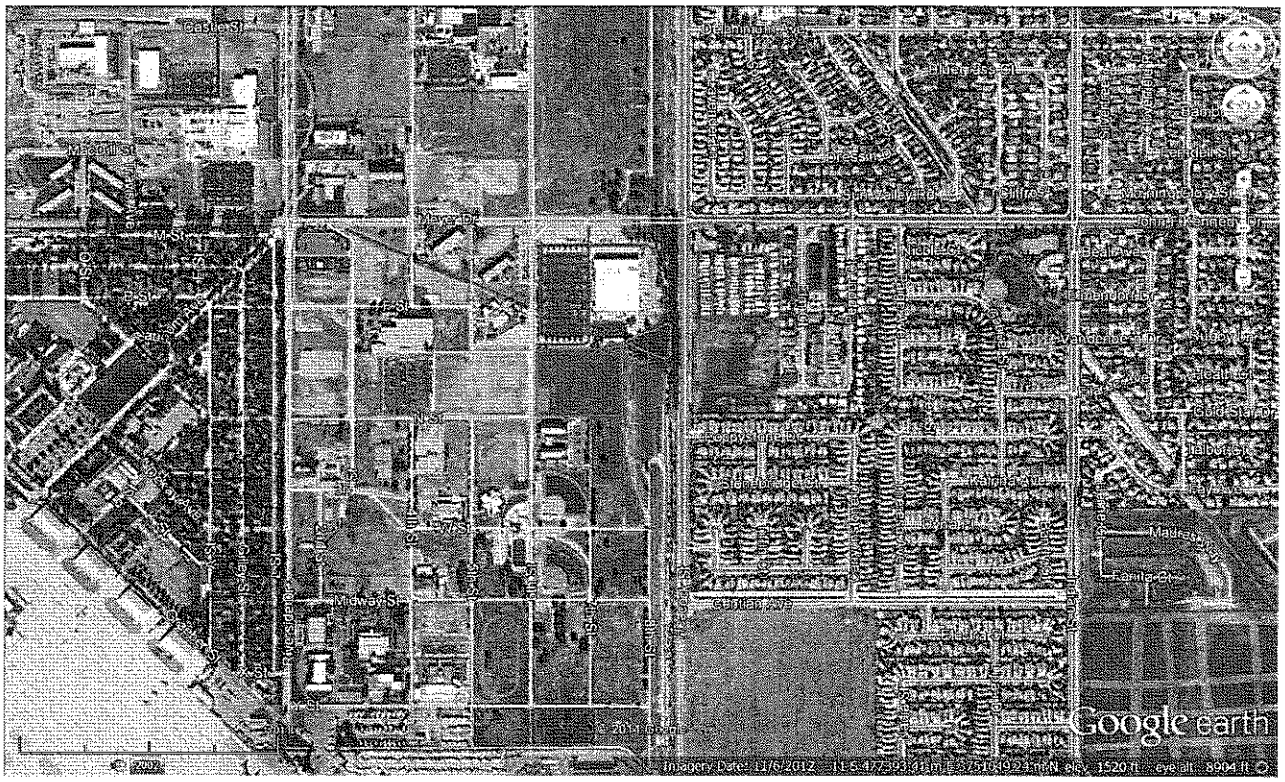



**Figure 2:** Location of the Project site, Riverside County, California. The behavioral health facility site in yellow; the detention basin site in blue. Source: Google Earth, Inc.

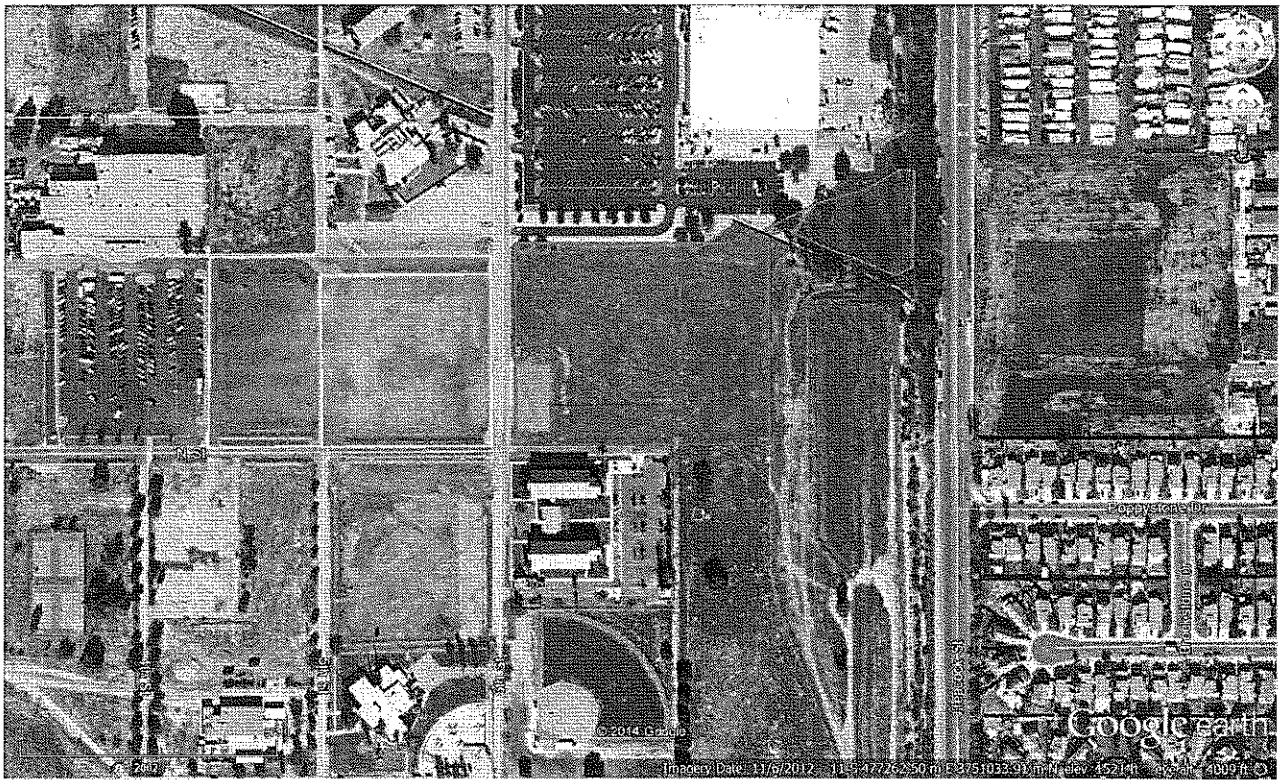



**Figure 3:** Vegetation communities at the Project site, Riverside County, California. Green = non-native grassland, red = paved parking lot. Source: Google Earth, Inc.



**Photograph 1:** The behavioral health facility site, looking east.



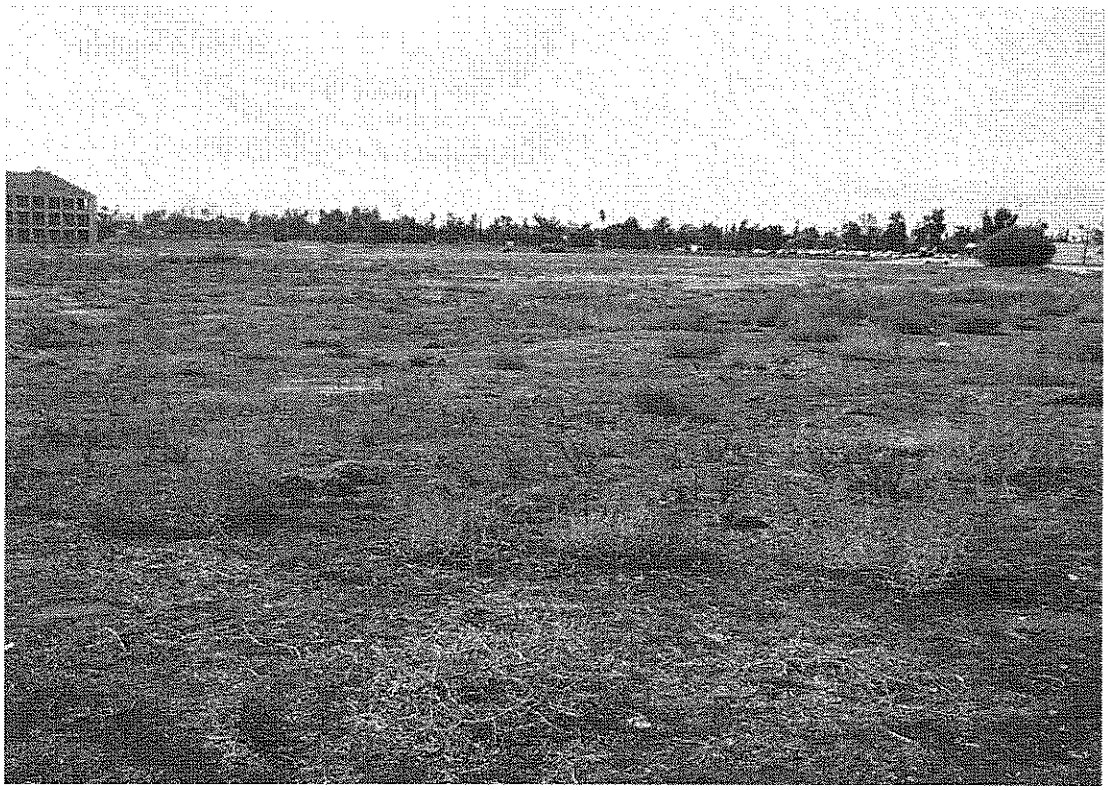
**Photograph 2:** The behavioral health facility site, looking south.



**Photograph 3:** The behavioral health facility site, looking northeast.



**Photograph 4:** Detention basin site, looking west.



**Photograph 5:** Detention basin site, looking west.



**Photograph 6:** Detention basin site, looking east.

# Attachment C: Traffic Impact Assessment

## Available at the March JPA Office

EXHIBIT "B"

# Acquisition and Development Agreement

# between

# March Healthcare Development, LLC

# and

# March Joint Powers Authority

# ACQUISITION AND DEVELOPMENT AGREEMENT

**between**

**MARCH HEALTHCARE DEVELOPMENT, LLC,**
**a California limited liability company**
**("BUYER")**

**and**

**THE MARCH JOINT POWERS AUTHORITY,**
**a California joint powers authority**
**("SELLER")**

**[Dated as of February 18, 2015**
**for reference purposes only]**

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## ACQUISITION AND DEVELOPMENT AGREEMENT

This ACQUISITION AND DEVELOPMENT AGREEMENT ("**Agreement**"), is entered into by and between MARCH HEALTHCARE DEVELOPMENT, LLC, a California limited liability company ("**Buyer**"), and THE MARCH JOINT POWERS AUTHORITY, a California joint powers authority, acting in its own capacity and as the successor entity to the March Joint Powers Redevelopment Agency ("**Seller**"). Hereafter, Seller and Buyer are sometimes individually referred to as a "**Party**" and collectively as the "**Parties**". This Agreement is dated February 18, 2015, for reference purposes only and will become effective on the date (the "**Effective Date**") on which it has been approved and executed by both Parties.

## RECITALS

This Agreement is made with reference to the following facts:

A. Buyer has the contractual right to purchase certain unimproved real property ("**DDA Property**") located in the County of Riverside, State of California, that is more particularly described on Exhibit A to that certain Disposition and Development Agreement ("**Original DDA**") between Buyer and the March Joint Powers Redevelopment Agency ("**Agency**") dated April 7, 2010, as amended by that certain First Amendment to March LifeCare Campus Disposition and Development Agreement dated March 7, 2012 ("**First Amendment to DDA**") (the Original DDA as so amended, the "**Amended DDA**"), concerning the development of Healthcare Facilities. Capitalized terms not defined herein shall have the meaning set forth in the Amended DDA unless the context dictates otherwise.

B. The DDA Property is included within the boundaries of the Redevelopment Project Area described in the Redevelopment Plan for the March Air Force Base Redevelopment Project by Ordinance No. 96-2 ("**Redevelopment Plan**").

C. Buyer desires to purchase from Seller an approximately 7-acre parcel of land (the **"Acquisition Parcel"** as defined in Section 1.1) and to sell the Acquisition Parcel to Signature Healthcare Services LLC (the "**End User**") to develop the Signature–Related Vertical Improvements (defined below), and Seller desires to sell to Buyer the Acquisition Parcel pursuant to the terms and conditions set forth herein and in the Amended DDA. Buyer and the End User have entered into an agreement ("**Acquisition Agreement**") dated May 16, 2014 (as subsequently amended), for Buyer's sale of the Acquisition Parcel to the End User.

D. Approximately 1.2 acres of the Acquisition Parcel ("**DDA Portion**") are located within the boundaries of the DDA Property; the approximately 5.8-acre balance of the Acquisition Parcel ("**ROFR Portion**") lies outside the boundaries of the DDA Property. Under section 11.21 of the Amended DDA, Buyer has the right of first refusal ("**ROFR**") to acquire any of the property that is located within the area described in Amended DDA section 11.21("**ROFR Property**") for which Seller receives a Healthcare Facilities development proposal. The ROFR Portion is located within the ROFR Property.

E. On February 6, 2015, the Authority received a proposal ("**Proposal**") to acquire and develop the ROFR Portion. On or about February 17, 2015, Buyer exercised its ROFR to acquire the ROFR Portion. For ease of administration, the Parties have agreed to consolidate the DDA Portion and the ROFR Portion so as to create the Acquisition Parcel and to sell and purchase the Acquisition Parcel in accord with this Agreement. Seller acknowledges that the terms and conditions on which Buyer will acquire the ROFR Portion are the same or better than those contained in the Proposal.

## OPERATIVE PROVISIONS

**NOW, THEREFORE,** in consideration of the foregoing Recitals, which Recitals are incorporated herein by this reference, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, and for the mutual covenants contained herein, the Parties agree as follows:

### ARTICLE I
### Purchase - Purchase Price

**1.1. Purchase.** Seller shall sell, and Buyer shall purchase, the property legally described on the attached Exhibit A and shown on the site map attached as Exhibit B (the "**Acquisition Parcel**"), on the terms and conditions set forth in this Agreement.

**1.2. Purchase Price.** The Purchase Price of the Acquisition Parcel ("**Purchase Price**") will be the sum of the purchase costs determined under Subsections 1.2.1 and 1.2.2, below.

**1.2.1.** DDA Portion. The purchase cost of the DDA Portion will be the product of Two Dollars and 898/1000 ($2.898) (the amount determined under Amended DDA section 4.02) multiplied by the "net square footage" of the DDA Portion. The term "net square footage" means the gross square footage of the DDA Portion (or ROFR Portion, defined below, as applicable), less the square footage of any land within that Portion to be dedicated as right of way for Backbone Infrastructure. The gross square footage of the DDA Portion and the net square footage of the DDA Portion will be determined by an ALTA survey ("**Survey**") obtained in accord with Section 2.7; and

**1.2.2.** ROFR Portion. The purchase cost of the ROFR Portion will be the product of Two Dollars and 898/1000 ($2.898) multiplied by the net square footage (as defined in Subsection 1.2.1, above) of the ROFR Portion. The gross square footage of the ROFR Portion and the net square footage of the ROFR Portion will be determined by the Survey. Buyer and Seller agree that the purchase price of the ROFR Portion represents no less than the fair market value of the ROFR Portion as of the Effective Date of this Agreement.

**1.2.3.** At the Closing, Buyer will be entitled to a credit ("**DDA Portion Credit**") against that amount of the Purchase Price attributable to the DDA Portion (calculated under Section 1.2.1) equal to the product of $412,000 multiplied by the "**Applicable Discount Factor**" in effect as of the Closing Date, pursuant to section 5.05 of the Amended DDA.

For purposes of this Agreement, the term "**Applicable Discount Factor**" means the following:

(a) If the Closing Date occurs in the period between September 11, 2014 through and including December 11, 2014, the Applicable Discount Factor will be seventy-five percent (75%);

(b) If the Closing Date occurs in the period between December 12, 2014 through and including March 13, 2015, the Applicable Discount Factor will be will be fifty percent (50%);

(c) If the Closing Date occurs in the period between March 14, 2015 through and including April 7, 2015, the Applicable Discount Factor will be twenty-five percent (25%); or

(d) If the Closing Date occurs after April 7, 2015, the Applicable Discount Factor will be zero percent (0%).

**1.3. Payment of Purchase Price.** To the extent funds are due after application of the DDA Portion Credit (defined in Section 1.2.3) and the End User Escrow Credit (defined in Section 2.3), the Purchase Price shall be paid on the date of the Closing by certified check or wire transfer.

## ARTICLE II
## Process of Conveyance

**2.1 Opening Escrow.** The Parties shall open escrow ("**Escrow**") with Ticor Title Company of California, 18302 Irvine Boulevard, Tustin, CA or another escrow holder mutually satisfactory to both Parties (the "**Escrow Agent**") by depositing one (1) fully executed copy of this Agreement with Escrow Agent within ten (10) days after the Effective Date. This Agreement shall constitute Escrow instructions to the Escrow Agent. In the event of any inconsistency between any supplemental instructions required by Escrow Agent and this Agreement, this Agreement shall control, notwithstanding the fact that either Party may have intentionally or inadvertently executed such inconsistent instructions.

**2.2 Escrow Funds.** All funds received in the Escrow shall, at the option and sole cost of the Party depositing such funds, be deposited in a federally insured interest bearing general escrow account(s). All disbursements shall be made by check or wire transfer from such account.

**2.3 Escrow Documents.** The Parties agree to execute such other and further documents related to the Escrow as may be reasonably necessary, helpful or appropriate to effectuate the provisions of this Agreement. Without limiting the generality of the foregoing, Seller will cooperate with Buyer, at no cost to Seller, in executing such further documents, including escrow instructions, as may be necessary to enable Buyer to obtain a credit ("**End User Escrow Credit**") against the Purchase Price of the Acquisition Parcel in the amount of the net proceeds from the concurrently-closing sale of the Acquisition Parcel by Buyer to the End User, so long as Seller is to receive those net proceeds at the Closing. Escrow Agent is instructed to release Seller's escrow closing statements and Buyer's escrow closing statements to the Parties for their respective prior written approval.

**2.4 Costs of Escrow.** Seller and Buyer shall pay their respective portions of the premium for the Title Policy (as defined in Section 2.7, below) and other Escrow costs and expenses in accord with Section 6.1.

**2.5 Closing.** Subject to satisfaction or written waiver of all applicable conditions precedent in this Agreement and the purchase and sale agreement between Buyer and the End User, the conveyance of the Acquisition Parcel must occur concurrently with the closing of the escrow between Buyer and End User for the End User's purchase of the Acquisition Parcel (the "**End User Closing**"). Seller and Buyer agree to reasonably cooperate with each other and Escrow Agent to cause the Closing to occur concurrently with the End User Closing by taking actions including, but not limited to, executing any documents reasonably requested by either Party and delivering funds and other closing deliveries as reasonably requested by either Party. The "**Closing**" or the "**Close of Escrow**" shall mean the recordation of the Grant Deed (as defined in Section 2.8, below) in the Official Records of Riverside County with respect to the Acquisition Parcel. The "**Closing Date**" shall mean the day on which the Closing occurs.

**2.6 Condition of the Acquisition Parcel.** The Acquisition Parcel shall be conveyed from Seller to Buyer in an "As-Is" condition, without relying upon any representations or warranties that are not expressly set forth in this Agreement, whether implied, by statute, or otherwise. Without limiting the foregoing, Buyer acknowledges that Seller has not made any representations or warranties, express or implied, on which Buyer is relying as to any matters, directly or indirectly, concerning the Acquisition Parcel, including but not limited to, the land, the square footage of the Acquisition Parcel, improvements

and infrastructure, if any, development rights and exactions, expenses associated with the Acquisition Parcel, taxes, assessments, bonds, permissible uses, title exceptions, water or water rights, topography, utilities, zoning of the Acquisition Parcel or any buildings located thereon, soil, subsoil, the purposes for which the Acquisition Parcel are to be used, drainage, environmental or building laws, rules or regulations, toxic waste or Hazardous Materials (as defined herein below), required scope of Remediation (as defined in Section 3.1, below), or any other matters affecting or relating to the Acquisition Parcel or any buildings located thereon (collectively, the "**Physical and Environmental Condition of the Acquisition Parcel**").

As used herein, "**Hazardous Materials**" shall mean any substance or material that is described as a toxic or hazardous substance, waste, or material, or a pollutant or contaminant, or words of similar import, in any of the Environmental Laws, and includes asbestos, petroleum, petroleum products, polychlorinated biphenyls, urea formaldehyde, radon gas, radioactive matter, and chemicals which may cause cancer or reproductive toxicity. "**Environmental Laws**" shall mean all federal, state, and local laws, ordinances, rules and regulations now or hereafter in force, as amended from time to time, in any way relating to or regulating human health or safety, or industrial hygiene or environmental conditions, or protection of the environment, or pollution or contamination of the air, soil, surface water or groundwater, and includes the Comprehensive Environmental Response, Compensation and Liability Act of 1980, 42 U.S.C. § 9601, et seq., the Solid Waste Disposal Act, 42 U.S.C. § 6901, et seq., the Hazardous Substance Account Act, California Health and Safety Code § 25300, et seq., the Hazardous Waste Control Law, California Health and Safety Code § 25100, et seq., and the Porter-Cologne Water Quality Control Act, California Water Code § 13000, et seq.

Buyer acknowledges that, prior to the Effective Date, Buyer reviewed and approved the Physical and Environmental Condition of the Acquisition Parcel; however, if, prior to the Close of Escrow, there is a material change in the Physical and Environmental Condition of the Acquisition Parcel previously approved by Buyer, Buyer shall have five (5) days from the date Buyer first learns of such change, to approve or disapprove of such change. If Buyer approves of such matters, Buyer shall provide written notice of such approval to Seller and Escrow Agent ("**Approval Notice**"), in which event this Agreement shall continue in full force and effect. If Buyer provides Seller and Escrow Agent Written notice disapproving of such matters ("**Disapproval Notice**"), thereafter, this Agreement shall terminate and neither Party shall have any further rights or obligations hereunder, except those obligations which expressly survive the Closing or earlier termination of this Agreement. In the event that Buyer fails to provide an Approval Notice or Disapproval Notice with respect to any such new matters within five (5) days from the date Buyer first learns of such change, Buyer shall be deemed to have provided an Approval Notice.

Buyer shall have relied solely upon its own investigation concerning its intended use of the Acquisition Parcel, the Acquisition Parcel's fitness for Buyer's intended use, and the availability of such intended use under applicable statutes, ordinances, and regulations. Buyer further acknowledges and agrees that Seller's cooperation with Buyer in connection with Buyer's due diligence review of the Acquisition Parcel, whether by providing documents or permitting inspection of the Acquisition Parcel, has not and shall not be construed as any warranty or representation, express or implied, of any kind with respect to the Acquisition Parcel or, with respect to the accuracy, completeness, or relevancy of any such document.

Seller shall not be responsible for any Improvements. It shall be the sole responsibility of Buyer, at Buyer's sole expense, to investigate and determine the soil conditions, building conditions and other constraints related to the use of the Acquisition Parcel and the improvements to be constructed by Buyer. If the Physical and Environmental Condition of the Acquisition Parcel is not in all respects entirely suitable for the use or uses to which the Acquisition Parcel will be put, Buyer may determine in its sole

discretion whether development of the Acquisition Parcel is financially feasible. If Buyer determines that development is not financially feasible, it shall be under no obligation to accept conveyance of the Acquisition Parcel and may terminate this Agreement and the Escrow at any time prior to the Close of Escrow, without cost or liability, except that Buyer will pay all of the Escrow Agent's cancellation fees and charges.

Furthermore, without limiting the generality of the foregoing, Buyer hereby expressly waives, releases and relinquishes any and all claims, causes of action, rights and remedies Buyer may now or hereafter have against Seller and its officials, officers, employees, and agents, whether known or unknown, with respect to any past, present or future presence or existence of Hazardous Materials on, under or about the Acquisition Parcel or any improvements thereon or thereunder or with respect to the Environmental Laws and any and all claims, whether known or unknown, based on nuisance, trespass or any other common law or statutory provisions.

Nothing in this Agreement shall operate as a release of any rights or remedies of Buyer against Seller or its officials, officers, employees and agents arising from the migration or release of Hazardous Materials from an adjacent property owned by Seller.

Nothing in this Agreement shall operate as a release or waiver of or limitation upon Seller's representations and warranties as set forth in Section 2.12. Each and every release in this Section 2.6 excludes any liabilities and claims related to a breach of Seller's representations and warranties under Section 2.12.

IN CONNECTION WITH THE FOREGOING RELEASE OF SELLER, BUYER AGREES, REPRESENTS, AND WARRANTS THAT BUYER REALIZES AND ACKNOWLEDGES THAT FACTUAL MATTERS NOW UNKNOWN TO IT MAY HAVE GIVEN OR MAY HEREAFTER GIVE RISE TO CAUSES OF ACTION, CLAIMS, DEMANDS, DEBTS, CONTROVERSIES, DAMAGES, COSTS, LOSSES, AND EXPENSES WHICH ARE PRESENTLY UNKNOWN, UNANTICIPATED, AND UNSUSPECTED, AND BUYER FURTHER AGREES, REPRESENTS AND WARRANTS THAT THE WAIVERS AND RELEASES HEREIN HAVE BEEN NEGOTIATED AND AGREED ON IN LIGHT OF THAT REALIZATION, AND BUYER WOULD NEVERTHELESS RELEASE, DISCHARGE, AND ACQUIT SELLER AND ITS OFFICERS, DIRECTORS, SHAREHOLDERS, EMPLOYEES, AND AGENTS FROM ANY SUCH UNKNOWN CAUSES OF ACTION, CLAIMS, DEMANDS, DEBTS, CONTROVERSIES, DAMAGES, COSTS, LOSSES, AND EXPENSES WHICH MIGHT IN ANY WAY BE INCLUDED IN THE WAIVERS AND MATTERS RELEASED AS SET FORTH IN THIS AGREEMENT. BUYER ALSO AGREES THAT THE AFOREMENTIONED PROVISIONS ARE MATERIAL AND WOULD BE INCLUDED AS A MATERIAL PORTION OF THE CONSIDERATION GIVEN TO SELLER BY BUYER IN EXCHANGE FOR SELLER'S PERFORMANCE UNDER THIS AGREEMENT, IN THAT REGARD, BUYER EXPRESSLY WAIVES THE BENEFITS OF SECTION 1542 OF THE CALIFORNIA CIVIL CODE, WHICH PROVIDES AS FOLLOWS:

> "A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS WHICH THE CREDITOR DOES NOT KNOW OR SUSPECT TO EXIST IN HIS OR HER FAVOR AT THE TIME OF EXECUTING THE RELEASE WHICH, IF KNOWN TO HIM OR HER, MUST HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR."

BUYER HAS SET FORTH ITS INITIALS BELOW TO INDICATE ITS AWARENESS AND ACCEPTANCE OF EACH AND EVERY PROVISION OF THIS SECTION 2.6. THE PROVISIONS

OF THIS SECTION 2.6 SHALL SURVIVE THE CLOSING OR EARLIER TERMINATION OF THIS AGREEMENT.

BUYER'S INITIALS _____

The waivers and releases by Buyer herein contained shall survive the Closing and the recordation of the Grant Deed and shall not be deemed merged into the Grant Deed upon its recordation.

Notwithstanding the foregoing, nothing in this Agreement is intended to relieve the United States from liability, if any, to Buyer with respect to the Physical and Environmental Condition of the Acquisition Parcel resulting from the prior ownership of and use by the United States of the DDA Property or the Acquisition Parcel. In this regard, Seller will cooperate with Buyer in enforcing such rights, if any, against the United States including, without limitation, joining with Buyer in any legal action taken against the United States; provided that Seller does not incur any costs or liabilities in connection therewith; nor is anything in this Agreement intended to relieve Seller of liabilities arising from the migration or release of Hazardous Materials from property adjacent to the Acquisition Parcel owned by Seller.

**2.7 Review of Title**. Within five (5) days from the Effective Date, Seller shall cause the Title Company to deliver to Buyer a standard preliminary title report (the "**Report**") with respect to title to the Acquisition Parcel, together with legible copies of the documents underlying the exceptions (the "**Report Exceptions**") set forth in the Report. Buyer shall have the right to approve or disapprove (the "**Title Review**") the Report Exceptions in its sole and absolute discretion; provided, however, that Buyer hereby and automatically disapproves any monetary encumbrances and approves the following Report Exceptions:

(a) The Redevelopment Plan.

(b) The lien of any non-delinquent property taxes and assessments (to be prorated at close of Escrow).

(c) The Avigation Easement.

Buyer shall have forty-five (45) days from the date of its receipt of the Report and legible copies of all Report Exceptions (the "**Report Approval Period**") to give written notice to Seller and Escrow Holder of Buyer's approval or disapproval of any such Report Exceptions.

Buyer will obtain, at its expense, the Survey. Buyer shall have the right to approve or disapprove (the "**Survey Review**") the Survey and all matters and exceptions (the "**Survey Exceptions**") in its sole and absolute discretion. Buyer shall have forty-five (45) days after Buyer's receipt of the Survey (the "**Survey Approval Period**") to give written notice to Seller and Escrow Holder of Buyer's approval or disapproval of any such Survey Exceptions.

Buyer's failure to give written approval or disapproval of the Report Exceptions or Survey Exceptions within the Report Approval Period or the Survey Approval Period (as applicable) shall be deemed disapproval of the Report or the Survey (as applicable). If Buyer notifies Seller of its disapproval of any Report Exceptions or Survey Exceptions, Seller shall have until the expiration of fifteen (15) days following its receipt of Buyer's notice of disapproval to determine whether or not it will undertake the removal of any disapproved Exceptions. If Seller elects to remove such Exceptions, it shall provide Buyer with written notice of such election prior to the expiration of the applicable fifteen (15)-day period and shall diligently proceed to effect the removal of such Exceptions at its sole cost. If Seller cannot or

does not elect to remove any of the disapproved Exceptions on or before the expiration of the fifteen (15)-day period, Buyer shall have thirty (30) days after the expiration of the fifteen (15)-day period to either give Seller written notice that Buyer elects to proceed with the purchase of the Acquisition Parcel subject to the disapproved Exceptions or to give Seller written notice that Buyer elects to terminate this Agreement. The Report Exceptions and Survey Exceptions approved by Buyer as provided herein shall hereinafter be referred to as the "**Approved Condition of Title.**"

Except for Exceptions created by Buyer, Buyer shall have the right to approve or disapprove any additional and previously unreported Report Exceptions or Survey Exceptions reported by the Title Company or surveyor after Buyer has approved the Approved Condition of Title. Seller shall not voluntarily create any new Exceptions following the Effective Date. If, following Buyer's approval of the Approved Condition of Title, the End User disapproves of an Exception previously approved by Buyer, Seller agrees to work in good faith with Buyer to reasonably cure said matters, at no cost to Seller, in order to allow the Acquisition Agreement with the End User to proceed.

**2.8 Title and Deed.** Fee simple title to the Acquisition Parcel shall be conveyed to Buyer by grant deed from Seller ("**Grant Deed**" or "**Deed**") (in the form attached as Exhibit C) in the Approved Condition of Title. It is a condition to the Closing for Buyer's benefit that Buyer must be able to obtain an ALTA Extended Owner's Title Insurance Policy issued by the Title Company, insuring marketable title to Buyer in the full amount of the Purchase Price in the Approved Condition of Title and containing all endorsements that Buyer or the End User shall require (the "**Title Policy**").

**2.9 Conditions to Closing.** The Closing is conditioned upon the satisfaction of the following terms and conditions within the times designated below (the "**Conditions Precedent to the Closing**"). Except in the event of a breach under this Agreement, the failure of any condition set forth in this Section 2.9 to be either satisfied or waived prior to the Closing Date shall not constitute a default pursuant to Article V hereof, but shall be cause for termination of this Agreement by the Party for whose benefit such condition has been imposed.

**2.9.1 Seller's Conditions to Closing.** Seller's obligation to proceed with the Closing is subject to the fulfillment, or waiver by Seller, of each of the conditions precedent described below ("**Seller's Conditions Precedent to Closing**"), which are solely for the benefit of Seller, and which shall be fulfilled, or waived in its sole discretion, prior to the Closing:

(a) Horizontal Improvements. Buyer shall have provided Seller evidence reasonably satisfactory to Seller that Buyer will complete so much of the Horizontal Improvements (the "**Signature-Related Horizontal Improvements**") as are necessary to serve the Vertical Improvements to be developed on the Acquisition Parcel (the "**Signature-Related Vertical Improvements**") prior to the completion of the Signature-Related Vertical Improvements. The Signature-Related Horizontal Improvements are more specifically described (and limited to those so described) on the attached Exhibit D and in Section 3.2 of this Agreement. This condition will be deemed satisfied if (i) Buyer establishes a holdback escrow account as of the Closing and places into the holdback account the net proceeds from the sale of the Acquisition Parcel from Buyer to the End User, and (ii) the instructions establishing the holdback escrow do not permit Buyer to withdraw funds for any purpose other than payment of Signature-Related Horizontal Improvements construction costs until the Signature-Related Horizontal Improvements are completed.

(b) Right of Entry. Buyer shall have obtained from the End User, if necessary, in a form reasonably satisfactory to Buyer and Seller, a right of entry onto the Acquisition Parcel after Close of Escrow to complete the Signature-Related Horizontal Improvements.

(c) Approval of the End User. Buyer shall have submitted and Seller shall have approved the identity of the End User, exercising reasonable discretion, based upon the End User's financial capability and development and/or operating experience, as applicable, with respect to the Signature-Related Vertical Improvements. Seller's approval will be based on Seller's receipt of a copy of the Acquisition Agreement evidencing the End User's right to purchase the Acquisition Parcel and reasonable evidence that the End User has equity and/or debt capital available to complete the purchase of the Acquisition Parcel and develop the Signature-Related Vertical Improvements.

(d) Notice of Public Safety CFD. Buyer shall have delivered a copy of correspondence from Buyer to the End User advising the End User that (i) Seller intends to form a public safety community facilities district ("**CFD**") following the Closing; (ii) that the Acquisition Parcel will be located within the boundaries of the CFD, and (iii) that Seller has advised Buyer that it will condition approval of the Signature-Related Vertical Improvements on the End User's agreement that the Acquisition Parcel will be subject to the CFD and the payment of special taxes imposed by the CFD.

Any waiver by Seller of any of the preceding conditions must be expressly made in writing.

**2.9.2 Buyer's Conditions to Closing.** Buyer's obligation to proceed with the Closing is subject to the fulfillment or waiver by Buyer of each of the conditions precedent described below ("**Buyer's Conditions Precedent to Closing**"), which are solely for the benefit of Buyer, and which shall be fulfilled, or waived in its sole discretion, prior to the Closing:

(a) Physical and Environmental Condition of the Acquisition Parcel. Buyer shall have approved the Physical and Environmental Condition of the Acquisition Parcel pursuant to Section 2.6, above.

(b) Title Insurance. The Title Company shall have agreed that, upon payment of Title Company's regularly scheduled premium, it shall provide to Buyer the Title Policy.

Any waiver by Buyer of any of the preceding conditions must be expressly made in writing.

**2.9.3 Conditions Precedent to the Closing for Both Parties' Benefit.** The obligation of either Seller or Buyer to proceed with the Closing is also subject to the fulfillment, or waiver by such Party, of each of the conditions precedent described below, which are for the benefit of both Parties, and which shall be fulfilled, or waived in their respective sole discretion, prior to the Closing Date:

(a) No Default. The other Party shall not be in default of any of its obligations under the terms of this Agreement.

(b) Execution and Delivery of Documents. The other Party shall have executed and, as necessary for recordation, shall have acknowledged, any documents required hereunder.

(c) Payment of Funds. The other Party shall have deposited into Escrow all of the required costs of the Closing pursuant to this Agreement or the DDA.

(d) No Litigation. No litigation is pending or threatened challenging the validity of the DDA, this Agreement, or the implementation thereof.

Any waiver by the Parties of any of the preceding conditions must be expressly made in writing.

**2.10 Termination by Buyer for Failure of Conditions Precedent.** If any of Buyer's Conditions Precedent to Closing are not satisfied or waived on or before the Closing Date for reasons other than default by Seller, then Buyer shall provide Seller with written notice of those conditions that have not been satisfied or otherwise waived by Buyer ("**Conditions Precedent Failure Notice**"). Seller shall have twenty (20) business days after Buyer has delivered to Seller the Conditions Precedent Failure Notice to notify Buyer in writing of Seller's election either to (a) take such actions as may be necessary to cure such matters to Buyer's satisfaction prior to the Closing Date, or (b) advise Buyer that Seller will not cure such matters (the "**Seller's Conditions Notice**"). If Seller elects to cure such matters as set forth in the Conditions Precedent Failure Notice, Seller shall promptly take any and all actions as may be necessary to cure same, and the Closing shall be extended accordingly if such extension is necessary in order to accomplish such cure. If Seller has advised Buyer that it elects not to cure a matter or matters that has not been deemed satisfied by Buyer or the non-satisfaction thereof waived by Buyer, then Buyer shall have the right at its sole election either to waive the contingency(ies) in question and proceed with the Closing or, in the alternative, terminate this Agreement, and neither Party shall have any further rights or obligations hereunder, except those obligations which survive the Closing or earlier termination of this Agreement. Notwithstanding anything to the contrary contained in this Agreement, in no event shall Seller be liable to Buyer for any damages whatsoever.

**2.11 Termination by Seller for Failure of Conditions Precedent.** If Seller's Conditions Precedent to Closing are not satisfied or waived on or before the Closing Date for any reason other than a default by Buyer, then Seller may deliver to Buyer a Conditions Precedent Failure Notice. Buyer shall have twenty (20) business days after Seller has delivered to Buyer the Conditions Precedent Failure Notice to deliver to Seller a notice stating whether or not Buyer will cure such matters. If Buyer elects to cure such matters as set forth in the Conditions Precedent Failure Notice, Buyer shall promptly take any and all actions as may be necessary to cure same, and the Closing shall be extended for ten (10) business days if such extension is necessary in order to accomplish such cure. If Buyer has advised Seller that it elects not to cure a matter or matters that has not been deemed satisfied by Seller or the non-satisfaction thereof waived by Seller, then Seller shall have the right at its sole election either to waive the contingency(ies) in question and proceed with the Closing or, in the alternative, terminate this Agreement, and neither Party shall have any further rights or obligations hereunder, except those obligations which survive the Closing or earlier termination of this Agreement.

**2.12 Seller Representations and Warranties.** Seller represents and warrants to Buyer, that, to Seller's Actual Knowledge:

(a) Authority. Seller is a California joint powers authority, established and operating in accord with California Government Code Section 6500, et seq. The execution, performance and delivery of this Agreement by Seller have been fully authorized by all requisite actions on the part of Seller and all other local, state and federal authorities with jurisdiction over Seller or the Acquisition Parcel.

(b) No Conflict. Seller's execution, delivery and performance of its obligations under this Agreement will not constitute a default or a breach under any contract, agreement or order to which Seller is a party or by which it is bound.

(c) Litigation. Seller is not aware of, nor has Seller received any notice of or know of any basis for, any actual or pending litigation or proceeding by any organization, person, individual or governmental agency with respect to the Acquisition Parcel that could adversely affect Buyer's acquisition or development of the Acquisition Parcel.

(d) Notices of Violation. Seller is not aware of, nor has Seller received any notice of or knows of any basis for, any violations of laws, statutes, regulations, ordinances, other legal requirements with respect to the Acquisition Parcel, or any part thereof, or with respect to the use, occupancy or construction thereof, or any investigations by any governmental or quasi-governmental authority into potential violations thereof. In the event Seller receives notice of any such violations or investigations affecting the Acquisition Parcel prior to the Closing, Seller promptly shall notify Buyer thereof. Seller has disclosed to Buyer all documentation in Seller's possession regarding the Physical and Environmental Condition of the Acquisition Parcel, consisting of: Findings of Suitability to Transfer, Asbestos Surveys and Lead Based Paint Surveys, if any.

As used herein, "**Seller's Actual Knowledge**" shall mean the actual knowledge of Lori Stone (Executive Director), as of the date such representation is made, without having undertaken any independent inquiry or investigation for the purpose of making such representation or warranty and without any duty of inquiry or investigation.

Seller shall, upon learning of any fact or condition which would cause any of the warranties and representations in this Section not to be true as of the Closing, immediately give written notice of such fact or condition to Buyer. Such exception(s) to a representation shall not be deemed a breach by Seller hereunder, but shall constitute an exception which Buyer shall have the right to approve or disapprove if Buyer, in its sole discretion, determines such exception would materially and adversely affect the value, development, financing, maintenance, and/or operation of the Signature-Related Horizontal Improvements or the Signature-Related Vertical Improvements. If Buyer elects, acting in its sole discretion, to Close Escrow following disclosure of such information, Seller's representations and warranties contained herein shall be deemed to have been made as of the Closing, subject to such exception(s). If, following the disclosure of such information, Buyer, acting in its sole discretion, elects to not Close Escrow, then Buyer shall give written notice to Seller of such election within ten (10) days after disclosure of such information, and this Agreement and the Escrow shall thereafter automatically terminate, and neither Party shall have any further rights, obligations or liabilities hereunder, except those obligations which survive the Closing or earlier termination of this Agreement. The representations and warranties set forth in this Section, subject to any such exceptions, shall survive the Closing.

**2.13 Buyer's Representations and Warranties.** Buyer represents and warrants to Seller, that, to Buyer's Actual Knowledge:

(a) Authority. Buyer is a duly organized limited liability company in good standing under the laws of the State of California, and is authorized to do business in the State of California. The copies of the documents evidencing the organization of Buyer which have been delivered to Seller are true and complete copies of the originals, as amended to the Effective Date of this Agreement. The execution, performance and delivery of this Agreement by Buyer have been fully authorized by all requisite actions on the part of Buyer.

(b) FIRPTA. Buyer is not a "foreign person" within the parameters of FIRPTA or any similar state statute, is exempt from the provisions of FIRPTA or any similar state statute, or has otherwise complied with FIRPTA.

(c) No Conflict. Buyer's execution, delivery and performance of its obligations under this Agreement will not constitute a default or a breach under any contract, agreement or order to which Buyer is a party or by which it is bound.

(d) No Buyer Bankruptcy. Buyer is not the subject of a bankruptcy proceeding.

(e) Litigation. Buyer is not aware of, nor has Buyer received any notice of or know of any basis for, any actual or pending litigation or proceeding by any organization, person, individual or governmental agency against Buyer that could adversely affect Buyer's acquisition or development of the Acquisition Parcel.

As used herein, "**Buyer's Actual Knowledge**" shall mean the actual knowledge of Stephen Tomassi, as of the date such representation is made, without having undertaken any independent inquiry or investigation for the purpose of making such representation or warranty and without any duty of inquiry or investigation.

Buyer shall, upon learning of any fact or condition which would cause any of the warranties and representations in this Section not to be true as of Closing, immediately give written notice of such fact or condition to Seller. Such exception(s) to a representation shall not be deemed a breach by Buyer hereunder, but shall constitute an exception which Seller shall have the right to approve or disapprove if Seller, in its sole discretion, determines that such exception would adversely affect Seller's interests. If Seller, acting in its sole discretion, elects to Close Escrow following disclosure of such information, Buyer's representations and warranties contained herein shall be deemed to have been made as of the Closing, subject to such exception(s). If, following the disclosure of such information, Seller elects, acting in its sole discretion, to not Close Escrow, then Seller shall give notice to Buyer of such election within ten (10) days after disclosure of such information and this Agreement and the Escrow shall thereafter automatically terminate, and neither Party shall have any further rights, obligations or liabilities hereunder, except those obligations which survive the Closing or earlier termination of this Agreement. The representations and warranties set forth in this Section, subject to such exception(s), shall survive the Closing.

**2.14 Post-Closing Obligations and Indemnity.**

**2.14.1 Buyer Precautions After the Closing.** Upon and after the Closing, Buyer shall take all necessary precautions to prevent the release into the environment of any Hazardous Materials which are located in, on or under the Acquisition Parcel. Such precautions shall include compliance with all Governmental Requirements (as defined herein below) with respect to Hazardous Materials. In addition, Buyer shall install and utilize such equipment and implement and adhere to such legally required or commercially reasonable procedures for the disclosure, storage, use, removal and disposal of any Hazardous Materials. This provision shall survive the termination, expiration, invalidation or performance in full or in part of this Agreement, and, without limiting the foregoing, shall survive the Closing. As used herein, the "**Governmental Requirements**" shall mean all laws, ordinances, statutes, codes, rules, regulations, orders and decrees of the United States, the State, the County of Riverside, or any other political subdivision in which the Acquisition Parcel is located, and of any other political subdivision, agency or instrumentality exercising jurisdiction over Seller, Buyer, or the Acquisition Parcel, including all applicable state labor standards, zoning and development standards, building, plumbing, mechanical and electrical codes, and all other provisions applicable to the Improvements, including without limitation disabled and handicapped access requirements under the Americans With Disabilities Act, 42 U.S.C. Section 12101, et seq., Government Code Section 4450, et seq., Government Code Section 11135, et seq., and the Unruh Civil Rights Act, Civil Code Sections 51, et seq. Buyer and its contractors and subcontractors shall comply with all Governmental Requirements related to public works, including without limitation, the payment of prevailing wages in compliance with Labor Code Section 1770, et seq., keeping of all records pursuant to Labor Code Section 1776, complying with the maximum hours requirements of Labor Code Sections 1810 through 1815, and complying with all regulations and statutory requirements pertaining thereto. However, nothing contained herein shall require compliance with such Governmental Requirements if and to the extent compliance is not required by applicable law.

**2.14.2 Indemnity.** Except to the extent attributable to acts or omissions by Seller or its employees, officers, volunteers, representatives, consultants, attorneys and agents, Buyer agrees to indemnify, defend and hold Seller and its employees, officers, volunteers, representatives, consultants, attorneys and agents harmless from and against any claim, action, suit, proceeding, loss, cost, damage, liability, deficiency, fine, penalty, punitive damage, or expense (including, without limitation, reasonable attorneys' fees) resulting from, arising out of, or based upon (i) the presence, release, use, generation, discharge, storage or disposal of any Hazardous Materials on, under, in or about, or the transportation of any such Hazardous Materials to or from, the Acquisition Parcel, and (ii) the violation, or alleged violation, of any statute, ordinance, order, rule, regulation, permit, judgment or license relating to the use, generation, release, discharge, storage, disposal or transportation of Hazardous Materials on, under, in or about, to or from, the Acquisition Parcel based on facts arising after the Close of Escrow (collectively, "**Environmental Liabilities**"). This indemnity shall include, without limitation, any damage, liability, fine, penalty, parallel indemnity after Closing, cost or expense arising from or out of any claim, action, suit or proceeding for personal injury (including sickness, disease or death), tangible or intangible property damage, compensation for lost wages, business income, profits or other economic loss, damage to the natural resource or the environment, nuisance, contamination, leak, spill, release or other adverse effect on the environment. At the request of Buyer, Seller shall cooperate with and assist Buyer in its defense of any such claim, action, suit, proceeding, loss, cost, damage, liability, deficiency, fine, penalty, punitive damage, or expense; provided that Seller shall not be obligated to incur any expense in connection with such cooperation or assistance. This indemnity shall survive the termination, expiration, invalidation, or performance in full or in part of this Agreement, and, without limiting the foregoing, shall survive the Closing.

## ARTICLE III
## Additional Buyer Obligations

**3.1 Buyer Obligations.** Buyer shall have the responsibility for the remediation of any contamination within the existing structures and structure materials located on the Acquisition Parcel (to the extent legally required) (collectively "**Remediation**") and the design and construction of the Signature-Related Horizontal Improvements, with utilities stubbed to close proximity to the Acquisition Parcel.

**3.2 Signature-Related Horizontal Improvements.**

**3.2.1** Payment. Buyer shall be responsible for the construction of the Signature-Related Horizontal Improvements required for the development of the Acquisition Parcel.

**3.2.2** Detention Basin and Sewer Improvements.

(a) Zone 8 Detention Basin. As approved by Seller, through its entitlement and permitting process, Buyer will, as part of the Signature-Related Horizontal Improvements, construct any offsite stormwater detention basin ("**Basin**") (the maximum size of which is as described on Exhibit D) required by Seller and supported by a hydrological study prepared in connection with the entitlement process on land adjacent to the Acquisition Parcel (referred to as Specific Plan Zone 8) of sufficient size and design to accommodate treated stormwater flows from the Acquisition Parcel. The Basin will be vegetated to provide landscaping adjacent to the public right-of-way and to maintain applicable discharge water quality standards. The Basin, as envisioned within the Specific Plan, will discharge to the Heacock Channel as approved by Seller and appropriate regulatory agencies.

(b) Sewer Improvements. To the extent necessary, as determined by the analysis prepared in connection with the development entitlements required in connection with the

Signature-Related Vertical Improvements (as approved by Seller), Buyer will, as part of the Signature-Related Horizontal Improvements, construct such sanitary sewer infrastructure improvements of sufficient size and capacity to transport sewer flows from the Signature-Related Vertical Improvements. These improvements will be consistent with the Specific Plan.

**3.2.3** Completion of Signature-Related Horizontal Improvements. Except for water supply infrastructure needed to provide fire suppression flows, which will be completed prior to issuance of the first building permit for construction of the Signature-Related Vertical Improvements, all of the Signature-Related Horizontal Improvements will be completed prior to issuance of certificates of occupancy for the Signature-Related Vertical Improvements.

**3.3 Authority and Other Governmental Permits; Governmental Requirements.** Before commencement of construction or development of the Signature-Related Horizontal Improvements on the Acquisition Parcel, Buyer shall, at its own expense, secure or cause to be secured any and all permits which may be required by any governmental agency affected by such construction, development or work. Buyer shall develop and construct the Signature-Related Horizontal Improvements in conformity with all Governmental Requirements.

**3.4 Antidiscrimination During Construction.** Buyer, for itself and its successors and assigns, agrees that in the construction of the Signature-Related Horizontal Improvements, Buyer will not discriminate against any employee or applicant for employment because of race, color, creed, religion, sex, marital status, ancestry or national origin.

**3.5 Insurance.**

**3.5.1 General Liability Insurance Requirements.** Without limiting Seller's right to indemnification, Buyer shall, prior to commencing any activities upon the Acquisition Parcel, secure or cause to be secured from a company or companies licensed to conduct insurance business in the State of California, pay for, and maintain in full force and effect from and after the Closing, and continuing until completion of the Signature-Related Horizontal Improvements, a policy of commercial general liability insurance issued by an "A:VII" or better rated insurance carrier as rated by A.M. Best Company as of the date that Buyer obtains or renews its insurance policies, on an occurrence basis, in which Seller and its respective officers, employees, agents and representatives are named as additional insureds. Similar insurance shall be required by the Right of Entry Agreement. Buyer shall furnish a certificate of insurance to Seller prior to the Closing, and shall furnish complete copies of such policy or policies upon request by Seller. Notwithstanding any inconsistent statement in the policy or any subsequent endorsement attached thereto, the protection offered by the policy shall:

(a) Include an endorsement naming Seller and its officers, employees, agents, representatives and attorneys as additional insureds;

(b) Provide a combined single limit policy for both personal injury and property damage in the amount of $5,000,000, which will be considered equivalent to the required minimum limits;

(c) Bear an endorsement or shall have attached a rider providing that Seller shall be notified not less than thirty (30) days before any expiration, cancellation, nonrenewal, reduction in coverage, increase in deductible, or other material modification of such policy or policies, and shall be notified not less than ten (10) days after any event of nonpayment of premium.

(d) Provide for waivers of subrogation for the benefit of Seller.

**3.5.2 Workers' Compensation Insurance.** Buyer shall provide to Seller certificates of insurance evidencing that Buyer maintains workers' compensation insurance covering its respective employees, as required by California law. Also, Buyer (i) shall ensure that any contractors hired by Buyer that are involved in construction of the Signature-Related Horizontal Improvements carry workers' compensation insurance on their respective employees, and (ii) shall require said contractors to ensure that their subcontractors, if any, carry workers' compensation covering their respective employees.

**3.5.3 Builder's Risk Insurance: Signature-Related Horizontal Improvements.** Prior to the start of construction and continuing until the completion of the Signature-Related Horizontal Improvements, Buyer shall secure, maintain, and pay for all-risk builder's risk (course of construction) insurance coverage in an amount equal to the full cost of the Signature-Related Horizontal Improvements. Such insurance shall be written on an all-risk form, but may exclude earthquake coverage, and shall cover, at a minimum: all work, materials, and equipment to be incorporated into the Signature-Related Horizontal Improvements during construction; and storage and transportation risks. Such insurance shall protect/insure the interests of Buyer and Buyer's construction contractor, and other contractor(s), and all subcontractors, as each of their interests may appear. If such insurance includes an exclusion for "design error," such exclusion shall only be for the object or portion which failed. Such insurance shall include the insurer's waiver of subrogation in favor of each protected/insured party thereunder. Seller shall be named as an additional loss payee with a loss payable endorsement, which shall be delivered to Seller prior to the start of construction.

**3.5.4 Builder's Risk Insurance: Signature-Related Vertical Improvements.** Prior to the start of construction and continuing until the completion of the Signature-Related Vertical Improvements, Buyer will require the End User to secure, maintain, and pay for all-risk builder's risk (course of construction) insurance coverage in an amount equal to the full cost of the Signature-Related Vertical Improvements. Such insurance shall be written on an all-risk form, but may exclude earthquake coverage, and shall cover, at a minimum: all work, materials, and equipment to be incorporated into the Signature-Related Vertical Improvements during construction; and storage and transportation risks. Such insurance shall protect/insure the interests of End User and End User's construction contractor, and other contractor(s), and all subcontractors, as each of their interests may appear. If such insurance includes an exclusion for "design error," such exclusion shall only be for the object or portion which failed. Such insurance shall include the insurer's waiver of subrogation in favor of each protected/insured party thereunder. Seller shall be named as additional loss payee with a loss payable endorsement, which shall be delivered to Seller prior to the start of construction.

**3.6 Buyer's Indemnity.** Buyer shall defend, indemnify, assume all responsibility for, and hold Seller, its volunteers, officers, employees, consultants, attorney and agents, harmless from all claims, demands, damages, defense costs or liability for any damages to property or injuries to persons, including accidental death (including reasonable attorneys' fees and costs), which may be caused by any acts or omissions of Buyer under this Agreement, whether such activities or performance thereof be by Buyer, or by anyone directly or indirectly employed or contracted with by Buyer, and whether such damage shall accrue or be discovered before or after termination or expiration of this Agreement. Notwithstanding the foregoing, Buyer shall not be liable for property damage or bodily injury to the extent caused by the negligence or willful misconduct of Seller, its employees, officers, volunteers, representatives, consultants, attorneys and agents. This indemnity shall survive the termination, expiration, invalidation or performance in full or in part of this Agreement and, without limiting the foregoing, shall survive the Closing.

In addition, the Buyer shall indemnify, protect, defend, and hold harmless Seller and its constituent public agency members, officers, employees, attorneys, and agents from any and all actual or alleged claims, actions, proceedings, against Seller to attack, set aside, void, annul, or seek monetary

damages arising out of the approval of the Agreement or related approvals, including but not limited to CEQA approvals, permits, variances, plot plans, design plans, maps, licenses and amendments. Seller shall promptly notify the Buyer 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 Seller, 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 Buyer, Seller, and/or any parties bringing such forth. This indemnity shall survive the termination, expiration, invalidation or performance in full or in part of this Agreement and, without limiting the foregoing, shall survive the Closing.

Notwithstanding Section 7.18, in the event of any conflict between the indemnification terms of the Amended DDA and this Agreement, the terms of this Agreement shall govern.

## ARTICLE IV
## Use of the Acquisition Parcel

**4.1 Uses.** Buyer agrees to limit the use of the Acquisition Parcel to those uses permitted by the March LifeCare Campus Specific Plan No. 7, subject to such amendments as to which the Parties may agree from time to time.

## ARTICLE V
## Default - Remedies

**5.1 Default.** Time is of the essence of this Agreement and failure to comply with this Agreement or the Amended DDA, following notice and opportunity to cure as provided herein, shall be a material breach of this Agreement. If the Escrow fails to close as provided herein, Buyer or Seller may at any time thereafter give written notice to Escrow Agent to cancel the Escrow. Escrow Agent shall comply with such notice without further consent from any other Party to the Escrow or from any broker involved in the transaction. Cancellation of Escrow as provided herein shall be without prejudice to whatever legal rights Buyer and Seller may have against each other.

**5.2 Default by Buyer.** If Buyer defaults under the terms of this Agreement and such default continues after the delivery of written notice and expiration of the cure period specified in Section 5.4 below, Seller's sole remedy shall be the termination of this Agreement. Thereafter, neither Party shall have any further rights or obligations hereunder, except those obligations which survive the Closing or earlier termination of this Agreement. In no event shall Seller be entitled to any remedy other than as set forth in this Agreement and in no event shall Buyer be liable to Seller for any incidental or consequential damages whatsoever.

**5.3 Default by Seller.** If Seller defaults under the terms of this Agreement and such default continues after the delivery of written notice and expiration of the cure period specified in Section 5.4, below, Buyer's sole remedy shall be the termination of this Agreement. Thereafter, neither Party shall have any further rights or obligations hereunder, except those obligations which survive the Closing or earlier termination of this Agreement. In no event shall Buyer be entitled to any remedy other than as set forth in this Agreement and in no event shall Seller be liable to Buyer for any monetary damages whatsoever.

**5.4 Notice of Default.** In the event that either Party is in default of any provision hereof, the non-defaulting Party, as a condition precedent to its remedies, must give the defaulting Party written notice of the default. The defaulting Party shall have ten (10) business days from the receipt of such notice to cure the default. If the default is timely cured, this Agreement shall continue in full force and

effect. If the default is not timely cured, the non-defaulting Party may pursue its applicable remedies set forth in this Agreement.

## ARTICLE VI
## Closing Costs

**6.1 Closing Costs.** Notwithstanding anything to the contrary contained herein, or in the Escrow instructions, the Closing costs shall be paid as follows:

**6.1.1 By Seller:**

(a) Title insurance premium for a standard form CLTA policy; and

(b) One half (1/2) the Escrow fee, if any.

**6.1.2 By Buyer:**

(a) Cost of the Survey;

(b) Title insurance premium for the cost difference between a CLTA standard coverage policy and an ALTA extended coverage policy and the cost of any endorsements requested by Buyer that are not related to Report Exceptions or Survey Exceptions which Seller has agreed to cure under Section 2.7;

(c) Preparation of mortgage, deed of trust or other applicable financing instruments;

(d) All documentary, stamp and transfer taxes;

(e) Recording fees for financing instruments; and

(f) One half (1/2) the Escrow fee, if any.

## ARTICLE VII
## Miscellaneous

**7.1 Brokerage Fees.** Both Parties represent that no broker has been involved in connection with this Agreement or the sale of the Acquisition Parcel and each Party agrees to indemnify the other against brokerage or commission claims arising out of the indemnifying Party's actions.

**7.2 Confidentiality.** Subject to the limitations under state law applicable to Seller, for the purpose of avoiding the dissemination of market information that would be detrimental to the maximization of the benefits of the Project to the Parties, the Parties shall establish an appropriate procedure to maintain the confidentiality of documents, financial statements, reports or other information, including, without limitation, strategies and development concepts, and Seller's and Buyer's respective proprietary information, provided to, or generated for or relating to the Acquisition Parcel and the Project and not otherwise publicly available, and deemed "confidential" by a Party. Notwithstanding the foregoing, disclosure shall be permitted when (a) required by order of a court of competent jurisdiction, (b) in the reasonable opinion of Seller's legal counsel, following notice to Buyer and opportunity to object, such disclosure is required by relevant provisions of state or federal law, or (c) as required during

the course of litigation between Seller and Buyer. The provisions of this Section 7.2 shall survive the Closing or earlier termination of this Agreement.

**7.3 Notices.** Any and all communications required or permitted to be given hereunder shall be in writing and shall be sent by: (i) certified or registered mail, postage prepaid, return receipt requested, (ii) personal delivery, or (iii) a recognized overnight carrier that provides proof of delivery, and shall be addressed as follows:

**If to Buyer:**
March Healthcare Development, LLC
9731 Janice Circle
Villa Park, CA 92861
Attn: Stephen J. Tomassi

With a copy to:
Gresham Savage Nolan and Tilden
a Professional Corporation
550 East Hospitality Lane, Suite 300
San Bernardino, CA 92408-4205
Attn: Mark A. Ostoich, Esq.

**If to Seller:**
March Joint Powers Authority
23555 Meyer Drive
Riverside, CA 92518
Attn: Executive Director

With a copy to:
Best, Best & Krieger
2855 East Guasti Road
Ontario, CA 91761
Attn: John Brown, Esq.

Notices shall be deemed effective upon receipt or rejection only.

**7.4 Severability.** If any provision of this Agreement is found by any court of competent jurisdiction to be invalid, illegal, or unenforceable, then such portion shall be deemed severed from this Agreement and the Parties shall negotiate in good faith to modify this Agreement to fulfill as closely as possible the original intent and purpose of this Agreement.

**7.5 Entire Agreement; Amendment.** This Agreement contains the entire agreement between the Parties with respect to the subject matter herein and supersedes any and all prior or contemporaneous negotiations, correspondence, or oral or written agreements between the Parties. No supplement, amendment, or modification of any provision of this Agreement shall be effective unless it is in writing and executed by both Parties.

**7.6 Successors and Assigns.** This Agreement shall be binding upon, and inure to the benefit of the Parties hereto and their respective successors, heirs, administrators, and permitted assigns.

**7.7 Waivers.** A waiver of any provision hereof shall not be binding, unless such waiver is made in writing and executed by the Party making the waiver. Notwithstanding the foregoing, no waiver

of any provision hereof shall be deemed a waiver of any other provision hereof, or of any subsequent breach by either Party of the same or any other provision.

**7.8 Survival.** All covenants, agreements, representations, warranties, and indemnities contained herein shall survive the Closing or earlier termination of this Agreement.

**7.9 Further Acts.** The Parties shall take such further actions and execute any additional documents as may be required from time to time to carry out the intent of this Agreement.

**7.10 No Partnership.** Nothing in this Agreement shall be construed to create a partnership or joint venture between the Parties.

**7.11 Attorneys' Fees.** In the event of a suit by either Party against the other arising out of this Agreement, the prevailing Party shall be entitled to recover from the other Party all reasonable costs and expenses of suit, including attorneys' fees and the fees of other professionals.

**7.12 Time of the Essence.** Time is strictly of the essence with respect to each and every term, condition, obligation, and provision of this Agreement.

**7.13 Counterparts.** This Agreement may be signed in counterparts, each of which shall be deemed an original, but both of which, taken together, shall constitute one and the same Agreement.

**7.14 Days; Dates of Performance.** All references in this Agreement to days shall be deemed to be references to calendar days, unless expressly stated otherwise. In the event that any date for performance by either Party of any obligation hereunder required to be performed by such Party falls on a Saturday, Sunday, or nationally-established holiday, the time for performance of such obligation shall be deemed extended until the next business day following such date.

**7.15 Jurisdiction and Venue.** Any legal action or proceeding concerning this Agreement shall be filed and prosecuted in the appropriate California state court in the County of Riverside, California. Each Party hereto irrevocably consents to the personal jurisdiction of that court.

**7.16 Governing Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of California.

**7.17 Third Party Beneficiaries.** Except as may otherwise be expressly provided hereinabove, this Agreement is made solely for the benefit of the Parties and their respective successors and assigns, and no other person, firm, or entity shall be entitled to rely upon or receive any benefit from this Agreement or any provision herein.

**7.18 Amended DDA.** In the event of any conflict between the terms of the Amended DDA and the terms of this Agreement, including without limitation, a conflict in terms with regard to brokerage fees, the terms of the Amended DDA shall govern.

**7.19 Construction.** No provision of this Agreement shall be construed in favor of, or against, any particular Party by reason of any presumption with respect to the drafting of this Agreement; both Parties, having the opportunity to consult legal counsel, having fully participated in the negotiation of this Agreement.

**7.20 Headings.** The headings herein are inserted only as a matter of convenience and for reference and in no way define, limit or describe the scope or intent of this document nor in any way affect the terms and provisions hereof.

**7.21 Number and Gender.** As used in this Agreement, the singular and the plural shall each be deemed to include the other, and the masculine, the feminine, and the neuter shall each be deemed to include the others, where the context so indicates.

**[Signatures begin on following page]**

**SIGNATURE PAGE TO**
**ACQUISITION AND DEVELOPMENT AGREEMENT**

**BUYER:**

**MARCH HEALTHCARE DEVELOPMENT, LLC,**
a California limited liability company

By:_____
Name:_____
Its:_____

**APPROVED AS TO LEGAL FORM:**

**GRESHAM SAVAGE NOLAN & TILDEN, PC**

By: _____

**SIGNATURE PAGE TO**
**ACQUISITION AND DEVELOPMENT AGREEMENT**

**SELLER:**

**MARCH JOINT POWERS AUTHORITY**, a California joint powers authority, acting in its own capacity and as the successor agency to the March Joint Powers Redevelopment Agency

By: _____
Lori M. Stone, Executive Director

[Seal]

**ATTEST:**

_____
Authority Secretary

**APPROVED AS TO LEGAL FORM:**

**BEST BEST & KRIEGER, LLP**

By: _____

**EXHIBIT A**

**LEGAL DESCRIPTION OF ACQUISITION PARCEL**

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THAT PORTION OF LOTS 6 AND 7, BLOCK 281 OF MAP NO. 1, BEAR VALLEY AND ALESSANDRO DEVELOPMENT COMPANY, AS SHOWN ON THE MAP RECORDED IN BOOK 11, PAGE 10 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAN BERNARDINO COUNTY, CALIFORNIA, LYING WITHIN SECTION 24, TOWNSHIP 3 SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN, AND AS MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF PARCEL 23 OF PARCEL MAP 36035, IN THE PLANNING JURISDICTION OF MARCH JOINT POWERS AUTHORITY WITHIN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 235, PAGES 28 THROUGH 42, INCLUSIVE OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE SOUTH 00° 26' 59" WEST ALONG THE EASTERLY LINE OF SAID PARCEL 23, A DISTANCE OF 545.29 FEET TO THE TRUE POINT OF BEGINNING;

THENCE CONTINUING SOUTH 00° 26' 59" WEST ALONG SAID EASTERLY LINE, A DISTANCE OF 110.34 FEET TO THE SOUTHEAST CORNER OF SAID PARCEL 23, SAID POINT ALSO BEING ON THE NORTHERLY LINE OF THAT CERTAIN PARCEL OF LAND DESCRIBED AS PARCEL J-4-B960 OF QUITCLAIM DEED BY AND BETWEEN THE UNITED STATES OF AMERICA AND THE MARCH JOINT POWERS AUTHORITY, RECORDED NOVEMBER 5, 2007 AS DOCUMENT NO. 2007-0674220 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

THENCE SOUTH 89° 38' 33" EAST ALONG SAID NORTHERLY LINE, A DISTANCE OF 0.99 FEET TO A POINT ON THE EASTERLY LINE OF SAID PARCEL J-4-B960;

THENCE SOUTH 00° 31' 17" WEST ALONG SAID EASTERLY LINE, A DISTANCE OF 362.37 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 20.00 FEET;

THENCE SOUTHERLY, SOUTHWESTERLY AND WESTERLY ALONG SAID EASTERLY LINE AND ALONG SAID CURVE, TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 89° 53' 16", AN ARC DISTANCE OF 31.38 FEET TO A POINT ON THE SOUTHERLY LINE OF SAID PARCEL J-4-B960;

THENCE NORTH 89° 35' 27" WEST ALONG SAID SOUTHERLY LINE, A DISTANCE OF 354.02 FEET TO AN ANGLE POINT THEREON;

THENCE NORTH 89° 35' 47" WEST CONTINUING ALONG SAID SOUTHERLY LINE, A DISTANCE OF 256.99 FEET TO THE SOUTHWEST CORNER OF SAID PARCEL J-4-B960;

THENCE NORTH 00° 21' 11" EAST ALONG THE WESTERLY LINE OF SAID PARCEL J-4-B960 AND ALONG THE WESTERLY LINE OF SAID PARCEL 23, A DISTANCE OF 425.59 FEET TO AN ANGLE POINT ON SAID WESTERLY LINE OF PARCEL 23;

THENCE SOUTH 89° 45' 19" EAST CONTINUING ALONG SAID WESTERLY LINE, A DISTANCE OF 18.14 FEET TO AN ANGLE POINT ON SAID WESTERLY LINE OF PARCEL 23;

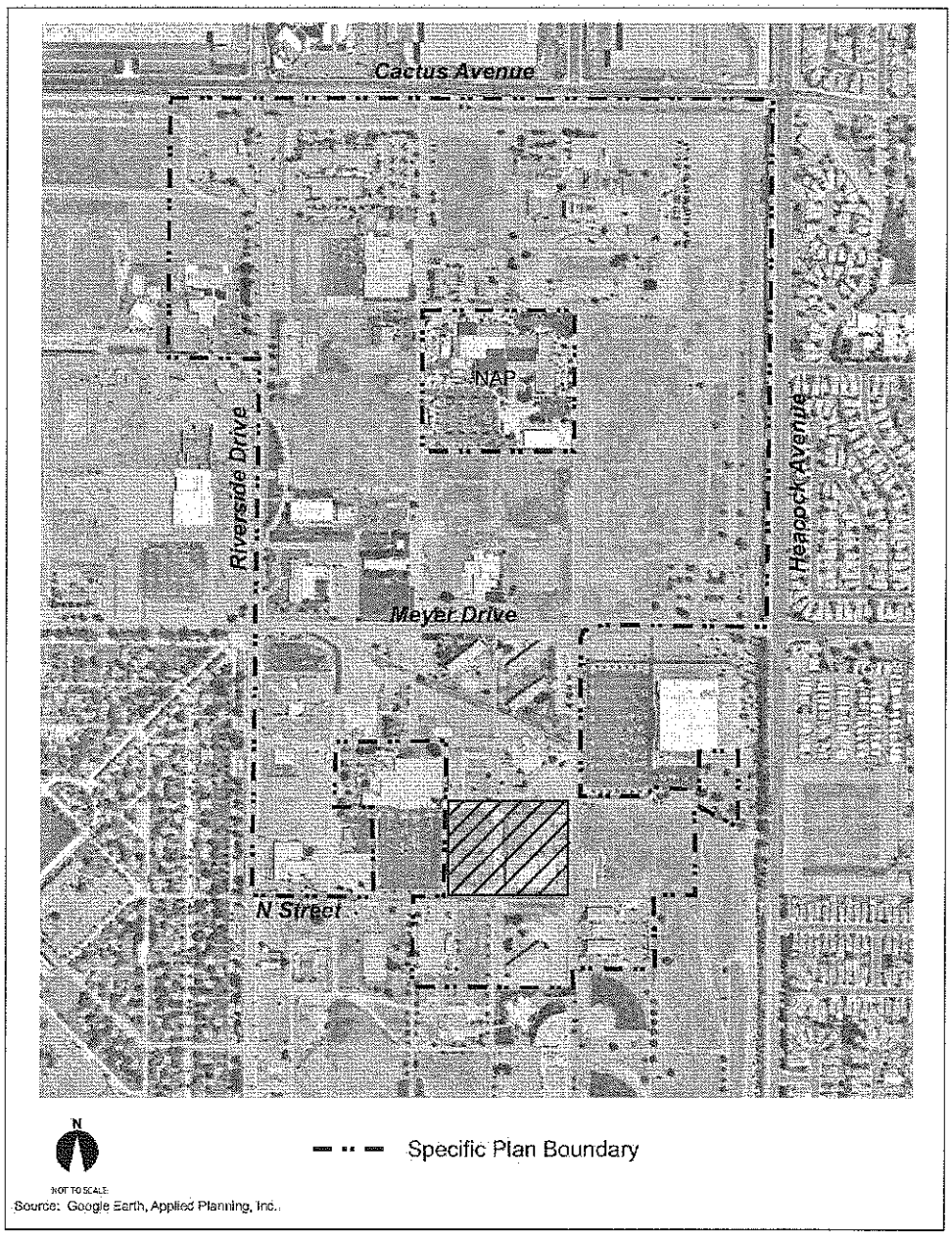
THENCE NORTH 00° 20' 40" EAST CONTINUING ALONG SAID WESTERLY LINE A DISTANCE, A DISTANCE OF 66.50 FEET TO A POINT THEREON;

THENCE SOUTH 89° 38' 33" EAST, A DISTANCE OF 613.16 FEET OT THE TRUE POINT OF BEGINNING.

SAID LAND IS ALSO SHOWN AS PARCEL B ON LOT LINE ADJUSTMENT NO. 14-01, A1 RECORDED SEPTEMBER 29, 2014 AS INSTRUMENT NO. 2014-0369397 OF OFFICIAL RECORDS.

**EXHIBIT B**

**SITE MAP OF ACQUISITION PARCEL**




Site Plan of Acquisition Parcel

**EXHIBIT C**

**GRANT DEED**

[attached behind this page]

**RECORDING REQUESTED BY**
**AND**
**WHEN RECORDED MAIL TO:**

March Healthcare Development LLC
c/o Gresham Savage Nolan & Tilden
A Professional Corporation
550 E. Hospitality Lane, Suite 300
San Bernardino, California 92408
Attn: Mark A. Ostoich

SPACE ABOVE THIS LINE FOR RECORDER'S USE

# GRANT DEED

FOR VALUE RECEIVED, THE MARCH JOINT POWERS AUTHORITY ("**Grantor**"), grants to MARCH HEALTHCARE DEVELOPMENT, LLC, a California limited liability company ("**Grantee**"), all that certain real property (the "**Property**") situated in the County of Riverside, State of California, more particularly described on Attachment No. 1 attached hereto and by this reference incorporated herein, subject to the existing easements, restrictions and covenants of record and the following:

THE PROPERTY IS CONVEYED TO GRANTEE WITHOUT WARRANTY OR COVENANT OF ANY KIND, EXCEPT THOSE IMPLIED COVENANTS PURSUANT TO CALIFORNIA CIVIL CODE SECTION 1113.

1. **The DDA**. This Grant Deed is given pursuant to: (1) that certain Disposition and Development Agreement ("**Original DDA**") between the former March Joint Powers Redevelopment Agency ("**Agency**") and Grantee dated April 7, 2010 that is on file with the Secretary of the Grantor, as amended by that certain First Amendment to March LifeCare Campus Disposition and Development Agreement dated March 7, 2012 ("**First Amendment to DDA**") (the Original DDA as so amended, the "**Amended DDA**"), concerning the development of Healthcare Facilities; and (2) that certain Acquisition and Development Agreement between Grantor and Grantee reference dated February 18, 2015 (**"Signature Parcel Sale Agreement"**). All capitalized terms not defined herein shall have the meanings set forth in the Amended DDA. All references to Grantee shall apply to Grantee, and its successors and assigns, including, without limitation, the End User.

2. **Nondiscrimination Covenants**. Grantee herein covenants by and for itself, its successors and assigns (including the End User as defined in the Signature Parcel Sale Agreement), that there shall be no discrimination against or segregation of, any person or group of persons on account of any basis listed in subdivision (a) or (d) of Section 12955 of the Government Code, as those bases are defined in Sections 12926, 12926.1, subdivision (m) and

paragraph (1) of subdivision (p) of Section 12955, and Section 12955.2 of the Government Code, in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of the premises herein conveyed, nor shall the grantee or any person claiming under or through him or her, establish or permit any practice or practices of discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants, lessees, subtenants, sublessees, or vendees in the premises herein conveyed. The foregoing covenants shall run with the land.

Notwithstanding the immediately preceding paragraph, with respect to familial status, the immediately preceding paragraph shall not be construed to apply to housing for older persons, as defined in Section 12955.9 of the Government Code. With respect to familial status, nothing in the immediately preceding paragraph shall be construed to affect Sections 51.2, 51.3, 51.4, 51.10, 51.11, and 799.5 of the Civil Code, relating to housing for senior citizens. Subdivision (d) of Section 51 and Section 1360 of the Civil Code and subdivisions (n), (o), and (p) of Section 12955 of the Government Code shall apply to the immediately preceding paragraph.

(a) **In deeds:** The Grantee herein covenants by and for himself or herself, his or her heirs, executors, administrators, and assigns, and all persons claiming under or through them, that there shall be no discrimination against or segregation of, any person or group of persons on account of any basis listed in subdivision (a) or (d) of Section 12955 of the Government Code, as those bases are defined in Sections 12926, 12926.1, subdivision (m) and paragraph (1) of subdivision (p) of Section 12955, and Section 12955.2 of the Government Code, in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of the premises herein conveyed, nor shall the grantee or any person claiming under or through him or her, establish or permit any practice or practices of discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants, lessees, subtenants, sublessees, or vendees in the premises herein conveyed. The foregoing covenants shall run with the land.

Notwithstanding the immediately preceding paragraph, with respect to familial status, the immediately preceding paragraph shall not be construed to apply to housing for older persons, as defined in Section 12955.9 of the Government Code. With respect to familial status, nothing in the immediately preceding paragraph shall be construed to affect Sections 51.2, 51.3, 51.4, 51.10, 51.11, and 799.5 of the Civil Code, relating to housing for senior citizens. Subdivision (d) of Section 51 and Section 1360 of the Civil Code and subdivisions (n), (o), and (p) of Section 12955 of the Government Code shall apply to the immediately preceding paragraph.

(b) **In leases:** The lessee herein covenants by and for himself or herself, his or her heirs, executors, administrators, and assigns, and all persons claiming under or through him or her, and this lease is made and accepted upon and subject to the following conditions:

That there shall be no discrimination against or segregation of any person or group of persons, on account of any basis listed in subdivision (a) or (d) of Section 12955 of the Government Code, as those bases are defined in Sections 12926, 12926.1, subdivision (m) and paragraph (1) of subdivision (p) of Section 12955, and Section 12955.2 of the Government Code, in the leasing, subleasing, transferring, use, occupancy, tenure, or enjoyment of the premises herein leased nor shall the lessee himself or herself, or any person claiming under or through him

or her, establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use, or occupancy, of tenants, lessees, sublessees, subtenants, or vendees in the premises herein leased.

Notwithstanding the immediately preceding paragraph, with respect to familial status, the immediately preceding paragraph shall not be construed to apply to housing for older persons, as defined in Section 12955.9 of the Government Code. With respect to familial status, nothing in the immediately preceding paragraph shall be construed to affect Sections 51.2, 51.3, 51.4, 51.10, 51.11, and 799.5 of the Civil Code, relating to housing for senior citizens. Subdivision (d) of Section 51 and Section 1360 of the Civil Code and subdivisions (n), (o), and (p) of Section 12955 of the Government Code shall apply to the immediately preceding paragraph.

(c) **In contracts:** There shall be no discrimination against or segregation of, any person or group of persons on account of any basis listed in subdivision (a) or (d) of Section 12955 of the Government Code, as those bases are defined in Sections 12926, 12926.1, subdivision (m) and paragraph (1) of subdivision (p) of Section 12955, and Section 12955.2 of the Government Code, in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of the premises which are the subject of this Agreement, nor shall the grantee or any person claiming under or through him or her, establish or permit any practice or practices of discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants, lessees, subtenants, sublessees, or vendees in the premises herein conveyed. The foregoing covenants shall run with the land.

3. **Additional Purchase Price**. In accord with Section 4.03 of the Amended DDA, the Grantor shall be entitled to receive twenty-five (25%) of all Net Project Revenues in excess of Ninety-Five Million Dollars ($95,000,000) (the "**Additional Purchase Price**"); provided however, in the event that the Agency Note is paid in full prior to March 13, 2023, then the Grantor shall not be entitled to receive the Additional Purchase Price. Further details regarding the Additional Purchase Price are found in Section 4.03 of the Amended DDA.

4. **Scope of Development**. The Property shall be developed in accordance with the Entitlements and generally consistent with the Scope of Development.

5. **Antidiscrimination During Construction**. The Grantee, for itself and its successors and assigns, agrees that in the construction of the Improvements, the Grantee will not discriminate against any employee or applicant for employment because of race, color, creed, religion, sex, marital status, ancestry or national origin.

6. **Security Financing; Rights of Holders**.

**(a) Holder Not Obligated to Construct Improvements**: No Mortgagee shall be obligated by the provisions of the Amended DDA, the Signature Parcel Sale Agreement, and/or this Grant Deed to construct or complete the Improvements or to guarantee such construction or completion. Nothing in the Amended DDA, the Signature Parcel Sale Agreement, and/or this Grant Deed shall be deemed to construe, permit or authorize any such holder to devote the Property to any uses or to construct any Improvements thereon other than

those uses or improvements provided for or authorized by the Amended DDA, the Signature Parcel Sale Agreement, and/or this Grant Deed.

**(b) Failure of Holder to Complete Improvements**: In any case where, thirty (30) days after Default by the Grantee under the Amended DDA or the Signature Parcel Sale Agreement, or after default by the End User, the holder of any mortgage, deed of trust or other security interest creating a lien or encumbrance upon the Property, or any portion thereof, has not cured such Default, or if it has commenced cure, has not proceeded diligently therewith, the Grantor may purchase the mortgage, deed of trust or other security interest by payment to the holder of the amount of the unpaid debt, plus any accrued and unpaid interest. If the ownership of the Property has vested in the holder, the Grantor, if it so desires, shall be entitled to a conveyance of the Property from the holder to the Grantor upon payment to the holder of an amount equal to the sum of the following:

(i) The unpaid mortgage, deed of trust or other security interest debt at the time title became vested in the holder (less all appropriate credits, including those resulting from collection and application of rentals and other income received during foreclosure proceedings);

(ii) All expenses with respect to foreclosure;

(iii) The net expenses, if any (exclusive of general overhead), incurred by the holder as a direct result of the subsequent management of the Property;

(iv) The costs of any authorized improvements made by such holder; and

(v) An amount equivalent to the interest that would have accrued on the aggregate of such amounts had all such amounts become part of the mortgage or deed of trust debt and such debt had continued in existence to the date of payment by the Grantor.

**(c) Right of Grantor to Cure Mortgage, Deed of Trust or Other Security Interest Default**: In the event of a default or breach by the Grantee of a mortgage, deed of trust or other security interest with respect to the Property prior to the completion of development or transfer of the Property to the End User, and the holder has not exercised its option to complete the development, the Grantor shall be entitled to reimbursement from the Grantee of all costs and expenses incurred by the Grantor in curing the default. The Grantor shall also be entitled to a lien upon the Property to the extent of such costs and disbursements. Any such lien shall be subject to mortgages, deeds of trust or other security interests executed for the sole purpose of obtaining funds to purchase and develop the Property as authorized herein.

**7. Release of Construction Covenants**. Promptly after completion of the Signature-Related Vertical Improvements in conformity with the Amended DDA, the Signature Parcel Sale Agreement, and the Entitlements, the Grantor shall deliver to the Grantee and the End User a Release of Construction Covenants executed and acknowledged by the Grantor with respect to the Signature-Related Vertical Improvements on the Property ("**Release**"). The Grantor shall not unreasonably withhold such Release. The Release shall be a conclusive

determination of satisfactory completion of the Signature-Related Vertical Improvements with respect to the Property and the Release shall so state. Following the issuance of a Release, any party then owning or thereafter purchasing, leasing or otherwise acquiring any interest in the Improvements shall not (because of such ownership, purchase, lease or acquisition) incur any obligation or liability under the Amended DDA, the Signature Parcel Sale Agreement, or this Grant Deed with respect to the construction of the Signature-Related Vertical Improvements; however, any such party shall be subject to those continuing covenants described herein and in the Amended DDA and the Signature Parcel Sale Agreement.

If the Grantor refuses or fails to furnish the Release in accordance with the preceding paragraph, and after written request from the Grantee or the End User, the Grantor shall, within fifteen (15) days after receipt of such written request therefor, provide the Grantee or the End User with a written statement of the reasons the Grantor refused or failed to furnish the Release. The statement shall also contain the Grantor's opinion of the actions the Grantee or the End User must take or cause to be taken to obtain the Release. The Release shall not constitute evidence of compliance with or satisfaction of any obligation of the Grantee or the End User to any holder of any mortgage or any insurer of a mortgage securing money loaned to finance the Signature-Related Vertical Improvements, or any part thereof. The Release is not a notice of completion as referred to in Section 8182 of the California Civil Code.

**8.** **Uses**. The Grantee agrees to devote the Property to the Permitted Uses during the Term of the Amended DDA; provided, however, that such requirement shall not limit Grantee's, or its successors' and assigns' right to request a variance to, or amendment of, the Entitlements.

**9.** **Limitation on Conveyance to Tax Exempt Entity**. The Grantee agrees for itself, its successors and assigns, that, unless otherwise approved by the Grantor acting in its sole and absolute discretion, at such time as the Gross Building Area of the Signature-Related Vertical Improvements that are exempt in whole or in part from secured and/or unsecured property taxes ("**Exempt Property**") exceeds twenty percent (20%) of the Gross Building Area of the Signature-Related Vertical Improvements, then, thereafter the End User and its respective successors and assigns shall refrain, in perpetuity, from seeking, or otherwise taking advantage of any exemption from the payment, in whole or in part, of secured and/or unsecured property taxes on the Property and/or Signature-Related Vertical Improvements; provided that, in the event that the Property and/or Signature-Related Vertical Improvements nonetheless become exempt, in whole or in part, from secured and/or unsecured property taxation then, in such event, the End User shall cause to be paid to the Grantor, pursuant to a mutually agreeable and recorded agreement, including provisions securing payment, in-lieu property taxes equal to the Gross Property Tax Increment that the Grantor would have received had the Property been subject to the payment of property taxes; provided, however in no event shall the Gross Building Area of the Exempt Property exceed thirty three (33%) percent of the Gross Building Area of the Signature-Related Vertical Improvements; provided further that during such time as the Gross Building Area of the Exempt Property exceeds twenty (20%) percent of the Gross Building Area of the Signature-Related Vertical Improvements, the interest on the Agency Note shall toll. Notwithstanding the foregoing, the Exempt Property may not exceed twenty (20%) percent of the Gross Building Area of the Signature-Related Vertical Improvements for a period of longer than three (3) years. The obligations of the End User, and its respective successors and assigns, are hereinafter referred to as the "**Exempt Property Covenant**." Without limiting the effect of

the foregoing, the Grantor agrees that nothing contained in the foregoing restriction shall apply to the conveyance of dedication of any portion of the Property to any governmental agency in connection with the granting of easements or permits to facilitate and as a condition of the construction of the Signature-Related Vertical Improvements.

**10. Effect and Duration of Covenants.**

**(a) Duration.** The covenants against discrimination will remain in effect in perpetuity. All other covenants will remain in effect for the shorter of: (i) their stated term; or (ii) the Term of the Amended DDA. The covenants established in this Grant Deed shall, without regard to technical classification and designation, be binding for the benefit and in favor of the Grantor, its successors and assigns, and any successor in interest to the Property or any part thereof.

**(b) Grantor as Beneficiary.** The Grantor is deemed the beneficiary of the covenants set forth in this Grant Deed and of the covenants running with the land for and in its own rights and for the purposes of protecting the interests of the community and other Parties, public or private, in whose favor and for whose benefit the Grant Deed and the covenants running with the land have been provided. The Grant Deed and the covenants shall run in favor of the Grantor without regard to whether the Grantor has been, remains or is an owner of any land or interest therein in the Property, or in the Redevelopment Project Area, as described in the Redevelopment Plan. The Grantor shall have the right, if this Grant Deed or the covenants are breached, to exercise all rights and remedies and to maintain any actions or suits at law or in equity or other proper proceedings to enforce the curing of such breaches to which it or any other beneficiaries of this Grant Deed and the covenants may be entitled.

**11. Grantor Right of Reentry.** The Grantor has the right, at its election, to reenter and take possession of the Property, with all Improvements thereon, and terminate and revest in the Grantor the estate conveyed to the Grantee and its successors and assigns, if, after the recordation of this Grant Deed but prior to the earlier of: (i) recordation of the Release, or (ii) the date that the End User (or its successor) has obtained (or have been entitled to have obtained) a certificate of occupancy for the Signature-Related Vertical Improvements, the Grantee or its successors and assigns shall:

(a) fail to start the construction (defined as the obtaining of the first mass grading permit for the Signature-Related Vertical Improvements) of the Signature-Related Vertical Improvements as required by the Amended DDA for a period of thirty (30) days after written Notice thereof from the Grantor; or

(b) abandon or substantially suspend construction of the Improvements required by the Amended DDA for a period of thirty (30) days after written Notice thereof from the Grantor; or

(c) contrary to the provisions of Article 10 of the Amended DDA, Transfer or suffer any involuntary Transfer in violation of the Amended DDA.

Such right to reenter, terminate and revest shall be subject to and be limited by and shall not defeat, render invalid or limit:

(i) Any mortgage or deed of trust permitted by the Amended DDA; or

(ii) Any rights or interests provided in the Amended DDA or this Grant Deed for the protection of the holders of such mortgages or deeds of trust.

**12.** **Conflict**. In the event of any conflict or inconsistency between the Amended DDA, the Signature Parcel Sale Agreement and this Grant Deed, then this Grant Deed shall govern.

(Signatures on next page)

IN WITNESS WHEREOF, the undersigned has executed this Grant Deed as of this day of _____, 20___.

**GRANTOR:**

**MARCH JOINT POWERS AUTHORITY**

By:_____
Name:_____
Its:_____

[Seal]

**ATTEST:**

_____
Authority Secretary

**APPROVED AS TO LEGAL FORM:**

**BEST BEST & KRIEGER, LLP**

By:_____
Agency Counsel

IN WITNESS WHEREOF, the undersigned has executed this Grant Deed as of this day of _____, 20___.

**GRANTEE:**
**MARCH HEALTHCARE DEVELOPMENT, LLC**, a California limited liability company

By:_____
Name:_____
Its:_____

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA
COUNTY OF _____)

On _____ before me, _____
(insert name and title of the officer)

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)**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA
COUNTY OF _____)

On _____ before me, _____
(insert name and title of the officer)

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)**

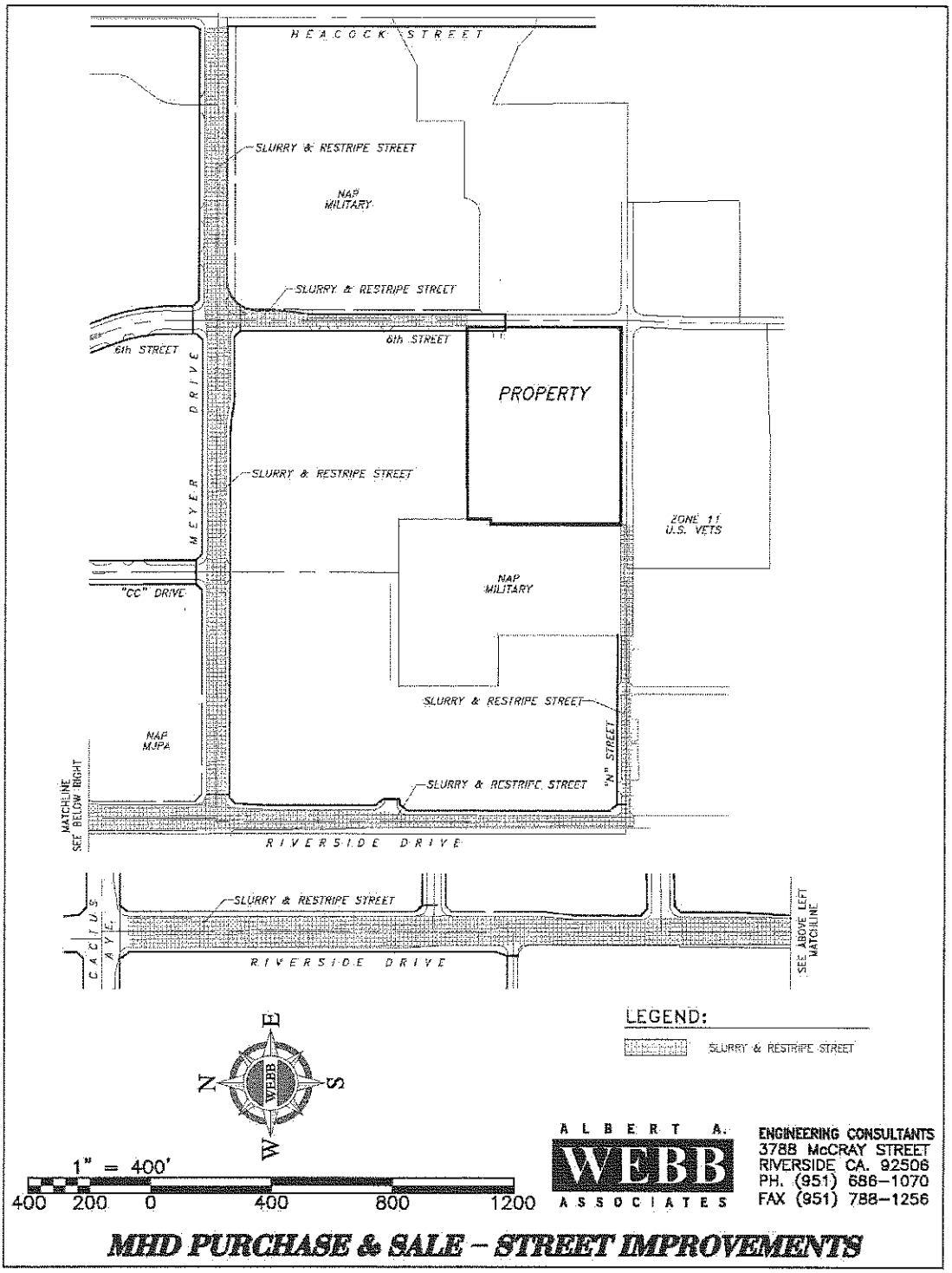
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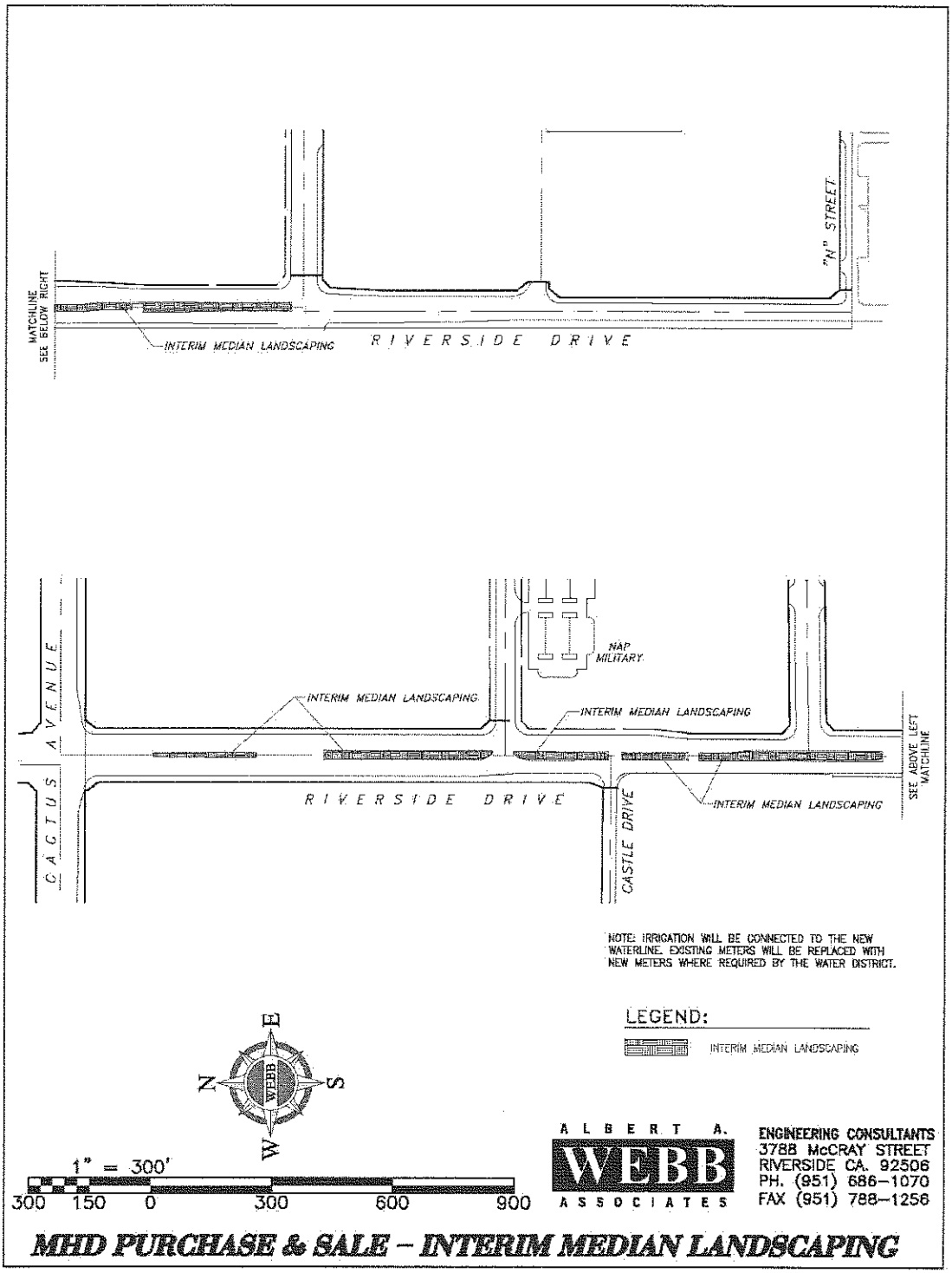
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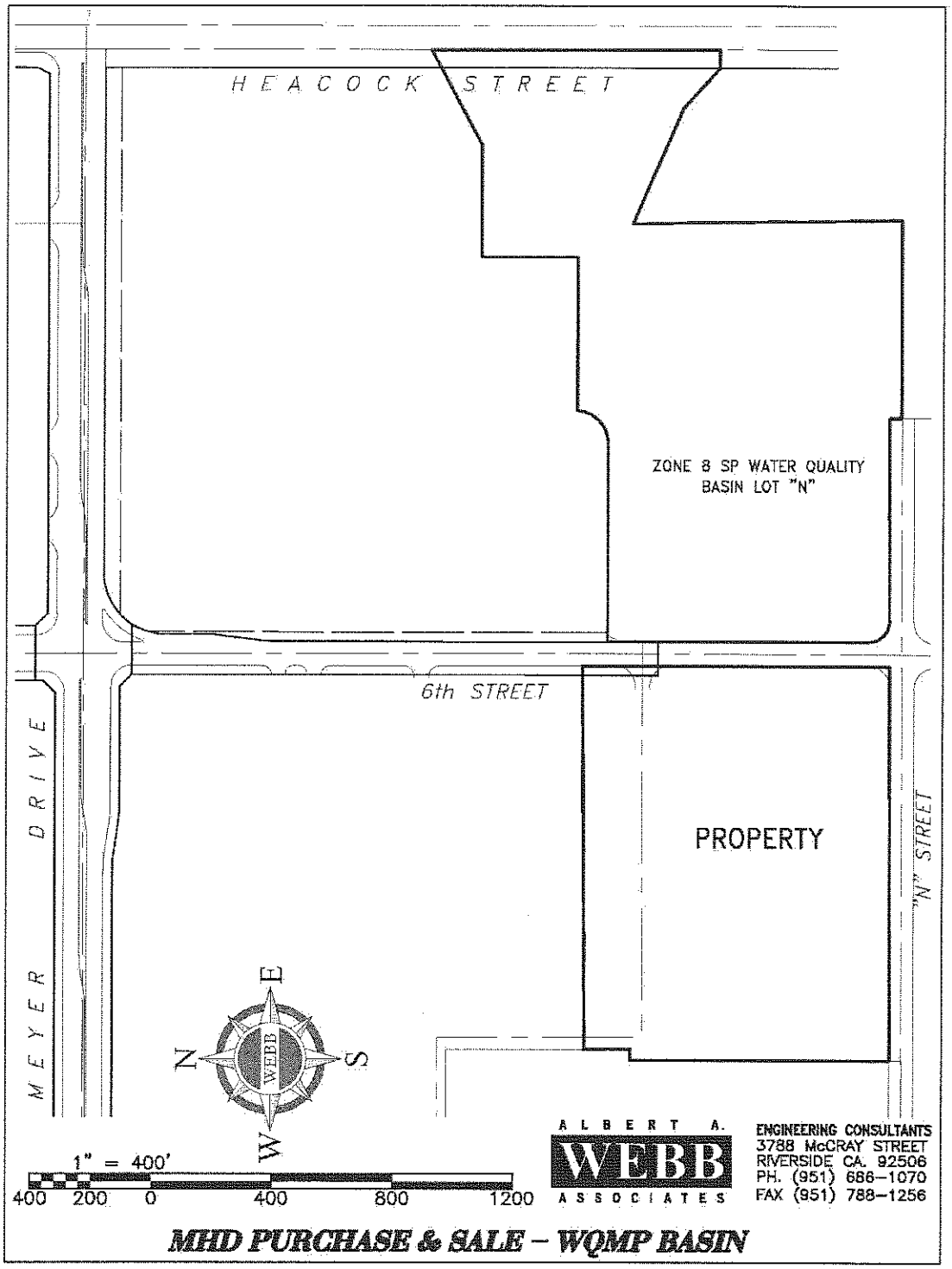
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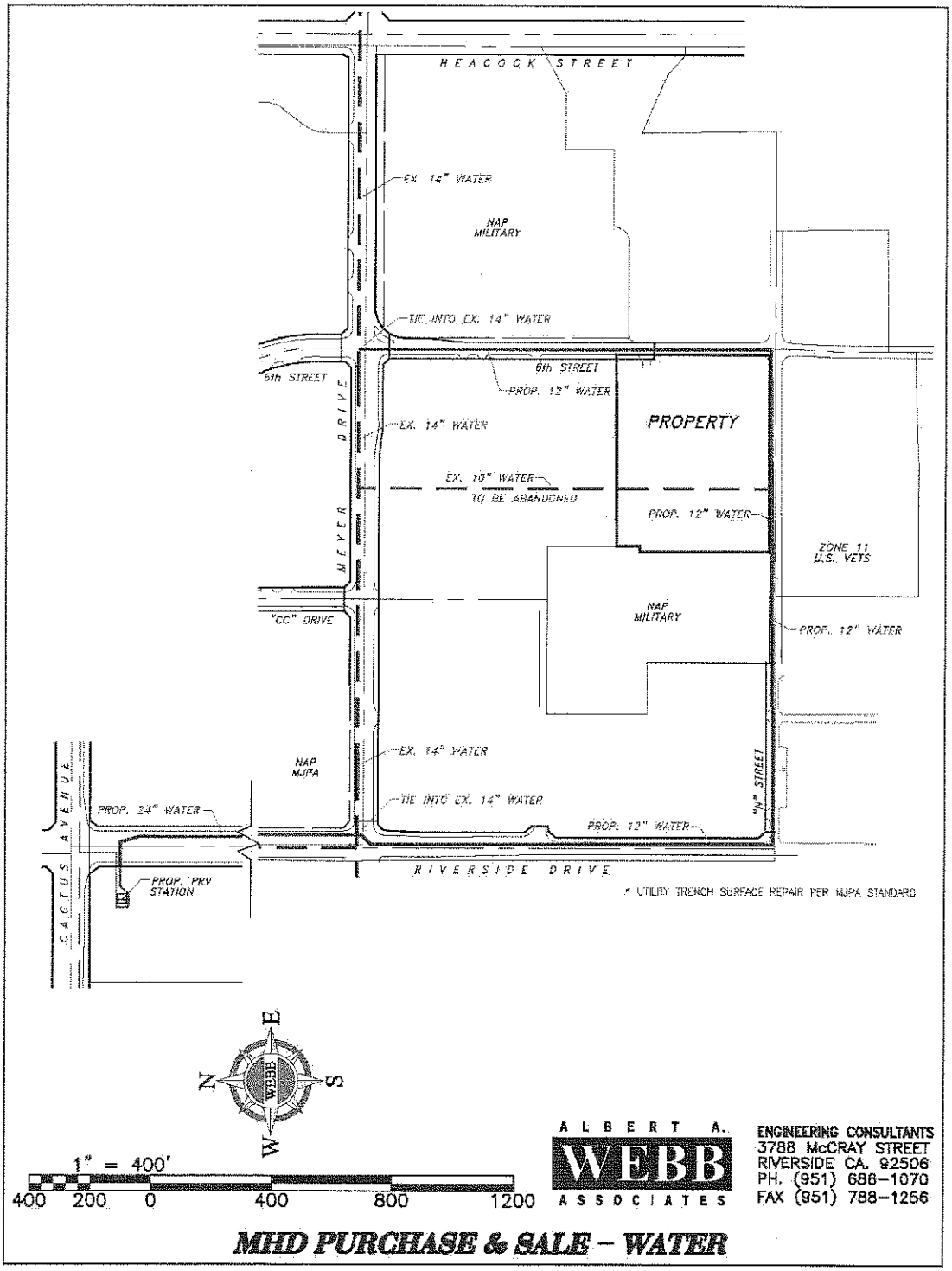
**DEPICTION OF SIGNATURE-RELATED HORIZONTAL IMPROVEMENTS**

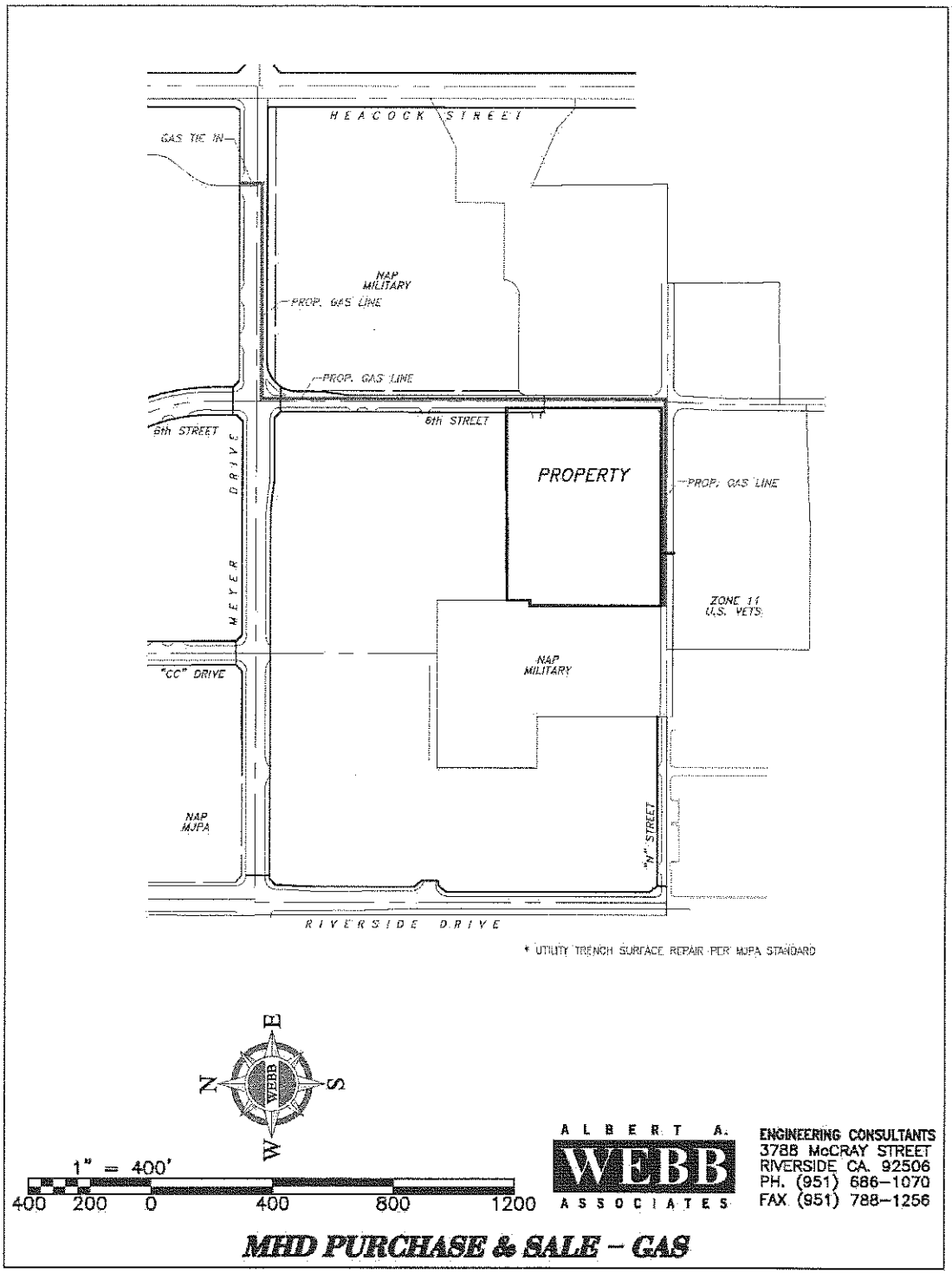
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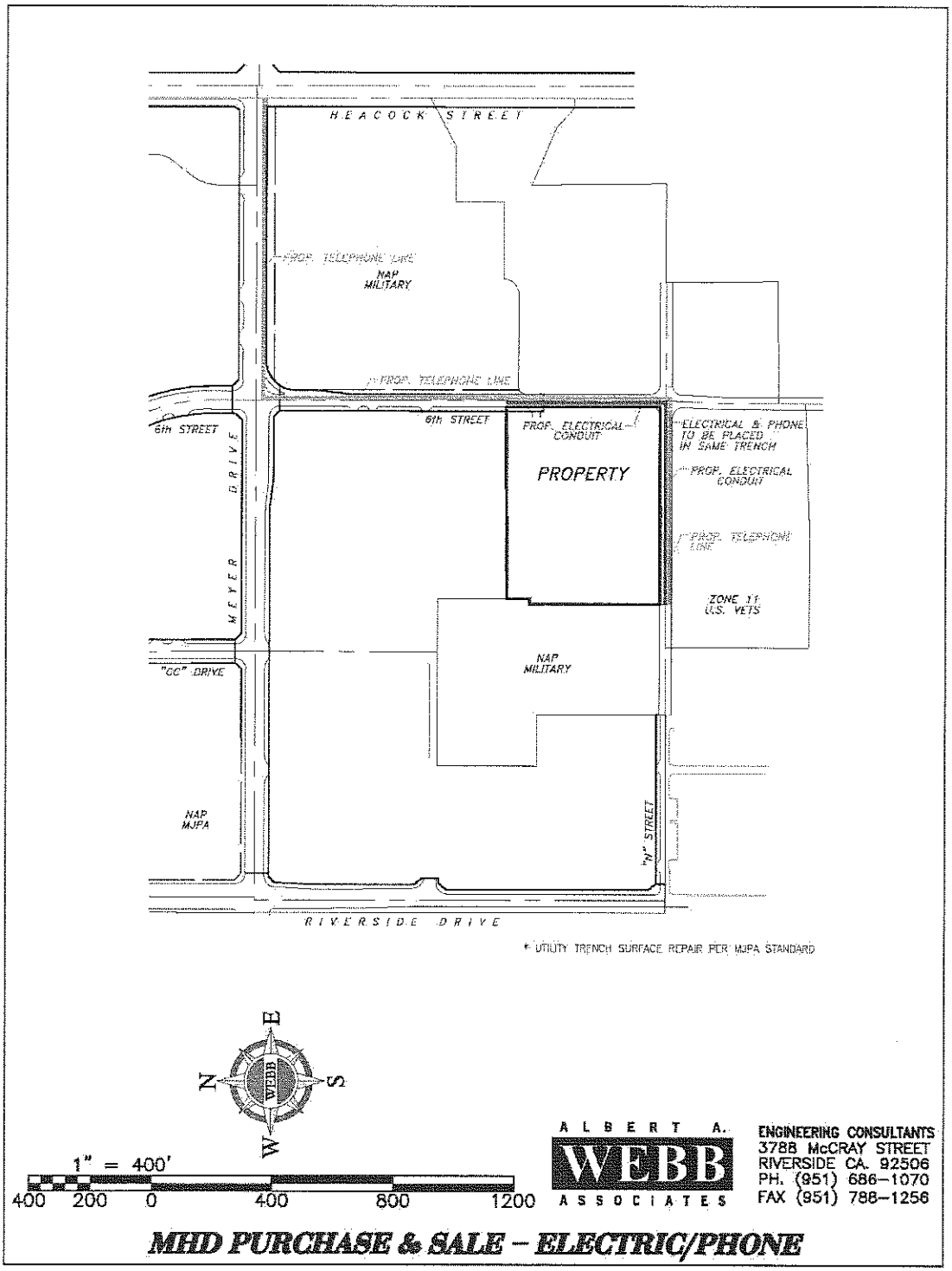

HEACOCK STREET
SLURRY & RESTRIPE STREET
NAP
MILITARY
SLURRY & RESTRIPE STREET
6th STREET
6th STREET
MEYER DRIVE
PROPERTY
SLURRY & RESTRIPE STREET
ZONE 11
U.S. VETS
"CC" DRIVE
NAP
MILITARY
SLURRY & RESTRIPE STREET
"N" STREET
NAP
MAPA
SLURRY & RESTRIPE STREET
MATCHLINE
SEE BELOW RIGHT
RIVERSIDE DRIVE
SLURRY & RESTRIPE STREET
CACTUS AVE.
RIVERSIDE DRIVE
SEE ABOVE LEFT
MATCHLINE
LEGEND:
SLURRY & RESTRIPE STREET
E
N
S
W
WEBB
1" = 400'
400 200 0 400 800 1200
ALBERT A.
WEBB
ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE, CA. 92506
PH. (951) 686-1070
FAX (951) 788-1256
MHD PURCHASE & SALE – STREET IMPROVEMENTS


MATCHLINE SEE BELOW RIGHT
INTERIM MEDIAN LANDSCAPING
RIVERSIDE DRIVE
"N" STREET
CACTUS AVENUE
NAP MILITARY
INTERIM MEDIAN LANDSCAPING
INTERIM MEDIAN LANDSCAPING
RIVERSIDE DRIVE
CASTLE DRIVE
INTERIM MEDIAN LANDSCAPING
SEE ABOVE LEFT MATCHLINE
NOTE: IRRIGATION WILL BE CONNECTED TO THE NEW WATERLINE. EXISTING METERS WILL BE REPLACED WITH NEW METERS WHERE REQUIRED BY THE WATER DISTRICT.
LEGEND:
INTERIM MEDIAN LANDSCAPING
E
N
S
W
WEBB
1" = 300'
300 150 0 300 600 900
ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE CA. 92506
PH. (951) 686-1070
FAX (951) 788-1256
MHD PURCHASE & SALE – INTERIM MEDIAN LANDSCAPING


HEACOCK STREET
ZONE 8 SP WATER QUALITY
BASIN LOT "N"
6th STREET
MEYER DRIVE
"N" STREET
PROPERTY
E
N
S
W
WEBB
1" = 400'
400 200 0 400 800 1200
ALBERT A.
WEBB
ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE CA. 92506
PH. (951) 686-1070
FAX (951) 788-1256
MHD PURCHASE & SALE – WQMP BASIN


HEACOCK STREET
EX. 14" WATER
NAP
MILITARY
TIE INTO EX. 14" WATER
6th STREET
6th STREET
PROP. 12" WATER
EX. 14" WATER
PROPERTY
EX. 10" WATER
TO BE ABANDONED
PROP. 12" WATER
WEYER DRIVE
ZONE 11
U.S. VETS
"CC" DRIVE
NAP
MILITARY
PROP. 12" WATER
NAP
MJPA
EX. 14" WATER
TIE INTO EX. 14" WATER
PROP. 24" WATER
PROP. 12" WATER
"N" STREET
CACTUS AVENUE
RIVERSIDE DRIVE
PROP. PRV
STATION
* UTILITY TRENCH SURFACE REPAIR PER MJPA STANDARD
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WEBB
1" = 400'
400 200 0 400 800 1200
ALBERT A.
WEBB
ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE, CA. 92506
PH. (951) 686-1070
FAX (951) 788-1256
MHD PURCHASE & SALE – WATER


HEACOCK STREET
GAS TIE IN
NAP
MILITARY
PROP. GAS LINE
PROP. GAS LINE
6th STREET
6th STREET
MEYER DRIVE
PROPERTY
PROP. GAS LINE
ZONE 11
U.S. VETS
NAP
MILITARY
"CC" DRIVE
NAP
MJPA
"N" STREET
RIVERSIDE DRIVE
* UTILITY TRENCH SURFACE REPAIR PER MJPA STANDARD
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1" = 400'
400 200 0 400 800 1200
ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE, CA. 92506
PH. (951) 686-1070
FAX (951) 788-1256
MHD PURCHASE & SALE – GAS


HEACOCK STREET
PROP. TELEPHONE LINE
NAP
MILITARY
PROP. TELEPHONE LINE
6th STREET
6th STREET
PROP. ELECTRICAL CONDUIT
ELECTRICAL & PHONE TO BE PLACED IN SAME TRENCH
PROPERTY
PROP. ELECTRICAL CONDUIT
PROP. TELEPHONE LINE
ZONE 11
U.S. VETS
MEYER DRIVE
"GC" DRIVE
NAP
MILITARY
NAP
MJPA
"N" STREET
RIVERSIDE DRIVE
* UTILITY TRENCH SURFACE REPAIR PER MJPA STANDARD
E
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WEBB
1" = 400'
400 200 0 400 800 1200
ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE CA. 92506
PH. (951) 686-1070
FAX (951) 788-1256
MHD PURCHASE & SALE – ELECTRIC/PHONE

# NOTICE OF DETERMINATION

*To*: County Clerk's Office
County of Riverside
P.O. Box 751
2720 Gateway Drive
Riverside, CA 92502-0751

Office of Planning and Research
P.O. Box 3044
Sacramento, CA 95812-3044
**Attn: State Clearinghouse**

*From*: March Joint Powers Authority (Lead Agency)
23555 Meyer Drive
Riverside, CA 92518
Phone: (951) 656-7000
Fax: (951) 653-5558

***Subject***: Filing of Notice of Determination in Compliance with Section 21152 of the Public Resources Code

***Project Title***: March LifeCare Campus Specific Plan Addendum to the Final Environmental Impact Report (SCH# 2008071021) for Acquisition and Development Agreement

***State Clearinghouse Number for EIR***: 2008071021

***Contact Person & Telephone Number***: March Joint Powers Authority
Grace Williams, Senior Planner
(951) 656-7000

***Project Location (Including County)***: The Project site is 7.11 acres within the existing March LifeCare Campus Specific Plan ("MLCSP") located within the March Air Reserve Base in Riverside County. The site is located within the southerly portion of the previously approved MLCSP area. Specifically, the site is located at the northwest corner of N Street and 6th Street. The Army Air Force Exchange Service Base Exchange is located westerly adjacent to the site, and a U.S. Vets transitional housing facility is located immediately to the north. A new U.S. Vets transitional housing facility is approved (but not yet constructed) to the south of the site, across N Street. The site is fully disturbed, and previously contained a military dormitory that was demolished in 2009. (See attached map.)

***Project Description/Applicant***: The Joint Powers Commission ("Commission") of the March Joint Powers Authority ("Authority") and March Healthcare Development, LLC ("MHD") previously executed a Disposition and Development Agreement ("DDA") on April 7, 2010 which, as amended, provides the Authority and MHD certain contractual rights as to certain properties within the MLCSP. MHD has now requested that the Commission execute an Acquisition and Development Agreement concerning an approximately 7.11-acre parcel of land within the MLCSP area, only a portion of which was covered by the previously executed DDA. Although no land use entitlements allowing for immediate development of the site have been approved, the execution of the Acquisition and Development Agreement may result in a future proposal to develop the site with acute care facility uses. As a result, the Commission has prepared an Addendum to the previously certified MLCSP Final Environmental Impact Report to analyze potential environmental impacts pursuant to State CEQA Guidelines section 15164(a).

*Notice of Determination.*

On February 18, 2015, the Commission adopted Resolution # JPA_____ approving and adopting a CEQA Addendum to the MLCSP Final Program Environmental Impact Report and approving an Acquisition and Development Agreement with MHD regarding an approximately 7.11-acre parcel.

When the Authority certified the Final Program EIR and approved the MLCSP on November 18, 2009, the Authority made the following determinations:

1. The MLCSP will have a significant effect on the environment.
2. The Program EIR was prepared and certified for the MLCSP pursuant to the provisions of CEQA and the State CEQA Guidelines.
3. Mitigation Measures were made a condition of the MLCSP, and a Mitigation Monitoring and Reporting Program for the MLCSP was adopted.
4. Findings were made pursuant to the provisions of CEQA and the State CEQA Guidelines.
5. A Statement of Overriding Considerations was adopted for the MLCSP.

The Authority (as lead agency under CEQA) has determined that none of the circumstances set forth in State CEQA Guidelines section 15162 calling for a subsequent EIR have occurred in connection with its consideration and approval of the Resolution and Acquisition and Development Agreement, and that all of the above determinations remain applicable to the MLCSP. Further, all mitigation measures imposed through the previously adopted mitigation monitoring and reporting program will continue to apply to any future development of the 7.11-acre parcel identified in the Acquisition and Development Agreement.

This Notice of Determination is filed in compliance with Public Resources Code section 21152 and State CEQA Guidelines section 15094 to advise that the Authority, acting in its capacity as a Lead Agency under CEQA, has determined that CEQA does not require the Authority to conduct additional environmental review in connection with the Authority's approval of the Resolution because the activity contemplated in the Resolution was sufficiently analyzed in the Final EIR and none of the circumstances identified in State CEQA Guidelines section 15162 calling for additional environmental review have occurred. Therefore, the Authority has determined that except for the Addendum that is being approved by the Resolution, no supplemental EIR, negative declaration, mitigated negative declaration, or other subsequent report is required to be prepared and filed for approval of the Resolution.

This is to certify that the documents that comprise the record of proceedings for the Resolution, the Addendum to the Final EIR, including the administrative record, with comments received, are available to the general public at:

| | | | |
|---|---|---|---|
| Custodian: | March Joint Powers Authority<br>Office of the Planning Director | Location: | 23555 Meyer Drive<br>Riverside, CA 92518 |

Signature of Lead Agency Representative:

February 18, 2015

_____

21317.20010\9544895.1




Figure 1.3-1
Project Location within the Specific Plan (SP-7)

# MARCH JOINT POWERS COMMISSION
## OF THE
## MARCH JOINT POWERS AUTHORITY

## *MJPA - Reports, Discussions and Action Items*
## *Agenda Item No. 11e*

**Meeting Date:** February 18, 2015

**Action:** **ADOPT RESOLUTION #JPA 15-06 A RESOLUTION OF THE JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY APPROVING AND ADOPTING A CEQA ADDENDUM TO THE MARCH LIFECARE CAMPUS SPECIFIC PLAN FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (SCH #2008071021) AND APPROVING AN ACQUISITION AND DEVELOPMENT AGREEMENT WITH MARCH HEALTHCARE DEVELOPMENT, LLC**

**Motion:** Move to adopt Resolution #JPA 15-06 approving and adopting a CEQA Addendum to the March LifeCare Campus Specific Plan Final Program Environmental Impact Report (SCH #2008071021) and approving an Acquisition and Development Agreement with March Healthcare Development, LLC and authorize the Executive Director to execute the Agreement.

**Background:**

On December 2, 2009, the Commission certified the March LifeCare Campus Specific Plan Final Program Environmental Impact Report (SCH No. 2008071021) ("Final EIR") pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines.

The Authority and March Healthcare Development, LLC ("MHD") subsequently executed a Disposition and Development Agreement dated April 7, 2010, which was amended on March 7, 2012 (collectively "DDA"), providing the Authority and MHD certain contractual rights as to certain properties within the March LifeCare Campus Specific Plan.

MHD has now requested that the Authority execute an Acquisition and Development Agreement (the "Agreement") concerning an approximate 7.11-acre parcel of land (the "Property"), with the anticipation that the Property may be developed in the future consistent with the existing March LifeCare Campus Specific Plan ("Specific Plan"). The entirety of the Property is located within the Specific Plan, but only a portion of the Property is within the area covered by the DDA. MHD is paying the Authority $2.898 per square foot in accordance with the DDA, excluding square footage required to be dedicated for certain infrastructure. The square footage of the Property is to be determined at a later point by an ALTA survey. Under the DDA, MHD is also entitled to a credit against the portion of the Property covered by

the DDA depending upon the date the sale closes. Below is a matrix identifying the purchase price scenarios which accounts for the discount factor. This matrix is for illustrative purposes only because the sellable acreage is subject to change based on the ALTA Survey.

| | DDA Acres | Non-DDA Acres |
|---|---|---|
| Acres | 1.2 | 5.8 |
| square feet | 52,272 | 252,648 |
| $2.898/sqft | $ 151,484.26 | $ 732,173.90 |
| Discount Factor 50% (if closed by 03/13/15) | $ (206,000.00) | $ - |
| **Total to JPA if closed by 03/13/15** | **$ -** | **$ 732,173.90** |
| Discount Factor 75% (if closed by 04/07/15) | $ (103,000.00) | $ - |
| **Total to JPA if closed by 04/07/15** | $ 48,484.26 | **$ 780,658.16** |

In accordance with Section 5.09 of the DDA, March JPA has reviewed the financial capability and operating experience of the Third Party Developer/End User, Signature Healthcares Services, LLC. Upon execution of the Agreement, March JPA will send a formal approval of the Third Party Developer/End User to MHD.

Pursuant to State CEQA Guidelines section 15164(a), a lead agency must prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in State CEQA Guidelines section 15162 calling for preparation of a subsequent EIR have occurred. Staff has determined that none of the circumstances identified in State CEQA Guidelines section 15162 have arisen, and that an Addendum to the Final EIR is appropriate to analyze the reasonably foreseeable environmental impacts of executing the Agreement.

MHD has not applied for, nor is the Authority issuing at this time, any land use entitlements that might allow for immediate development of the Property. Any development of the Property would be subject to the Authority's land use entitlement process, as well as the March JPA's application, review and analysis processes under CEQA, land use and zoning laws.

Staff recommends the Commission adopt Resolution #JPA 15-06, approving and adopting a CEQA Addendum to the March LifeCare Campus Specific Plan Final Program Environmental Impact Report (SCH No. 2008071021) and the Acquisition and Development Agreement with March Healthcare Development LLC.

**Attachments:**

1) Resolution #JPA 15-06.
   Exhibit A: Addendum to the March LifeCare Campus Specific Plan
   Exhibit B: Acquisition and Development Agreement between March Healthcare Development, LLC and March Joint Powers Authority
2) March LifeCare Campus Specific Plan Program EIR (SCH #2008071021) (Available online and at the March JPA Office).
3) Notice of Determination.

# RESOLUTION #JPA 18-02

## A RESOLUTION OF THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY ADOPTING ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS, CERTIFYING THE FREEWAY BUSINESS CENTER FINAL ENVIRONMENTAL IMPACT REPORT (SCH # 201503105), AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE FREEWAY BUSINESS CENTER PROJECT

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

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

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

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

**WHEREAS**, Proficiency 215, LLC ("Applicant") proposes the development of a high cube, logistics industrial warehouse building to be located at the southwest corner of Alessandro Boulevard and Old 215 Frontage Road, in unincorporated Riverside County. The development ("Project") would specifically entail the construction of approximately 709,083-square-foot industrial warehouse building, which would consist of approximately 694,083 square feet of warehouse space, approximately 7,000 square feet of ground floor office space and 3,000 square feet of mezzanine office space at the northeastern end of the building, and approximately 5,000 square feet of ground floor office space planned for the southwestern end of the building. The building would be approximately 44 feet in height. As part of the Project, several utility lines, including underground petroleum and natural gas lines, would require relocation.

**WHEREAS**, although the building is intended to be used as an industrial warehouse facilities, an end user has not yet been identified; and

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

- **General Plan Amendment (GP 15-01):** The Project site is comprised of two parcels: APN 297-100-013 (33.2 acres) and APN 297-100-045 (6.2 acres). APN 297-100-013 is designated Industrial (I) in the March JPA General Plan (GP), and is therefore not a part of the proposed GP Amendment. However, APN 297-100-045 was transferred into the March JPA jurisdiction on February 10, 2015, by its member agencies, and currently has no GP designation under the March JPA GP. Therefore, the site is being designated as Industrial (I) under the proposed GP Amendment to implement the Project and in accordance with the March JPA's overall goals and policies for the development of the March JPA Planning Area.
- **Change of Zone (CZ 14-01):** Parcels associated with the Project site have two separate zoning designations. The parcel identified as APN 297-100-045 was previously located within Riverside County's land use jurisdiction and is designated Rural Residential (R-R) in the County's Zoning. APN 297-100-013 is not currently zoned within the March JPA's plan. The proposed Change of Zone would assign the zoning designation of Industrial (I) to both parcels, consistent with the GP designation of Industrial (I).
- **Plot Plan (PP 14-02):** The proposed Plot Plan includes the construction of an approximately 709,083-square-foot industrial warehouse building. The proposed building would consist of approximately 694,083 square feet of warehouse space, approximately 7,000 square feet of ground floor office space and 3,000 square feet of mezzanine office space at the northeastern end of the building, and approximately 5,000 square feet of ground floor office space planned for the southwestern end of the building. The building would be approximately 44 feet in height. Additionally, as part of the Project, several utility lines, including underground petroleum and natural gas lines, would require relocation; and

**WHEREAS**, Project site is located at the southwest corner of Alessandro Boulevard and Old 215 Frontage Road, in unincorporated Riverside County. Specifically, the Project site is bounded by Alessandro Boulevard to the north, the Cactus Avenue on-ramp for Interstate 215 (I-215) to the south, Old 215 Frontage Road to the east, and I-215 to the west; and

**WHEREAS**, the Project site comprises two parcels designated as Assessor's Parcel Numbers (APNs) 297-100-013 and 297-100-045; and

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

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

**WHEREAS**, based on the Initial Study, March JPA determined that an EIR should be prepared because the Project may have a significant effect on the environment in the following areas: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils,

Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Traffic, Utilities and Service Systems, and Energy Conservation; and

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

**WHEREAS**, in accordance with State CEQA Guidelines section 15082, on March 5, 2015, March JPA sent to the Office of Planning and Research and each responsible and trustee agency a Notice of Preparation ("NOP") stating that an Environmental Impact Report (State Clearinghouse Number # 201503105) would be prepared; and

**WHEREAS**, ten comment letters were received in response to the NOP during the 30-day NOP review period between March 5, 2015 and April 13, 2015; and

**WHEREAS**, pursuant to Public Resources Code section 21083.9 and State CEQA Guidelines sections 15082(c) and 15083, March JPA held a duly noticed Scoping Meeting on March 19, 2015, to solicit comments on the scope of the environmental review of the proposed Project and no CEQA related comments were received; and

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

**WHEREAS**, in accordance with State CEQA Guidelines section 15085, a Notice of Completion was prepared and filed with the Office of Planning and Research on March 10, 2016 and

**WHEREAS**, as required by State CEQA Guidelines section 15087(a), March JPA provided Notice of Availability of the Draft EIR to the public at the same time that March JPA sent Notice of Completion to the Office of Planning and Research, on May 10, 2015; and

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

**WHEREAS**, pursuant to State CEQA Guidelines section 15087(e), the Draft EIR was circulated for a 45-day review period from May 10, 2016 to June 23, 2016; and

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

**WHEREAS**, March JPA received 13 written comment letters on the Draft EIR, including an acknowledgement from the State Clearinghouse that March JPA has complied with CEQA environmental review requirements; and

**WHEREAS**, pursuant to Public Resources Code section 21092.5, March JPA provided copies of its responses to commenting public agencies at least ten (10) days prior to March JPA's consideration of the Final EIR on February 1, 2018; and

**WHEREAS,** on February 3, 2018, March JPA gave public notice of the March Joint Powers Authority Commission ("Commission") public hearing by advertisement in a newspaper of general circulation, and posted the public notice at 14205 Meridian Parkway, Riverside, CA , and mailed to all property owners within 300 feet of the project boundary; and

**WHEREAS**, on February 14, 2018, commencing at 3:00 PM in the March Joint Powers Authority Board Room (14205 Meridian Parkway, Riverside, CA) ], the Commission conducted a public hearing at which time all persons wishing to testify in connection with the Project were heard, and said application was fully studied; and

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**SECTION 2**. SUMMARY OF FINDINGS. At a session assembled on February 14, 2018, the Commission determined that, based on all of the evidence presented, including but not limited to the EIR, written and oral testimony given at meetings and hearings, and the submission of testimony from the public, organizations, and regulatory agencies, the following environmental impacts associated with the Project are either: (1) less than significant and do not require mitigation; or (2) potentially significant but will be avoided or reduced to a level of insignificance through the identified Mitigation Measures; or (3) significant and cannot be fully mitigated to a level of less than significant but will be substantially lessened to the extent feasible by the identified Mitigation Measures.

**SECTION 3**. FINDINGS REGARDING LESS THAN SIGNIFICANT IMPACTS NOT REQUIRING MITIGATION. Consistent with Public Resources Code section 21002.1 and section 15128 of the State CEQA Guidelines, the EIR focused its analysis on potentially significant impacts, and limited discussion of other impacts for which it can be seen with certainty there is no

potential for significant adverse environmental impacts. State CEQA Guidelines section 15091 does not require specific findings to address environmental effects that an EIR identifies as "no impact" or a "less than significant" impact. As such, the Commission hereby finds that the Project would have either no impact or a less than significant impact to the following resource areas, and no detailed analysis was necessary:

## A. Aesthetics

### 1. Scenic Vista

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

Finding: Less than significant impact. (Draft EIR, pp. 4.1-5 – 4.1-6)

Explanation: The Project would convert the existing, undeveloped site to an industrial warehouse building with parking, circulation, and landscaping. Since the existing surrounding area is currently developed with mainly industrial uses and commercial uses along the I-215 Freeway, the Project would add to the existing developed visual character of the site and surrounding vicinity with the construction of an industrial warehouse building. Due to the massing and scale of the Project, which has the potential to result in obstruction of existing views to the Box Springs Mountains, San Jacinto Mountains, and San Bernardino Mountains, 3-dimensional (3D) massing model simulation depicting the industrial warehouse building on the Project site from identified viewpoints near the Project site were prepared and considered (see Figures 4.1-8 and 4.1-9). The 3D massing model simulation was created from the building footprint and height at finish grade. For this analysis, no architectural detail, driveways, sideways, or landscaping are shown in the mass model since the analysis focuses on view obstructions to scenic vistas.

The anticipated obstruction of existing views resulting from Project development as viewed from each of the identified viewpoints shown in Figure 4.1-8 of the Draft EIR. The existing grassy areas of the Project site would be converted to an industrial warehouse building from this viewpoint. From Viewpoint No. 1, views of prominent and rugged hills and the San Jacinto Mountains would remain visible to motorists traveling along Meridian Parkway as development of the Project would not obstruct scenic vistas. As such, impacts would be less than significant.

As shown in Figure 4.1-9 of the Draft EIR, the industrial warehouse building would be visible from this viewpoint. However, from Viewpoint No. 2, views of prominent and rugged hills and the San Jacinto Mountains would remain visible to residents along Cam Del Oro as well as eastbound motorists traveling along E. Alessandro Boulevard as development of the Project would not obstruct scenic vistas. As such, impacts are considered less than significant.

Project construction would introduce the use of heavy machinery such as large trucks, cranes, bulldozers, and other equipment needed for construction activities. However, the height of construction equipment would not obstruct view of any scenic vista. Even the presence of tall cranes that would exceed the heights of the building being constructed would not create an impact because the crane extensions are thin and would not block any views of the Box Springs

Mountains, San Jacinto Mountains, or San Bernardino Mountains from the Project site. Large construction equipment would be visible from surrounding areas looking toward the Project site. Construction activities would also require the presence of construction workers and vehicles on the Project site; however, construction activities would not be permanent. While construction activities would occupy large portions of the Project site, distant views of the Box Springs Mountains, San Jacinto Mountains, and San Bernardino Mountains in the surrounding area would remain visible and would not be screened or blocked. Construction activities would not have substantial adverse impacts on scenic vistas, and impacts are considered less than significant. (Draft EIR, pp. 4.1-5 – 4.1-6.)

### 2. Scenic Resources

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

Finding: No impact. (Initial Study, p.18).

Explanation: There are no state scenic highways near the site as identified by the California Scenic Highway Program. Therefore, implementation of the Project would not substantially damage scenic resources within a state scenic highway. No impacts would occur. (Initial Study, p.18).

### 3. Visual Character

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

Impact: Less than significant impact. (Draft EIR, pp. 4.1-6 and 4.1-7.)

Explanation: The Project site is currently vacant and undeveloped. An Arco gas station, Shell gas station, oil change facility, and Meineke car care center are located north of the Project site. Businesses to the northeast of the Project site consist of Old School Tires & Wheels, Advanced Car Stereo, Charlebois Liquor, and Age Smog & Tires (see Figure 4.1-1). There are also scattered vacant, undeveloped parcels to the north and northeast of the Project site. The Cactus Avenue on-ramp for I-215 and Cactus Avenue overpass are located south of the Project site. A vacant parcel followed by an industrial building; Robertson's Ready Mix; views of vans, Penske trucks, Budget trucks, truck trailer parking; and Family Service Association are located east of the Project site. The Meridian Business Center and a Kaiser Permanente facility are located west of the Project site on the west side of the I-215 freeway.

As described above, development immediately surrounding the Project site consists of gas stations, auto-related stores, commercial and industrial uses, and the I-215. The proposed Project consists of the construction of an approximately 709,083-square-foot industrial warehouse building. Construction of the proposed Project would introduce the use of heavy machinery such as large trucks, cranes, bulldozers, and other equipment needed for construction activities. The presence of

this equipment and the grading and construction activities associated with the proposed Project would temporarily alter the visual character of the site and would be visible from surrounding areas. Construction activities would require the presence of construction workers, equipment, and vehicles on the Project site; however, activities would not be permanent. Since construction activities would be temporary and consistent with surrounding uses, no substantial degradation of views would occur due to construction of the proposed Project. Impacts are considered less than significant for construction of the proposed Project.

Operation of the proposed Project would introduce an industrial warehouse building in an area that has no unique or special visual qualities, as well as being adjacent to a freeway. The proposed industrial use would complement the industrial-type uses around the Project site (e.g., along Old 215 Frontage) and thus would not substantially degrade the existing visual character or quality of the Project area. Development of similar uses and buildings are common in the I-215 corridor in the area. The proposed industrial building architectural design would be a concrete tilt-up building including glass, reveals, metals, score lines, bands of color, recessed openings, and other architectural design elements to create visual interest with significant articulation in panel heights to break up the building expanse. The main colors of the building would be Winter Bird (off-white) with accents of Zeppelin (tan) and Mansard Stone (deeper taupe) with significant blue reflective glass features and anodized mullions. Landscaping would occur along the edges of the building to soften the look of the building itself. The proposed Project would undergo staff review with the March JPA to ensure that the massing, height, siting, and design of the industrial warehouse building and landscape comply with the March JPA Development Code (March JPA 1997) and building and construction code, and is compatible with the surrounding area. Additionally, truck loading areas would be screened appropriately from the I-215. Therefore, implementation of the proposed Project would not substantially degrade the existing visual character or quality of the site and its surroundings. Impacts are considered to be less than significant. (Draft EIR, pp. 4.1-6 and 4.1-7.)

### 4. Light and Glare

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

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

Explanation: Currently there are sources of nighttime light and glare from the surrounding area along Alessandro Boulevard and I-215. There are no existing lighting sources on the Project site since it is currently undeveloped and vacant. The proposed industrial warehouse building would incorporate glass and blue reflective glass features as well as exterior lighting for safety and security purposes that would be shielded and would be in compliance with the March JPA's Development Code. A lighting plan for the proposed Project would be submitted to the March JPA staff for review and approval to ensure compliance with Section 9.08.100 of the March JPA's Development Code regulating lighting (March JPA 1997). Based on the March JPA's Development Code and lighting regulations, which require the shielding and hooding of nighttime light sources, the proposed Project would not create a new source of substantial light or glare along

Alessandro Boulevard, Old 215 Frontage Road, the Cactus Avenue on-ramp, or I-215. As such, impacts are considered less than significant. (Initial Study, p.19.)

### B. Agricultural and Forest Resources

#### 1. Convert Farmland

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

Finding: No Impact. (Initial Study, p. 20.)

Explanation: The Project site is designated "Urban and Built-Up Land" and "Farmland of Local Importance" by the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program. The DOC defines "Urban and Built-Up Land" as occupied structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel, and defines "Farmland of Local Importance" as soils that would be classified as prime and statewide but lack available irrigation water. According to Section 21060.1 of the CEQA Statute, "Farmland of Local Importance" is not considered Farmland or agricultural lands. Since the site is not located on any Farmland designations, no conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use would occur. As such, no impacts would occur. (Initial Study, p. 20.)

#### 2. Williamson Act

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

Finding: No impact. (Initial Study, pp. 20-21.)

Explanation: The majority of the Project site (APN 297-100-013, approximately 33.72 acres) is designated as Industrial (I) by the March JPA General Plan (March JPA n.d.) but is not presently zoned. The remaining approximately 6.2-acre parcel (APN 297-100-045) does not have a GP land use designation, but is currently zoned R-R under the Riverside County's GP. On February 10, 2015, the County of Riverside and the cities of Riverside, Moreno Valley, and Perris formally transferred land-use authority over the 6.2-acre parcel from the County of Riverside to the March JPA. As such, the proposed GP 15-01 implements the member agencies' action by assigning the March JPA's designation of Industrial (I) to the parcel, and proposing an industrial development on the site, consistent with the intent of the Joint Powers Agreement. The proposed CZ 14-01 will assign the Industrial (I) zoning designation to both parcels within the Project site. According to the DOC's Williamson Act Map (DOC 2012), there are no Williamson Act contracts on the Project site. Since the Project is not an agricultural land use and is not under a Williamson Act contract, no impacts to an agricultural use or Williamson Act contract would occur. As such, no impacts would occur. (Initial Study, pp. 20-21.)

### 3. Forest Land or Timberland Zoning

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

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

Explanation: The majority of the Project site (APN 297-100-013, approximately 33.72 acres) is designated as Industrial (I) by the March JPA General Plan (March JPA n.d.), but is not presently zoned. The remaining approximately 6.2-acre parcel (APN 297-100-045) does not have a GP land use designation, but is currently zoned R-R under Riverside County's GP. On February 10, 2015, the County of Riverside and the cities of Riverside, Moreno Valley, and Perris formally transferred land-use authority over the 6.2-acre parcel from the County of Riverside to the March JPA. As such, the proposed GP 15-01 implements the member agencies' action by assigning the March JPA's designation of Industrial (I) to the parcel, and proposing an industrial development on the site, consistent with the intent of the Joint Powers Agreement. The proposed CZ 14-01 will assign the Industrial (I) zoning designation to both parcels within the Project site. No forest land, timberland, or Timberland Production areas (as defined in California Public Resources Code Sections 12220(g) and 4526, or California Government Code Section 51104(g)) are located within or adjacent to the Project site. Therefore, the proposed Project would not conflict with existing zoning for forest land, timberland, or Timberland Production areas, or result in the loss or conversion of forest lands to nonforest uses, because none exist. No impacts would occur. (Initial Study, p. 21.)

### 4. Loss of Forest Land

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

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

Explanation: The Project site is currently vacant and undeveloped, and contains no forest land. Therefore, implementation of the proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. No impacts would occur. (Initial Study, p. 21.)

### 5. Conversion

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

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

Explanation: The Project site is designated "Urban and Built-Up Land" and "Farmland of Local Importance" by the DOC Farmland Mapping and Monitoring Program (DOC 2010). According to the Section 21060.1 of the CEQA Statute, "Farmland of Local Importance" is not considered Farmland or agricultural lands. The majority of the Project site (APN 297-100-013, approximately 33.72 acres) is designated as Industrial by the March JPA General Plan but is not presently zoned. The remaining approximately 6.2-acre parcel (APN 297-100-045) does not have a GP land use designation, but is currently zoned R-R under the Riverside County's GP. On February 10, 2015, the County of Riverside and the cities of Riverside, Moreno Valley, and Perris formally transferred land-use authority over the 6.2-acre parcel from the County of Riverside to the March JPA. As such, the proposed GP 15-01 implements the member agencies' action by assigning the March JPA's designation of Industrial (I) to the parcel, and proposing an industrial development on the site, consistent with the intent of the Joint Powers Agreement. The proposed CZ 14-01 will assign the Industrial (I) zoning designation to both parcels within the Project site. No forest land areas, as defined in California Public Resources Code Section 12220(g), are located within or adjacent to the Project site. Therefore, changes to the existing environment that could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use would not occur. No impacts would result. (Initial Study, p. 21.)

### C. Air Quality

#### 1. Objectionable Odors

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

Impact: Less than significant impact. (Initial Study, p. 22)

Explanation: Odors would be generated from vehicles and/or equipment exhaust emissions during construction of the Project. Odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment and to architectural coatings associated with building painting during construction. Most of the people within the Project area that could be subject to odors would include employees and visitors at the two gas stations and auto-related stores north of the Project site, and employees and visitors at commercial and industrial businesses east of the Project site. These land uses would not encourage people to be outdoors for long periods of time where they would be exposed to construction odors. There are less than 15 residences further north and northeast of the Project that may be exposed to Project construction odors; however, such odors are temporary and generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction would be considered less than significant.

Land uses and industrial operations that are typically associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project entails construction of an industrial warehouse building and would not result in the creation of an operational use that

is commonly associated with odors. Therefore, Project operations would result in a less-than-significant odor impact. (Initial Study, p. 22.)

### 2. Sensitive Receptors

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

Finding: Less than Significant Impact. (Final EIR, pp. 4.2-31 – 4.2-40).

Explanation: Sensitive receptors are those more susceptible to the effects of air pollution than are the population at large. People most likely to be affected by air pollution include children, the elderly, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993).

The closest off-site sensitive receptors to the Project site include residences located east of Day Street and north of Alessandro Boulevard, in nonresidential zoning districts, approximately 755 northeast of the Project, and two elementary schools. Much of the neighboring area consists of commercial and other nonresidential land uses. The names of the off-site receptors, except for residential areas, and the direction from the Project site are shown in Table 4.2-9, Sensitive Receptors, of the Draft EIR.

An LST analysis has been prepared to determine potential impacts to nearby sensitive receptors during construction and operation of the Project. Table 4.2-10, LST Modeling Results – Construction, of the Draft EIR, and Table 4.2-11, LST Modeling Results – Operation, of the Draft EIR, show the maximum $NO_2$, CO, $PM_{10}$, and $PM_{2.5}$ concentrations associated with the Project at nearby residential areas and other sensitive receptors. As shown in Table 4.2-10, the maximum 1-hour $NO_2$, 24-hour $PM_{10}$, and 24-hour $PM_{2.5}$ modeled concentrations would not exceed the threshold of significance established by SCAQMD. Additionally, the 1- and 8-hour CO concentrations would not exceed the thresholds of significance during Project construction. As shown in Table 4.2-11, the maximum 1-hour $NO_2$, 1- and 8-hour CO, and 24-hour $PM_{10}$ and $PM_{2.5}$ modeled concentrations would not exceed the threshold of significance established by SCAQMD during Project operation. Therefore, impacts would be **less than significant**.

Mobile source impacts occur on two scales of motion. Regionally, Project-related travel would add to regional trip generation and increase the vehicle miles traveled within the local airshed and the SCAB. Locally, Project traffic would be added to the County of Riverside and City of Moreno Valley roadway system near the Project site. If such traffic occurs during periods of poor atmospheric ventilation, is composed of a large number of vehicles "cold-started" and operating at pollution-inefficient speeds, and is operating on roadways already crowded with non-Project traffic, there is a potential for the formation of microscale CO "hotspots" in the area immediately around points of congested traffic. Because of continued improvement in mobile emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO

hotspots in the SCAB is steadily decreasing.

Projects contributing to adverse traffic impacts may result in the formation of CO hotspots. To verify that the Project would not cause or contribute to a violation of the CO standard, a screening evaluation of the potential for CO hotspots was conducted. In accordance with the CO Protocol, CO hotspots are typically evaluated when (1) the LOS of an intersection or roadway decreases to LOS E or worse, (2) signalization and/or channelization is added to an intersection, and (3) sensitive receptors such as residences, schools, and hospitals are located in the vicinity of the affected intersection or roadway segment. In general, the SCAQMD recommends that a quantitative CO hotspots analysis be performed for any intersections where the LOS worsens from C to D or for intersections that experience an increase in volume-to-capacity ratio of 2% or more as a result of a proposed Project for intersections rated LOS D or worse.

Table 4.2-12, Peak Hour Intersection Capacity Analysis – Existing Plus Project Conditions, of the Draft EIR, summarizes the existing, and existing plus Project scenarios, and whether a CO hotspot analysis is required per the CO Protocol and SCAQMD recommendations. Table 4.2-13, Peak Hour Intersection Capacity Analysis – Opening Year (2016) Cumulative Conditions, of the Draft EIR, summarizes the 2016 without Project scenario, and 2016 with Project scenarios, and whether a CO hotspot analysis is required per the CO Protocol and SCAQMD recommendations.

As shown in Table 4.2-12 and Table 4.2-13, no intersections would deteriorate from LOS C to D or experience an increase in the volume-to-capacity ratio of 2% or more as a result of the proposed Project for intersections rated LOS D or worse; therefore, no CO hotspot analysis would be required per SCAQMD recommendations. Accordingly, impacts would be **less than significant**.

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

Because the nearest sensitive receptor would be less than 1,000 feet from the Project, an HRA was prepared by Urban Crossroads to evaluate DPM emissions associated with the Project and the potential cancer risk and noncancer risk to sensitive receptors (Appendix B of the Draft EIR). Results of the HRA if the 2003 OEHHA Guidelines were utilized are presented in Table 4.2-14 of the Draft EIR. Results of the HRA if the 2015 OEHHA Guidelines were utilized are presented in Table 4.2-15 of the Draft EIR. As shown in Tables 4.2-14 and 4.2-15, the cancer risk at the nearby receptors would not exceed the SCAQMD threshold of 10 in 1 million and impacts would

be less than significant. The noncancer risk at the nearby receptors would not exceed the SCAQMD threshold of 1.0 and impacts would be less than significant.

Overall, the LST analysis for operation impacts found that local ambient air quality impacts would not exceed the LSTs at nearby sensitive receptors. Impacts would be **less than significant**; therefore no mitigation is required. (Final EIR, pp. 4.2-31 – 4.2-40, 4.2-45).

## D. Biological Resources

### 1. Riparian Habitats or Other Sensitive Natural Communities

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

Impact: Less than significant impact. (Draft EIR, p. 4.3-35).

Explanation: The Project site was surveyed for biological resources, including riparian habitats, by GLA (see Appendix C). According to GLA, the Project site supports one ephemeral drainage that flows in a northwesterly direction across the site. This drainage supports 0.06-acre of mulefat scrub and 0.14-acre of riparian vegetation. The mulefat scrub is thinly scattered along the drainage at several locations and the riparian vegetation lines the bottom of the drainage during spring and summer months. Both of these vegetation types are not expected to support wildlife characteristic of riparian vegetation communities. This is due to the limited amount of riparian vegetation present and its lack of connection to adjacent riparian vegetation communities.

No other sensitive natural community has been identified on the Project site that would be under the jurisdiction of CDFW or USFWS. Therefore, given the small amount of scattered riparian vegetation on site, the Project's impacts would not represent a significant adverse impact to the riparian vegetation. Impacts are considered less than significant, and no mitigation is required. (Draft EIR, p. 4.3-35).

### 2. Movement of Wildlife

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

Impact: Less than significant impact. (Draft EIR, p. 4.3-37).

Explanation: Landscape features that can support wildlife movement include drainages, typically vegetated with scrub and/or trees that provide cover and shelter for the moving animals. The drainage supports small patches of mulefat and willows with the majority of the vegetation

within the drainage being non-native herbaceous weeds, and has very limited value for wildlife movement cover.

There is a lack of upstream connectivity, and the Project site is surrounded by existing development, the I-215 freeway, Cactus Avenue freeway ramp, the Old 215 Frontage Road and Alessandro Boulevard. Additionally, the entire Project site is fenced making access and wildlife movement through the Project site more challenging. The drainage on the site would not support important wildlife movement. It also lacks vegetation or features that could support a rookery or nursery grounds. Therefore, the proposed Project would not interfere or impact the movement of native resident or migratory fish or wildlife species or established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. The Project site lacks migratory wildlife corridors and wildlife nursery sites. Impacts are considered less than significant, and no mitigation measures are required. (Draft EIR, p. 4.3-37).

### 3. Local Policies and Ordinances

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

Impact: No impact. (Initial Study, p. 23).

Explanation: There are no general plan policies related to protection of biological resources applicable to the Project, nor is there a March JPA tree preservation policy that would affect the Project. Therefore, the proposed Project is not subject to any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No impacts would occur. (Initial Study, p. 24.)

### 4. Adopted Habitat Conservation Plans

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

Impact: Less than significant impact. (Draft EIR, pp. 4.3-37 – 4.3-38.)).

Explanation: The Project site is located within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) (County of Riverside 2003). However, the March JPA is not a permittee to the MSHCP and does not have to comply with the Reserve Assembly goals of the MSHCP or any other MSHCP requirements. The Project site is not located in an area subject to Cell Criteria under the MSHCP, and therefore the Project's development would not interfere or conflict with the ability of the MSHCP goals and objectives to be implemented.

The Project site is located in the plan area of the Stephen's Kangaroo Rat HCP, which is implemented by the Riverside County Habitat Conservation Authority. March JPA is not a

Permittee to the Stephen's Kangaroo Rat HCP. The Project site is located outside the Stephen's kangaroo rat Management Areas of the HCP. Results of 2015 Stephen's kangaroo rat protocol-level presence/absence surveys, including trapping efforts, were negative; therefore, take of Stephen's kangaroo rat is not required by the Project at this time. However, if Stephen's kangaroo rat is identified during future surveys, the Project applicant may decide to acquire take through the Stephen's Kangaroo Rat HCP. Since the Project would not impede the ability of either HCP (MSHCP or Stephen's Kangaroo Rat HCP) to be implemented, impacts are considered less than significant and no mitigation measures are required. (Draft EIR, pp. 4.3-37 – 4.3-38.)

## E. Cultural Resources

### 1. Historic Resources

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

Impact: Less than significant impact. (Draft EIR, pp. 4.4-12 – 4.4-13).

Explanation: In order to determine if historical resources are located on the Project site, Dudek conducted a Cultural Resources Survey Report (Appendix D). As part of that assessment, a records search was conducted at the Eastern Information Center (EIC). EIC staff reviewed records on December 11, 2014, of previously recorded archaeological and built environment resources, technical reports, and historical maps for the Project parcels and a surrounding 1-mile area.

As stated in the Cultural Resources Inventory Report (Appendix D), the EIC records search indicated that no cultural resources have been previously identified in the Project area. A total of 62 cultural resources have been recorded in the 1-mile surrounding record search area. These resources include 19 historical era resources and 43 prehistoric resources. Historical era resources principally include refuse deposits and scatters, structures, and features. An example of a historical resource is a segment of the 1880s Atchison, Topeka, and Santa Fe railroad (CA- RIV-8196) which has been mapped along the eastern side of the Project site boundary. Pedestrian inspection of this area by Dudek did not identify any extant portion of rail (within or outside of the Project site). The eastern portion of the Project site and the mapped location of this track were thoroughly inspected during the pedestrian survey by the Dudek archaeologist; however, no evidence of this feature was observed on the Project site, nor in the vicinity of the Project site. Dudek concluded it is likely that this rail was removed during road improvements, or that it is located even further outside of the study area. Subsurface exposures and rodent burrows were opportunistically inspected. Inspection of these locations indicated that the area has been heavily disturbed, and that there is little potential for subsurface archaeological deposits to be present (Appendix D).

The Cultural Resources Inventory also noted no structures to be observed on the property and all visible utility features appear modern in age. The Dudek archaeologist concluded that the observed irregularity of the local topography indicates that the ground surface throughout the entire Area of Potential Effect (APE) has been subject to past earth moving modifications by heavy equipment.

Since no built-environment historical resources were identified on the site, no impact to historic resources would occur. (Draft EIR, pp. 4.4-12 – 4.4-13).

### 2. Geology and Soils

#### 1. Fault Rupture

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

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

Explanation: No Fault Rupture Hazard Zone or Alquist-Priolo Earthquake Fault Zone, as designated by the DOC, exists within the Project site. According to the geotechnical soils report by NorCal Engineering (Appendix A), the potential for damage on the Project site due to direct fault rupture is considered unlikely. Because the Project site is not within a Fault Rupture Hazard Zone or within an Alquist-Priolo Earthquake Fault Zone, and due to the conclusion by NorCal Engineering that direct fault rupture is considered unlikely to occur on the Project site, the potential for fault rupture is low. Therefore, a less-than-significant impact is expected and this issue will not be further addressed in the forthcoming EIR. (Initial Study, p. 27.)

#### 2. Landslides

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

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

Explanation: According to Figure S-5 of the Riverside County General Plan (2008), the Project site is not located in an area with steep slopes. The site is located in a flat area, with no hillsides or slopes nearby that would affect the Project site. As such, impacts are considered less than significant because there are no landforms that would cause landslides near the Project site. (Initial Study, p. 27.)

#### 3. Loss of Topsoil

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

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

Explanation: Construction activities such as excavation and grading may have the potential to cause soil erosion or the loss of topsoil. Short-term erosion effects during the construction phase

of the Project would be prevented through required implementation of a SWPPP through compliance with the NPDES program and the incorporation of best management practices intended to reduce soil erosion. The SWPPP would include standard construction methods such as temporary detention basins to control on-site and off-site erosion. The SWPPP is required by the March JPA during plan review and approval of Project improvement plans; therefore, with implementation of an approved SWPPP, impacts resulting from erosion during construction operations would be less than significant. A network of storm drains and gutters would be throughout the developed site, along with landscaped areas, groundcovers, and water basins at the northern and southern portion of the Project site; therefore, soil erosion is not anticipated to be an issue upon buildout of the Project. Impacts would be less than significant. (Initial Study, p. 27.)

### 4. Unstable Soils

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

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

Explanation: The Project site is located approximately 7 miles from the San Jacinto Fault Zone, which is capable of producing a magnitude 6.9 earthquake, and is located approximately 15 miles from the Elsinore Fault Zone (Appendix A). According to Figure S-5 of the Riverside County General Plan (2008), the Project site is not located in an area with steep slopes. The eastern side of the Project site is elevated higher than Old 215 Frontage Road. The existing slope at the eastern portion of the site will be modified or eliminated with grading activities and the construction of a 12-foot-high concrete screen wall. The screen wall will follow the design recommendations in the geotechnical soils report prepared by NorCal Engineering, which states that active earth pressures against retaining walls will be equal to the pressures developed by the fluid densities (Appendix A). This issue is considered less than significant. (Initial Study, p. 28.)

### 5. Expansive Soils

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

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

Explanation: Soils containing high clay content often exhibit a relatively high potential to expand when saturated and to contract when dried out. Based on the geotechnical soils report (Appendix A), the soil materials underlying the southern half of the site is classified as Holocene alluvium and the soil material underlying the northern half of the site is classified as Pleistocene alluvium. NorCal Engineering's field investigation on the Project site consisted of the placement of five subsurface exploratory boring by hollow-stem auger drill rig with 6-inch outside diameter continuous flight augers and hand auger and eighteen excavations by backhoe. The borings extended to a maximum depth of 45 feet below current ground elevations and the backhoe

excavations extended to a maximum depth of 16 feet (Appendix A). Based on NorCal Engineering's field investigation, the soils encountered were disturbed topsoils/fill soils and native soils (Appendix A). The disturbed topsoils/fill soils consisted of disturbed topsoils and minor amounts of fill soils classified as sandy, clayey silts and clayey sands with some gravel and rootlets; the native soils encountered were native older alluvial soils generally classified as clayey, sandy silt and clayey sands with some gravel beneath the upper fill soils (Appendix A). NorCal Engineering (Appendix A) concluded that the upper soils at the Project site are low in expansion detail. The Project proponent shall follow the expansive soil guidelines as contained in Appendix A. Based on the low expansive soil potential on the Project site and the fact that the Project proponent shall comply with the expansive soil guidelines in Appendix A, impacts are considered less than significant. (Initial Study, p. 28.)

#### 6. Septic Tanks

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

Impact: No impact. (Initial Study, p. 28.)

Explanation: No septic tanks exist on the Project site. Since the proposed Project will connect to an existing sewer systems and will not involve other alternative wastewater disposal methods. Therefore, no impacts are expected. (Initial Study, p. 28.)

### F. Hazards and Hazardous Emissions

#### 1. Transport, Use, or Disposal

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

Impact: Less than significant impact. (Initial Study, p. 30).

Explanation: The proposed Project shall comply with Section 9.08.090 of the March JPA's Development Code, which provides hazardous materials management requirements, including but limited to providing a list of all hazardous materials to be used at the site with a description of where and how each would be stored and how each would react in a fire; placards or other appropriate signage on buildings where hazardous materials or waste are being stored; hazardous materials and waste management plan; and implementation of best available technology for on-site pre-treatment and reduction of hazardous wastes, wherever feasible. Compliance with Section 9.08.090 of the March JPA's Development Code would allow emergency responders to know what hazardous materials would be encountered in the event of an emergency. Additionally, both the federal and state governments require all businesses that handle more than the specified amount of hazardous materials to submit a business plan to a regulating agency. Due to the existing regulations that would govern any small quantities of hazardous materials that might be associated

with the proposed Project, and since the proposed Project would be required to comply with Section 9.08.090 of the March JPA's Development Code, impacts are considered less than significant. (Initial Study, p. 30.)

### 2. Hazards Near Schools

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

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

Explanation: There are no schools within one-quarter mile of the Project site. Therefore, implementation of the proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. This issue is considered less than significant. (Initial Study, p. 30.)

### 3. Cortese List

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

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

Explanation: California Government Code Section 65962.5 combines several regulatory lists of sites that may pose a hazard related to hazardous materials or substances. According to Section 65962.5(a), there are no hazardous materials or waste sites located on the Project site or near the Project site. The 1953 aerial photograph of the Project site that was documented in the Phase I report prepared by Hazard Management Consulting (HMC) (Appendix B) shows what appears to be two warehouse buildings along the southwest corner of the Project site, but by the 1967 aerial photograph, the warehouse buildings were removed. According to the Phase I Report (Appendix B), the warehouse buildings were used by March AFB for warehousing purposes, and no indication of any release of hazardous substances were documented. A finding of suitability to transfer (FOST) was prepared in 2001 by the March AFB Conversion Agency for the Project site prior to the property transfer from the March AFB to the March JPA. The FOST indicated that the Project site was historically part of Camp Haan and was used for warehousing for a brief period of time. The records in the FOST indicate that while hazardous materials may have been stored on site, there was no evidence or records to indicate a release had occurred (Appendix B).

The Project site was part of the March AFB, which was declared a superfund site due to releases of solvents and other contaminants to groundwater. However, there is no evidence or data to suggest that the site contributed to the conditions that led to the listing as a superfund site (Appendix B). Because the Project site is not listed on a list of hazardous materials sites compiled pursuant to California Government Code Section 65962.5, and based on the findings of the Phase

I report prepared by HMC (Appendix B), impacts are considered to be less than significant. (Initial Study, pp. 30-31.)

### 4. Emergency Response Plan

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

Finding: Less than significant impact. (Initial Study, p. 31.)

Explanation: The proposed Project does not anticipate any lane closures; however, should there be any lane closures, lane detours during construction activities shall be submitted to March JPA for review and approval. Operation of the proposed Project would not interfere with an emergency response plan because access driveways would be provided on Alessandro Boulevard and Old 215 Frontage Road. Additionally, the proposed site plan, including the access driveways, will be reviewed and approved by the March JPA, police, and fire department during plan review to ensure emergency access would be provided at all times. Therefore, implementation of the Project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts are considered less than significant. (Initial Study, p. 31.)

### 5. Private Airstrip

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

Finding: No impact. (Draft EIR, p. 4.7-12).

Explanation: The Project site is not within the vicinity of a private airstrip. March Inland Port Airport is considered a joint-use airport utilized for both commercial and military purposes. As such, no impacts associated with people residing or working within the vicinity of a private airstrip would result from Project implementation. (Draft EIR, p. 4.7-12.)

### 6. Wildland Fires

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

Finding: Less than significant impact. (Initial Study, p. 31.)

Explanation: According to the Riverside County Land Information System (County of Riverside 2014), the Project site is not within a fire hazard area. Additionally, the Project site is surrounded by development. Therefore, the risk of a large, high-intensity fire impacting the site is very low. Impacts are considered less than significant. (Initial Study, p. 31.)

## G. Hydrology and Water Quality

### 1. Water Quality Standards

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

Finding: Less than significant impact. (Draft EIR, pp. 4.8-12 – 4.8-14).

Explanation:

*Construction*

Because the Project is greater than 1 acre in size, the applicant and/or its qualified contractor would be required to submit a Notice of Intent to the SWRCB in order to obtain approval to carry out construction activities under the Construction General Permit. This permit would include a number of design, management, and monitoring requirements for the protection of water quality and the reduction of construction phase impacts related to stormwater (and some non-stormwater) discharges. Compliance with the Construction General Permit requires that a SWPPP be developed and implemented by qualified individuals with appropriate credentials and training (i.e., qualified SWPPP developer/qualified SWPPP practitioner (QSD/QSP)), as defined by the SWRCB. The SWPPP typically contains a site map which shows the construction site perimeter, proposed structures, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the Project.

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

Therefore, although construction activities have the potential to adversely affect water quality, required coverage under the Statewide General Construction Permit would be adequate to ensure potential construction-related impacts on water quality are avoided or substantially minimized, and do not violate any SWRCB/RWQCB water quality standards or WDRs. For these reasons, the Project's construction-phase would not violate water quality standards or WDRs and would have a less-than-significant impact with respect to this issue.

*Post-Construction*

Pollutants of concern from the Project site are anticipated to be those typical of an industrial development, and include:

- Pesticides and herbicides, and an increase in nutrients from fertilizers used on landscaped areas
- Litter/debris, including grease, solids, leaves, grass, and trash from visitor areas and parking lot/structure
- Vehicular fluids, including antifreeze, motor oil, brake fluid, gasoline, and transmission fluid emanating from paved areas and parking areas on the site
- Organic compounds from solvents
- Bacteria, possibly from animal waste

An increase in pollutant levels in the runoff conveyed to the storm drain system could violate water quality standards and the WDRs of the County's MS4 permit. The MS4 permit requires that pollutants of concern be treated by a California Stormwater Quality Association-approved treatment BMP with medium to high removal rates.

As discussed above, the Project includes two detention basins (one of which is an extended detention with bio-treatment and filtering capability) and two bio-retention trenches that would slowly release the water collected on site prior to draining into the stormwater drainage system. These features have been sized to the "design capture volume" as determined in the WQMP using Riverside County templates and standards. The design capture volume is based on the increase in runoff attributable to increases in impervious surfaces from all affected areas of the Project site. BMPs to be implemented during operation and maintenance also include minimizing the use of fertilizers and pesticides, landscape maintenance, building and grounds maintenance, and good housekeeping practices (as described in Section 4.8.4). The responsibility to provide for the long-term implementation, operation, and maintenance of BMPs associated with the Project belongs to the Project proponent.

The Preliminary WQMP (Appendix I) would be required to be reviewed and approved by the March JPA Engineer, and all recommendations in the WQMP would be implemented during post-construction/operation of the Project. The Project would not be approved unless that WQMP meets March JPA standards, is approved by the March JPA Civil Engineer, and the Project incorporates the BMPs identified in the WQMP as conditions of approval, as outlined in the March JPA WQMP Guidance Document. Based on the above discussion, impacts would be less than significant. (Draft EIR, pp. 4.8-12 – 4.8-14).

### 2. Water Quality

Threshold: Would the Project otherwise substantially degrade water quality?

Finding: Less than significant impact. (Draft EIR, p. 4.8-16).

Explanation: The Project would not otherwise substantially degrade water quality. The potential adverse effects of the Project on water quality have been addressed in the other criteria

discussions. These concluded that implementation of the SWPPP, a WQMP, the proposed drainage design, and compliance with the regional Municipal Stormwater Permit and the related document New Development & Redevelopment Guidelines for Projects Under the March JPA (March JPA 2008) would ensure impacts of the Project on water quality would be less than significant. (Draft EIR, p. 4.8-16).

### 3. Groundwater Supply and Recharge

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

Impact: Less than significant impact. (Draft EIR, pp.4.8-14 – 4.8-15).

Explanation: The Project requires a service connection to the Western Municipal Water District (WMWD) to meet its water demands and does not propose an on-site groundwater supply well. According to the Water Supply Assessment (Appendix J) prepared for the Project, the WMWD's main source of supply is from surface water imports as further discussed in Section 4.12 of this Draft EIR. The estimated water demand of the Project would be approximately 1.337 acre-feet per year, based on the potable and sanitary water needs of the building (e.g., bathrooms and sinks). For comparison purposes, 1.337 acre-feet per year is the approximate yearly water use of two to three single-family homes. WMWD has concluded that water supplies through the year 2035 are sufficient to meet the projected annual water demand of 1.337 acre-feet associated with the proposed Project for normal, single-dry, and multiple-dry year scenarios.

The Project applicant would be required to plan and install water-efficient devices and landscaping in accordance with applicable ordinances, including use of drought tolerant species appropriate to the climate and region. Although the Project is not located near any existing recycled water distribution infrastructure, should such facilities be constructed in the future, the Project applicant would be required to use non-potable recycled water for irrigation to the extent permitted by law. Accordingly, landscaped areas for the Project including all piping, controls, and related appurtenances must be designed and installed to accommodate potential recycled water use. Because the water demands of the Project would be minimal, reasonable, and would not be derived from local groundwater, it would not result in substantial depletion of groundwater supplies or the local lowering of the water table level.

Likewise, the Project would not substantially interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. This is for two reasons: (1) the size of the site compared to the size/area of the San Jacinto Groundwater Basin is negligible (39.4 acres versus 188,000 acres), and (2) the site does not recharge the underlying basin. According to a Soils Investigation report prepared by NorCal Engineering (Appendix E), as well as the preliminary WQMP for the Project (Appendix I), the soils on site have a low infiltration capacity (i.e., less than 1.6 inches/hour). Although the site

would be covered by approximately 88% impervious surfaces, it would have minimal effects on groundwater recharge because the low permeability of the soils on the Project site, in the current, undeveloped condition, means rainfall is predominantly carried away as surface runoff rather than infiltrated into the ground. Although the area is not suitable for groundwater recharge, the Project design would increase opportunity for percolation of groundwater into the subsurface by holding water on site for up to 48 hours following a storm event.

Because the Project would not utilize local groundwater sources as a source of potable or irrigation water, and since the Project site conditions do not currently allow appreciable groundwater recharge, the Project would not result in substantial depletion of groundwater supplies or interfere substantially with groundwater recharge. Therefore, impacts related to groundwater would be less than significant, and no mitigation is required. (Draft EIR, pp.4.8-14 – 4.8-15).

### 4. Drainage pattern

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

Finding: Less than significant impact. (Draft EIR, pp. 4.8-15 – 4.8-16).

Explanation: The on-site storm drain system has been designed per the Riverside County Flood Control and Water Conservation District's Design Handbook for Low Impact Development Best Management Practices. The storm drain system would use an Extended Detention Basin (north detention basin) and two bio-retention trenches to meet the requirements of the MS4 permit to mitigate the increase in runoff rate and volume post-development. The Project would not affect the rate or volume of off-site flows and has been designed to convey these flows off site to the 72-inch RCP maintained by Caltrans, adding a detention basin on the south side of the Project site to handle temporary water volumes in excess of the proposed 48-inch HDPE pipe capacity. Per Appendix H, the off-site 72-inch RCP maintained by Caltrans has sufficient capacity to handle the peak flows. Appendix I concludes that with the use of the detention basins and bioretention trenches, the Project would improve area storm water management for Riverside County by preventing flooding, eliminating damage to personal property and delivering the same amount of water to the downstream ecosystem.

The detention basins have been designed to adequately handle the 100-year, 1-hour storm event in a manner that lowers the probability of flooding caused by off-site sources under existing conditions (Appendix I). The two detention basins and two bio-retention trenches would capture runoff and then slowly release the water collected on site prior to draining into the stormwater drainage system. The byproduct of constructing these improvements would attenuate existing peak flows currently being delivered off site to the 72-inch RCP storm drain culvert and thereafter to Sycamore Canyon Creek.

For these reasons, the Project would not substantially alter the existing drainage pattern on the site or in the area in a manner that would result in substantial erosion or siltation or flooding. Impacts related to drainage patterns of the site or area would be less than significant. (Draft EIR, pp. 4.8-15 – 4.8-16).

### 5. Runoff

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

Finding: Less than significant impact (Draft EIR, p. 4.8-16).

Explanation: The water quality BMPs and drainage design features, including detention basins and infiltration basins are described in Section 4.8.4. According to Appendix I, the 72-inch RCP storm drain culvert's capacity with 4.5 feet of head is 365 cfs, which exceeds the peak runoff (under both the existing and proposed condition) for the 100-year, 1-hour storm event. Based on this information, the capacity of the stormwater drainage system would not be exceeded, and impacts would therefore be less than significant. (Draft EIR, p. 4.8-16).

### 6. Flood Hazard Areas

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

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

Finding: Less than significant impact. (Initial Study, p. 33; Final EIR, p. 4.8-17.)

Explanation: Based on review of the Flood Insurance Rate Map, the Project site is located within Zone D where flood hazards are undetermined, but possible as no analysis of flood hazards has been conducted. The Project site is not located within a Federal Emergency Management Agency (FEMA) Special Flood Hazard Area, which includes 100-year flood zones (DWR 2016). Furthermore, the Project site is also not within a 500-year flood zone or other flood zone as mapped by the Department of Water Resources (DWR "Awareness" Floodplain), regional/special studies, or the U.S. Army Corps of Engineers (DWR 2016)." As such, the Project site is not located within a FEMA flood hazard. Impacts related to placing structures within a 100-year flood hazard area which would impede or redirect flood flows are considered to be less than significant. (Initial Study, p. 33; Final EIR, p. 4.8-17.)

### 7. Risk of Loss, Injury, or Death Involving Flooding

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

Finding: Less than significant impact. (Initial Study, pp. 33.)

Explanation: The Lake Perris Dam is located southeasterly of the Project site as well as downstream; therefore, the Project site is not subject to inundation by dam failure at Lake Perris. Therefore, the potential for inundation at the site as a result of an earthquake-induced dam failure is considered low. Impacts related to exposure of people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of a failure of a levee or dam, is considered less than significant. (Initial Study, pp. 33.)

### 8. Inundation

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

Finding: Less than significant impact. (Initial Study, p. 33.)

Explanation: A seiche is a to-and-fro vibration of an enclosed water body that is similar to the slopping of water in a basin. Seiches are often triggered by earthquakes. Tsunamis are tidal waves that occur in coastal areas. The Project site is located approximately 6 miles northwest of Lake Perris, which is an area likely to be subject to seiche. However, the Project site is not located downslope of Lake Perris or any large bodies of water that could adversely affect the site in the event of earthquake-induced seiches. The Project site is not located near any coastal areas, which are subject to tsunamis. The site is located approximately 39 miles inland from the Pacific Ocean and at an elevation of around 1,500 feet above mean sea level. Due to the distance between the Project site and the Pacific Ocean, the risk of a tsunami affecting the site is low. The Project site is not located near a river or water stream, and the Project site is not subject to significant mudflows since there are no slopes or mountainous areas that would contribute to mudflow risks. Given the Project's location, and since there are no features nearby that would pose a threat from seiche, tsunami, or mudflow, this impact is considered less than significant. (Initial Study, p. 33.)

## H. Land Use and Planning

### 1. Divide a Community

Threshold: Would the Project physically divide an established community?

Finding: Less than significant impact. (Initial Study, p. 34.)

Explanation: The proposed Project would not divide the existing community surrounding the site. The site is bounded by Alessandro Boulevard to the north, the Cactus Avenue on-ramp to the south, Old 215 Frontage Road to the east, and I-215 to the west. Commercial uses including

two gas stations and auto-related stores, and vacant lands are located north of the Project site; the Cactus Avenue on-ramp and vacant parcels are located south of the Project site; commercial and industrial uses along with graded, undeveloped parcels are located east of the Project site; and I-215 followed by vacant parcels and industrial uses are located west of the Project site. The closest residential areas exist to the northeast of the Project area. The proposed Project would not divide an established community, but would further provide for warehousing and distribution, which are uses currently found in the I-215 corridor area, and contribute to local employment opportunities for the community. As such, impacts are considered less than significant. (Initial Study, p. 34.)

### 2. Applicable Habitat Conservation Plan or Natural Community Conservation Plan

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

Finding: Less than significant impact. (Initial Study, p. 34).

Explanation: The March JPA is not a permittee to the MSHCP and would not have to comply with the Reserve Assembly goals of the MSHCP or other MSHCP requirements. The Project site is not located in an area subject to Cell Criteria under the MSHCP, and therefore the Project's development would not interfere or conflict with the ability of the MSHCP goals and objectives to be implemented. Therefore, this impact is considered less than significant. (Initial Study, p. 34.)

## I. Mineral Resources

### 1. Known and Locally Important Resources

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

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

Finding: Less than significant impact. (Initial Study, p. 35.)

Explanation: As shown on Figure OS-5 of the Riverside County General Plan (2008), the proposed Project lies within Mineral Resource Zone 3 (MRZ-3), indicating areas where the available geologic information suggests that mineral deposits are likely to exist, but where the significance of the deposit is undetermined. The Project site has been previously developed with a warehouse building in the 1950s. Based on the MRZ-3 designation and given that the site was previously developed, the proposed Project is not likely to result in the loss of a known mineral resource. Impacts are considered less than significant. (Initial Study, p. 35.)

## J. Noise

### 1. Excess Standards

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

Finding: Less than significant impact. (Initial Study, pp. 35-37).

Explanation: : Noise levels are regulated by the March JPA's Development Code and March ARB's Air Installation Compatible Use Zone. As stated in Section 9.10.140 of the March JPA's Development Code, industrial uses shall be operated so that noise created by any loudspeaker, bells, gongs, buzzers, or other noise attention or attracting devices shall not exceed 55 A-weighted decibels (dBA) at any one time beyond the boundaries of the property (March JPA 1997). As shown in Figure 4-3 and Figure 5-3 of the Air Installation Compatible Use Zone Study for the March ARB (March JPA 2005), the Project will be compatible with the current and forecasted federal noise zones.

The Project location - north of Cactus Avenue, east of the I-215 and south of Alessandro Avenue – is shown as being compatible with, among other uses, wholesale trade and offices, based on Table 3.1 of the March ARB AICUZ study. Currently, there are no sensitive receptors such as homes, schools, or daycare facilities located adjacent to the Project site. The nearest residential land uses are approximately 750 feet north of the Project site, in the City of Moreno Valley. Residences are also located approximately 800 feet to the east-northeast of the Project site; these residences are also in the City of Moreno Valley.

Construction noise is difficult to quantify because of the many variables involved, including the specific equipment types, size of equipment used, percentage of time, condition of each piece of equipment, and number of pieces of equipment that will actually operate on site. The range of maximum noise levels for various types of construction equipment at a distance of 50 feet is depicted in Table NO-1 (Construction Equipment Noise Levels). The noise values represent maximum noise generation, or full-power operation of the equipment. As an example, a loader and two dozers, all operating at full power and relatively close together, would generate a maximum sound level of approximately 90 A-weighted decibels (dBA) at 50 feet from their operations. As one increases the distance between equipment, and/or the separation of areas with simultaneous construction activity, dispersion and distance attenuation reduce the effects of separation noise sources added together. In addition, typical operating cycles may involve two minutes of full-power operation, followed by three or four minutes at lower levels. The average noise level during construction activity is generally lower, since maximum noise generation may only occur up to 50% of the time.

The nearest noise-sensitive receivers are residential uses located in the adjoining City of Moreno Valley, approximately 750 and 800 feet from the Project boundary and approximately 1,500 feet or more from the center of the Project. Routine noise levels from conventional construction activities (with a typical number of three to four pieces of equipment operational on

the site) range from 75 to 86 dBA $L_{eq}$ at a distance of 50 feet. Noise levels from construction activities generally decrease at a rate of 6 dB per doubling of distance away from the activity. At a distance of 750 feet, construction noise levels would range from approximately 51 to 62 dBA $L_{eq}$. At the more typical construction distance of 1,500 feet, construction noise levels would range from approximately 45 to 56 dBA $L_{eq}$, neglecting additional reduction from intervening structures and atmospheric absorption. Noise levels of this magnitude, though audible, would not be substantially higher than existing noise levels from the adjacent I-215 freeway, nearby arterial roadways and the March ARB. The City of Moreno Valley exempts noise from construction activities provided that construction takes place between the hours of 7 a.m. and 8 p.m. (City of Moreno Valley 2007). The Project proponent will limit construction work hours to comply with local noise ordinance requirements. Thus, noise from construction would be less than significant and this issue will not be addressed in the forthcoming EIR.

The majority of the operations of the proposed industrial warehouse building will occur indoors, and much of the audible noise will be from the trucks delivering or transporting goods. Onsite noise will be reduced by the building structure itself, as well as a 12 foot high concrete screen wall on the north and east-facing property boundaries. The Project would also generate additional traffic on local streets and I-215 from employee vehicles and truck trailers going in and out of the Project site, as well as those noise levels from vehicles traveling on the I-215. Truck routes would be limited to Old 215 Frontage Road and west on Alessandro Boulevard onto I-215, away from the residences located north and northeast of the Project site. However, the draft traffic impact analysis (Urban Crossroads 2015) conservatively assumed that as a worst-case, some truck traffic could divert east on Alessandro in order to avoid traffic congestion to the west. Project-related traffic noise impacts were analyzed using the Federal Highway Administration's Traffic Noise Model version 2.5 and the Project's traffic impact analysis and worst-case assumptions. The results of the traffic noise modeling are summarized in Table NO-2 and the input / output data is contained in Appendix C.

The Project would result in an increase of 1 decibel or less, and would not cause a noticeable change in noise levels or an exceedance of applicable noise standards during operation. Based on these factors, the proposed Project would not result in a substantial noise increase on local streets or I-215 that would result in exposure of persons to or generation of noise levels in excess of the March JPA's Development Code or March ARB's Air Installation Compatible Use Zone. Impacts are considered less than significant. (Initial Study, pp. 35-37).

### 2. Groundborne Vibration and Noise Levels

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

Finding: Less than significant impact. (Initial Study, p. 37).

Explanation: The heavier pieces of construction equipment used at the Project site could include dozers, graders, cranes, loaded trucks, water trucks, and pavers. Groundborne vibration information related to construction activities has been collected by the California Department of

Transportation (Caltrans). Information from Caltrans indicates that continuous vibrations with a peak particle velocity of approximately 0.1 inches/second begin to cause annoyance (Caltrans 2004). Ground-borne vibration is typically attenuated over short distances (typically on the order of 25 feet). The closest homes would be approximately 750 feet or more from the construction area. At this distance and with the anticipated construction equipment, the peak particle velocity is estimated to be 0.001 inches/second, which would be well below 0.1 inches/second at the adjacent sensitive receptors mentioned in the Caltrans guidance. Therefore, construction activities are not anticipated to result in continuous vibration levels that typically annoy people, and the vibration impact would be considered less than significant. (Initial Study, p. 37).

### 3. Ambient Noise Levels-Permanent

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

Finding: Less than significant impact. (Initial Study, p. 38)

Explanation: There are no adjacent sensitive receptors from the Project site. The existing surrounding land uses are industrial and commercial development with a few vacant parcels, the Cactus Avenue on-ramp, and I-215. The nearest noise-sensitive land uses are approximately 750 feet from the nearest Project boundary. The majority of the operations of the proposed industrial warehouse building will occur indoors, and much of the audible noise will be from the trucks delivering or transporting goods. Additionally, the Project's northern and eastern boundaries will have a 12-foot high concrete screen wall. The Project would also generate additional traffic on local streets and I-215 from employee vehicles and truck trailers going in and out of the Project site, as well as those noise levels from vehicles traveling on the I-215. However, this additional traffic would be similar to the existing industrial operational noise within the Project vicinity. As shown in Table NO-2, traffic noise related to the Project would result in noise level increases of 1 decibel or less, which is not a substantial noise increase. Impacts are considered to be less than significant. (Initial Study, p. 38.)

### 4. Ambient Noise Levels-Temporary

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

Finding: Less than significant impact. (Initial Study, p. 38).

Explanation: The source of noise from the Project on a temporary basis would be from the construction equipment as well as truck trips associated with delivering and hauling construction equipment and construction worker vehicles, which would be similar in noise sources as the surrounding industrial operations within the Project vicinity. Noise from on-site construction would range from approximately 51 to 62 dBA Leq at the nearest construction boundary, which based upon existing noise levels from traffic as well as from the March ARB to the north, would

not represent a substantial noise increase. The applicant shall require that all construction equipment be operated with mandated noise control equipment (mufflers or silencers). No substantial impacts related to temporary or periodic noise increases are anticipated. Impacts are considered to be less than significant. (Initial Study, p. 38).

### 5. Airports/Private Airstrip

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

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

Finding: No impact. (Initial Study, p. 38.)

Explanation: The Project site is located approximately 0.8 mile from the March ARB and is also within the March ARB land use plan. Specifically, the Project site is located within the B1 compatibility zone and Accident Potential Zone I and II, as depicted in the Background Data: March ARB/Inland Port Airport and Environs report (Mead & Hunt 2014b). According to Exhibit MA-4 in the Background Data: March ARB/Inland Port Airport and Environs (Mead & Hunt 2014b), the Project site is located between the community noise equivalent level (CNEL) noise contours of 65 and 70 dB. As discussed previously, these noise levels are compatible with the type of land uses proposed for the Project (i.e., wholesale trade and offices), and therefore would not expose people residing or working in the Project area to excessive noise levels. Therefore, impacts are considered to be less than significant. (Initial Study, p. 38.)

## K. Population and Housing

### 1. Population Growth

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

Finding: No Impact (Initial Study, p.39.)

Explanation: The proposed Project involves the development of a new approximately 709,083-square-foot industrial warehouse building. No housing is being proposed with this Project; therefore, the proposed Project will not generate population growth. Existing roadways will be improved along the Project frontage. There is an existing 12-inch sewer and water lines along Alessandro Boulevard and Old 215 Frontage Road, in which the Project will connect to. Based on the above discussion, no adverse impacts related to population growth would result from the Project. (Initial Study, p. 39.)

### 2. Displace Housing and People

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

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

Finding: No impact. (Initial Study, p. 39.)

Explanation: The Project site does not currently support any housing; therefore, substantial numbers of existing housing would not be displaced and the construction of replacement housing elsewhere would not be necessary as a result of the proposed Project. Additionally, substantial numbers of people would not be displaced, necessitating the construction of replacement housing elsewhere, as a result of the proposed Project. Therefore, no impacts would result. (Initial Study, p. 39.)

## L. Public Services

### 1. Fire Protection

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

Finding: Less than significant impact. (Draft EIR, pp. 4.10-8 – 4.10-9).

Explanation: The Project would result in the development of a new approximately 709,083-square-foot industrial warehouse building. The closest fire station to the Project site is Station 6 – Towngate Fire Station, located at 22250 Eucalyptus Avenue, Moreno Valley, California 92553, approximately 1.2 miles northeast to the Project site. Station 6 would likely serve as the primary responder to fire-related incidents on the Project site. Station 65 – Kennedy Park, is located at 15111 Indiana Street, Moreno Valley, California 92551, approximately 2.7 miles southeast of the Project site. Station 65 would likely serve as the secondary responder to fire-related incidents on the Project site. As mentioned in Table 4.10-1, Station 6's response time would be approximately 4 minutes, while Station 65's response time would be approximately 5 to 7 minutes to the Project site. In the event that a large fire broke out on the Project site, other nearby County fire stations would respond.

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

the proposed development. Zoned fire sprinklers systems would be installed throughout the building.

Project employment (approximately 450 employees during Project operation) could result in slight residential population growth within the fire station jurisdiction listed in Table 4.10-1. Ultimately, the slight increase in on-site and March JPA Planning Area population could result in increased calls for fire protection services. However, the increase in calls would be minimal and would not result in the need for new fire facilities.

With the nearby services of Stations 6 and 65, as well as other nearby Riverside County fire stations, the Project would be served by sufficient fire protection services. The additional demand for fire–rescue response services generated by the Project is not expected to negatively affect response times or workload capacities for the existing engines. Moreover, fire hydrants and sprinkler systems will be required throughout the Project and are required by the California Fire Code and the Uniform Building Code. Further, the Riverside County Fire Department requires fire hydrants at maximum 330 foot intervals. The intervals can be higher pending fire department approval. This applies to the street network as well as individual lots. Fire hydrants along the street network would be placed on alternating sides of the street rights-of-way. Because the proposed Project would comply with applicable fire codes and is consistent with the land use types and activities envisioned, the Project would not result in the need for new or expanded fire protection facilities, and impacts would be less than significant. (Draft EIR, pp. 4.10-8 – 4.10-9).

### 2. Police Protection

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

Finding: Less than significant impact. (Initial Study, pp. 39-40).

Explanation: It is anticipated that the Project will be adequately served by the Riverside County Sheriff's Department. The closest police station is the Riverside Sheriff's Department (22850 Calle San Juan De Los Lagos, Moreno Valley, California 92553) located approximately 1 mile east of the Project site. The Project is consistent with the land uses envisioned in the March JPA's General Plan, which is the document used by police services to evaluate service needs. The Project would not build any housing and therefore would not increase the population of the Project area that would need police protection. Although the Project would result in additional employees in the Project area, the Project is not expected to substantially increase emergency calls to the County Sheriff's Department. Therefore, impacts are considered less than significant. (Initial Study, pp. 39-40).

### 3. Schools

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

Finding: Less than significant impact. (Initial Study, p. 40.)

Explanation: There are no schools within one-quarter mile of the proposed Project. The proposed Project does not include new housing and would therefore not generate an increase in resident population requiring education facilities and services. Impacts would be less than significant. (Initial Study, p. 40.)

#### 4. Parks

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

Finding: Less than significant impact. (Initial Study, p.40)

Explanation: The Project does not propose residential uses and therefore would not be expected to result in an increased demand for parks. Impacts are considered less than significant. (Initial Study, p. 40.)

#### 5. Other Public Facilities

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

Finding: Less than significant impact. (Initial Study, p.40)

Explanation: No other public facilities or services other than police and fire protection are anticipated to serve the proposed industrial warehouse building. Impacts are considered less than significant. (Initial Study, p. 40.)

### M. Recreation

#### 1. Existing and New Recreational Facilities

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

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

Finding: No impact. (Initial Study, p. 40.)

Explanation: The proposed Project involves the development of a new industrial warehouse building. The proposed Project would not include new homes or businesses that would increase the use of existing parks or recreational facilities, and thus no deterioration of existing facilities would occur. There would not be an increase in use of the parks and recreational facilities from this Project, and thus no deterioration of existing facilities. The Project does not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, no impacts will result. (Initial Study, p. 40.)

**N. Transportation/Traffic**

**1. Air Traffic**

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

Finding: No impact. (Initial Study, p. 41.)

Explanation: The Project site is located within the March ARB land use plan. Specifically, the Project site is located within the B1 compatibility zone and Accident Potential Zones I and II, as depicted in the March ARB/Inland Port Airport Land Use Compatibility Plan. The Project's compliance with the March ARB/Inland Port Airport Land Use Compatibility Plan will be addressed in the Hazards and Hazardous Materials section in the forthcoming EIR. However, the proposed Project does not include uses or activities that would generate the need for air traffic. No impacts will result. (Initial Study, p. 41.)

**2. Design Feature Hazards**

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

Impact: Less than significant impact. (Initial Study, p. 41.)

Explanation: Regional access is provided by I-215. Access to the proposed Project would be along Old 215 Frontage Road and Alessandro Boulevard (existing roads). Alessandro

Boulevard will have one driveway that will provide access for automobiles only while Old 215 Frontage Road will have two driveways that will provide access for trucks primarily and for automobiles secondarily. Vehicular access points and circulation outside/inside the Project site, including the Project's parking lots, will be reviewed and approved by the March JPA's planning and engineering staff. The Project does not include any non-standard design features, nor does it have any hazardous elements. Impacts are expected to be less than significant. (Initial Study, p. 41.)

### 3. Alternative Transportation Modes

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

Impact: Less than significant impact. (Draft EIR, p. 4.11-89.)

Explanation: The study area within the March JPA and the surrounding Cities of Riverside and Moreno Valley are currently served by the RTA, a public transit agency serving various jurisdictions within Riverside County, with bus service along Alessandro Boulevard via Route 20 and along the I215 Freeway via Routes 212 and 208. RTA Route 20 could potentially serve the Project as it currently operates along Alessandro Boulevard to the north of the Project site.

In regards to bicycle and pedestrian facilities, there are currently Class II bike lanes along Alessandro Boulevard within the study area. Existing sidewalks are currently in place along the north side of Alessandro Boulevard and on the south side, east of Old 215 Frontage Road.

The Project would not include any off-site improvements that would extend into adjacent roadways or otherwise impede public transit, bicycle, or pedestrian facilities. The Project would not include any improvements that would extend into Alessandro Boulevard or Old 215 Frontage Road and interfere with the construction of this bicycle facility in the future. Additionally, primarily based on the Project area's urbanized nature, no existing recreational trails serve the Project area. Therefore, impacts associated with alternative transportation facilities would be less than significant, and no mitigation measures are required. (Draft EIR, p. 4.11-89.)

## O. Utilities and Service Systems

### 1. Wastewater

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

Finding: Less than significant impact. (Initial Study, p. 43.)

Explanation: Wastewater from the Project site will be treated at the City of Riverside's Wastewater Treatment Plant located at the Regional Water Quality Control Plant. The primary sources of pollutants to stormwater from the proposed Project are construction activities and runoff

from the proposed building's roof and parking lot.. The Project site is located within the service area of Western Municipal Water District service area, and sewer effluent from WMWD's service area will be serviced by the City of Riverside's wastewater treatment plant. Since the Project will discharge its wastewater to a facility that is legally required to meet wastewater standards, impacts are considered less than significant. (Initial Study, p. 43.)

### 2. Water and Wastewater Treatment Facilities

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

Finding: Less than significant impact. (Initial Study, p. 43.)

Explanation: The proposed Project is not expected to require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities that would cause significant environmental effects. The proposed Project will be required to connect to existing water and wastewater infrastructure to provide the necessary construction and water/sewer needs for the Project. There is an existing 12-inch sewer and water lines along Alessandro Boulevard and Old 215 Frontage Road, in which the Project will connect to. The Project is located within WMWD's service area, but WMWD does not provide sewer service. The closest provider of sewer facilities is Edgemont Community Services District (ECSD). According to the Availability Letter for Sewer Service by Albert A. Webb Associates on behalf of ECSD (Appendix D), ECSD would be able to provide sewer service to the Project as long as the Project is in compliance with ECSD's rules, regulations, conditions, requirements, and payment of appropriate fees for commercial/industrial usage. ECSD anticipates that building occupancy for the Project is 450 persons (Appendix D). ECSD applied a wastewater generation factor of 20 gallons per day to the occupancy rate to determine the wastewater generated from the Project, which equaled 9,000 gallon per day of wastewater generated by the Project. Based on the wastewater generated per day by the Project, the Project proponent would be required to pay $135,000 for sewer connection fee (Appendix D). ECSD has determined that no offsite improvements to ECSD's facilities are required at this time for the anticipated occupancy and use (Appendix D). Improvement plans and construction are subject to ECSD plan check and inspection for review and approval based on compliance with ECSD's standards. Based on the above discussion, since ECSD would provide the sewer service, and has determined that the Project's generation of sewer effluent is within their capacity to serve without any needed improvements, impacts are considered less than significant. (Initial Study, p. 43.)

### 3. Stormwater Drainage Facilities

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

Finding: Less than significant impact. (Draft EIR, pp. 4.12-14 –4.12-15).

Explanation: The Project would require the construction of new stormwater facilities. Construction of those facilities would not result in significant impacts, as the impacts have been evaluated as part of the entire Project construction and implementation.

The Project site is currently served by an existing 72-inch-diameter RCP storm drain culvert off Alessandro Boulevard located outside of the northwest corner of the Project site and an existing 18-inch-diameter storm drain located at the southwest corner of Alessandro Boulevard and Old 215 Frontage, located outside of the northeast corner of the Project site. Two detention basins are also proposed on the Project site, one at the north end and one at the south end of the site. Surface runoff from the Project site would drain to the proposed north detention basin, while the south detention basin would handle flows originating from off-site sources. The existing flows from the site that empty into the 72-inch-diameter storm drain are 36.5 cubic feet per second (cfs) and 58.5 cfs for 10-year and 100-year, 1-hour rain events, respectively (Appendix H). Once the Project site is developed, flows are estimated to be 265 cfs from the Project as well as from other off-site flows that would get diverted to the north detention basin. This flow is the same volume and rate that currently flows into the 72-inch-diameter storm drain. Based on the analysis included in the Drainage Study (Appendix H), the 72-inch-diameter RCP storm drain culvert's capacity with a 4.5 feet of head is 365 cfs and would be able to accommodate the predicted area runoff.

On-site flows would be treated at the north detention basin via a bio-retention trench prior to being discharged to the 72-inch-diameter storm drain located outside of the northwest corner of the Project site in order to meet NPDES requirements. Based on the Drainage Study for the Project (Appendix H), the byproduct of the basins would serve to attenuate existing peak flows currently being delivered to the 72-inch-diameter RCP storm drain culvert.

Off-site runoff water enters the Project site from Old 215 Frontage Road (see Figure 4.12-1). The construction of the south detention basin would capture off-site flows as well as store peak flow volume as depicted in Figure 4.12-1. The proposed 48-inch high-density polyethylene (HDPE) storm drain would be designed to accept off-site flows. The total flows would be approximately 161 cfs as shown in Table 3 of Appendix H. Thomsen Engineering concluded that the south detention basin would result in the reduction of peak flow from 131 cfs to 71 cfs, which is the design capacity of the new storm drain system that would be constructed to accommodate these flows through the Project site (Appendix H). The peak flows above the capacity of the 48-inch HDPE storm drain system would be retained in the south detention basin until the completion of a significant rain event, after which the basin would be dewatered within 48 hours. Based on the above discussion, because the Project is already served by an existing backbone storm drain system, would construct storm drain facilities that meet NPDES requirements, and storm drain improvements have been included in the impact analysis for the entire Project, impacts related to construction of storm water drainage facilities would be less than significant. (Draft EIR, pp. 4.12-14 –4.12-15).

## P. Energy

### 1. Energy Standards and Regulations

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

Impact: Less than significant impact. (Draft EIR, pp. 4.13-12 – 4.13-13.)

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

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

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

Because the Project would comply with Title 24, Part 6 and Part 11, no conflict with existing energy standards and regulations would occur. Therefore, impacts would be considered less than significant. (Draft EIR, pp. 4.13-12 – 4.13-13.)

### 2. Demand on Energy Supplies

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

Impact: Less than significant impact. (Draft EIR, pp. 4.13-13 –4.14-15.)

Explanation: The Project would result in an increased demand for electricity, natural gas, and petroleum. However, the Project would comply with Title 24, Part 6 and Part 11.

The March JPA Planning Area contains its own electrical distribution system. A 115-kilovolt substation is located within the Northeast Planning Subarea. Power is supplied to the substation by SCE and then distributed through an independent system (March JPA 1999). Estimates of annual power consumption at buildout of the March JPA Planning area are as follows: (a) residential (111 dwelling units) would have a power consumption of 0.6 million kWh, and (b) non-residential (21.5 million square feet) would have a power consumption of 189.2 million kWh (March JPA 1999). According to CalEEMod estimations (see Appendix B for calculations), the Project would consume approximately 6,204,460 kWh per year of electrical consumption, which does not result in a substantial demand in electricity (approximately 1%) compared to the March JPA's Planning Areas total power consumption. Therefore, the Project is not expected to exceed demands as projected by the March JPA Master EIR (March JPA 1999).

The Southern California Gas Company is the provider of natural gas to the March JPA. A 10- inch transmission main west of I-215 is connected to the March JPA Planning Area and then distributed through the Planning Area's distribution system (March JPA 1999). Estimates of annual natural gas consumption at buildout of the March JPA Planning Area are as follows: (a) residential (111 dwelling units) would have a natural gas consumption of 1 million cubic square feet; (b) commercial (5.1 million square feet) would have a natural gas consumption of 17.8 million cubic feet; (c) industrial (9.7 million square feet) would have a natural gas consumption of 32 million cubic feet; and (d) public facilities (6.6 million square feet) would have a natural gas consumption of 23.1 million cubic feet (March JPA 1999). According to CalEEMod estimations (see Appendix B for calculations), the Project would consume approximately 1.48 million cubic feet (approximately 6,813,200 kBTU per year) of natural gas consumption, which does not result in a substantial demand (approximately 4.6%) when compared to the March JPA's Planning Areas total natural gas consumption. Therefore, the Project is not expected to exceed demands as projected by the March JPA Master EIR (March JPA 1999). Additionally, according to the March JPA General Plan (1999), no adverse impacts on electricity or natural gas are expected to occur with new development. Thus, the Project would not place a significant demand on energy supplies, nor require a substantial amount of additional capacity.

The Project includes features such as alternative modes of transportation: pedestrian-friendly streets and walkways and bicycle lanes in close proximity to local and regional transit. These features would help reduce the number of vehicle miles traveled generated by the Project and, as a result, would also reduce the gallons of gasoline that would be consumed by Project operation. Decreased consumption of gasoline would promote the use of alternative energy sources and would reduce the amount of emissions generated by Project traffic. Impacts from the Project resulting in a wasteful or unnecessary use of energy would not occur; therefore, this impact would be considered less than significant. While it is not possible at this time to quantify all the reductions in energy anticipated from the above-listed measures, the proposed Project would be consistent with the goals of the March JPA GP and Appendix F of the CEQA Guidelines.

According to the Project's traffic impact analysis (Appendix K), upon completion of the Project, a total of 1,191 new trips are anticipated. Vehicles and delivery trucks traveling to and from the Project site would be the primary source of petroleum consumption. It is expected that the Pavley regulations would reduce GHG emissions from California passenger vehicles by about 22% in 2012 and by about 30% in 2016, which can be attributed to improvements in fuel efficiency. As a result of these regulations, CARB has adopted a new approach to passenger vehicles—cars and light trucks—by including efforts to support and accelerate the numbers of plug-in hybrids and zero-emission vehicles in California (CARB 2013). Although the Project would see an increase in vehicle trips, vehicles associated with the Project are expected to use less petroleum due to advances in fuel economy over time.

The Truck and Bus Regulation or On-Road Heavy-Duty Diesel Vehicles (In-Use) Regulation as required by CARB, states that all trucks and buses with a GVWR greater than 26,000 pounds install the best available PM filter on their 1996 model year and newer engines. The regulations also require vehicles greater than 26,000 pounds to be replaced every 8 years. Trucks with 1995 model year and older engines are also required to be replaced per these regulations. Since there are no specific tenants identified for the Project at the time of this writing, it cannot be determined exactly what the age of the fleet or what engine models are going to be using the proposed facility. However, given that these requirements are in place and required by law, it can be determined that whatever end user uses the Project facility, they would comply with these regulations, which would aid in the lessening of energy supplies.

Transit accessibility, given the Project's proximity to the existing bus stops and ridesharing incentives discussed previously, would also help reduce potential petroleum consumption. In addition, the March JPA would incorporate transportation demand measures (e.g., bicycle/pedestrian paths, bicycle storage facilities, vanpool service, flexible work hours, alternative work hours) to help achieve the required vehicle reduction targets from the March JPA's Transportation Demand Management Regulations (March JPA n.d.). The Project has been designed to include separate driveways and access for passenger cars and trucks in order to eliminate stacking and idling, reducing the amount of petroleum consumed for vehicle operations. Also drought-resistant landscaping would reduce water consumption, and concomitantly, energy consumption used to provide water to the Project site. Mandatory compliance with Title 24 and CALGreen will further reduce energy consumption. Therefore, impacts related to energy supplies and capacity would be less than significant. (Draft EIR, pp. 4.13-13 –4.14-15.)

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

## A. Biological Resources

### 1. Sensitive Species

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

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 4.3-31 – 4.3-35.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).)

Explanation:

*Special-Status Plants*

The Project site does not provide potential habitat for special-status plants, except for paniculate tarplant. The proposed Project would impact a small population of paniculate tarplant, roughly 70 individuals in extent within an estimated 0.24-acre portion of the non-native grassland on the property.

The California Native Plant Society (CNPS) classifies paniculate tarplant as a plant of "limited distribution or infrequent throughout a broader area in California, with 20-80% of occurrences threatened." For some CRPR 4 species, impacts would be judged potentially significant under CEQA. However, paniculate tarplant is a species that is extremely tolerant of disking and other forms of weed abatement, and in some circumstances would "disappear" when such routine disturbances are halted. Because this species is common to western Riverside County, and because development of the Project would affect an extremely limited number of individuals found on site, the impact to the lone special-status plant found on site, the paniculate tarplant, would be considered less than significant and no mitigation is required (Draft EIR, p. 4.3-31).

*Special-Status Wildlife*

Special-status animal species which have the potential to occur on site are: San Diego jackrabbit, Stephen's kangaroo rat, burrowing owl, northern harrier, white-tailed kite, golden eagle, loggerhead shrike, Oregon vesper sparrow, Vaux's swift, yellow warbler, and western mastiff bat.

Impacts to the San Diego Black-tailed jackrabbit, raptors, special-status bats, and special-status songbirds would be less than significant. Because potential habitat for Stephen's Kangaroo Rat on site could present opportunities for Stephen's kangaroo rat to appear prior to the construction of the project, impacts would be potentially significant. Therefore, mitigation measure MM-BIO-1 would be implemented to require pre-construction surveys for Stephen's kangaroo rat within 1 year of ground-disturbing activities. With MM-BIO-1 implemented, impacts to Stephen's kangaroo rat would be less than significant. Further, because potentially suitable habitat and burrows for the Burrowing Owl occurs within the project site, and because the project

site is within this species range, opportunities for burrowing owls to appear prior to construction of the project could occur. As such, mitigation measure MM-BIO-2 would be implemented to require pre-construction surveys for burrowing owls within 30 days of ground-disturbing activities. With implementation of MM-BIO-2, impacts to the Burrowing Owl would be less than significant.

Further, the project has the potential to impact active native bird nests if vegetation is removed during the nesting activities. The native birds with potential l to nest on the Project site would be those that are extremely common to the region and highly adapted to human landscapes (e.g., Anna's hummingbird (*Calypte anna*), house finch (*Haemorhous mexicanus*)). Impacts to nesting native birds are prohibited by the Migratory Bird Treaty Act and California Fish and Game Code. MM-BIO-3 has been included to ensure that the Project avoids potential impacts to native nesting birds. With implementation of MM-BIO-3, impacts to the nesting birds would be less than significant. Additionally, the number of individuals potentially affected by the Project would not significantly affect regional, let alone local, populations of such species. Further, because the Project site is close to March ARB, and because March ARB takes measures to minimize landscaping and drainage facilities near its airfields to discourage birds from using properties near March ARB for nesting, the impacts associated with the Project to nesting birds is considered less than significant (Draft EIR, pp. 4.3-31—4.3-35).

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

***MM-BIO-1***

*Although the Project site was surveyed for Stephen's kangaroo rat and none were detected on the site, suitable habitat occurs within the Project site. Therefore, there is potential for the site to be occupied by Stephen's kangaroo rat by the time construction is ready to commence. The March Joint Powers Authority (JPA) shall require that a permitted Stephen's kangaroo rat biologist conduct a focused protocol-level survey for Stephen's kangaroo rat within suitable Stephen's kangaroo rat habitat, within 1 year prior to the initiation of construction activities, to determine presence/absence of the species on the Project site. The survey shall consist of five consecutive nights of trapping (or fewer if Stephen's kangaroo rat are identified). If the species is not found, no further action is required. If Stephen's kangaroo rat is identified, or it is assumed that the Project site is occupied by Stephen's kangaroo rat, the Project applicant shall apply for a Certificate of Inclusion with the Riverside County Habitat Conservation Authority for incidental take of Stephen's kangaroo rat prior to commencement of Project activities. As such, the applicant shall pay a fee pursuant to an agreement with the Riverside County Habitat Conservation Authority to be calculated based on the total acres with the Project site that will be impacted (i.e., $500 per gross acre impacted). Alternatively, if Stephen's kangaroo rat is identified, the applicant may choose to obtain all necessary permits or clearances from the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife (CDFW). Such permits shall include feasible mitigation to reduce Stephen's kangaroo rat Project impacts to a*

*level of less than significant under the California Environmental Quality Act, with compensation at a replacement ratio of no less than 1:1 occupied habitat.*

***MM-BIO-2***

*Pre-construction surveys for burrowing owl shall be conducted in accordance with the most current CDFW protocol within14 days of site disturbance to determine whether the burrowing owl is present at the site. Pre-construction surveys shall include suitable burrowing owl habitat within the project footprint and appropriate buffer as required in the most recent guidelines and where legal access to conduct the survey exists. If burrowing owls are not detected during the clearance survey, no additional mitigation is required. If located, occupied burrowing owl burrows shall not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by CDFW verifies through non-invasive methods that either the birds have not begun egg-laying and incubation or that juveniles from the occurred burrows are foraging independently and capable of independent survival. A 500-foot non-disturbance buffer (where no work activities may be conducted) will be maintained between Project activities and nesting burrowing owls during the nesting season, unless otherwise authorized by CDFW. If burrowing owl is detected during the non-breeding season (September 1 through January 31) or confirmed to not be nesting, a 160-foot buffer non-disturbance buffer will be maintained between the Project activities and occupied burrow. Alternatively, a Burrowing Owl Relocation and Mitigation Plan may be prepared and implemented to relocate non-breeding burrowing owls from the Project site. The Plan will detail methods and guidance for passive relocation of burrowing owls from the Project site, provide monitoring and management of the replacement burrow sites, identify reporting requirements, and ensure that a minimum of two suitable, unoccupied burrows are available off site for every burrowing owl or pair of burrowing owls to be passively relocated. Construction work may proceed after owls have been excluded from the site following accepted protocol and approval of CDFW, and as approved by the March JPA. Results of the surveys and relocation efforts shall be provided to CDFW.*

***MM-BIO-3***

*Although there is a low potential for birds to nest on the Project site, there is always a potential for birds to use the site after surveys are completed. The Migratory Bird Treaty Act and similar provisions under the California Fish and Game Code do not make a distinction on populations, but instead prohibit the "take" of any native bird. The March JPA shall ensure that vegetation clearing on the Project site would be conducted outside of the nesting season (February 1 through August 31). If avoidance of the nesting season is not feasible, then a qualified biologist shall conduct a nesting bird survey within 3 days prior to any disturbance of the site, including disking, demolition activities, and grading. If active nests of native species are identified, the biologist shall establish suitable buffers around the nests,*

*and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests. Typically, established buffers are greater for raptors than songbirds and depend on the species, the nesting stage, and type of construction activity proposed. The buffer should be no less than 300 feet for raptors and no less than 150 feet for songbirds, unless specifically determined by a qualified biologist familiar with the nesting phenology of the nesting species. In some cases, the buffer may need to be larger. There are no specific protocols for nesting bird surveys or for buffers once nests are found. The key is to ensure that there is no direct mortality of a native bird, which when nesting includes eggs and young. Implementation of this measure would ensure the Project is not in violation of the Migratory Bird Treaty Act and California Fish and Game Code. However, if the U.S. Fish and Wildlife Service and/or CDFW require a different survey approach, it would supersede that presented here.* (Draft EIR, pp. 4.3-38 – 4.3-41).

March JPA finds that mitigation measures **MM-BIO-1**, **MM-BIO-2**, and **MM-BIO-3** are feasible, are adopted, and will reduce the potentially significant impacts of the proposed Project to Sensitive Species to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Sensitive Species, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp. 4.3-31 – 4.3-35; 4.3-38 – 4.3-41.)

### 2. Wetlands

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

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 4.3-35 – 4.3-37.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation:

One ephemeral drainage feature and associated tributaries present on site are considered jurisdictional. The majority of the drainage system is predominantly unvegetated throughout its length; however, small areas of disturbed mulefat and limited, scattered willow trees occur in portions of the channel. The hydrological functions and values of the existing feature are limited to water transport and flood attenuation during and shortly after rainfall. Biologically, the drainage provides slightly higher functions and values than existing uplands due to the scattered patches of riparian vegetation in Drainage A and the water intermittently being present during winter and

early spring months. The federal wetlands consists of a small patch at the southeastern corner of the site vegetated with a mulefat, flat sedge, rabbitsfoot grass, and curly dock. Although this patch meets the federal definition of a wetland, it does not provide the biological functions and values expected of a wetland. This is mostly due to its small size (87 square feet) and its position within a disturbed landscape that is vegetated almost entirely with non-native ruderal vegetation and nonnative grasses.

The Project would permanently remove 0.60 acre of CDFW 1602 jurisdictional streambed, of which 0.20 acre consists of vegetated riparian habitat. The Project would remove 0.38 acre (3,606 linear feet) of ACOE CWA Section 404 jurisdiction, of which less than 0.01 acre (87 square feet) consists of jurisdictional wetlands. The CWA Section 401 and Section 13260 of the California Water Code (the Porter–Cologne Water Quality Act) jurisdiction is equal to that of the ACOE jurisdiction on the Project site.

To ensure compliance with Section 404 of the CWA, a permit or clearance would need to be obtained from the ACOE. Similarly a Water Quality Certification or clearance from the Regional Water Quality Control Board would be needed to ensure compliance with Section 401 of the CWA and the Porter-Cologne Water Quality Act. Finally, a streambed alteration agreement or clearance would be needed from CDFW to ensure compliance with California Department Fish and Game Code Section 1602. The Project applicant is currently working with the ACOE, Regional Water Quality Control Board, and CDFW to obtain the necessary permits and will provide compensatory mitigation based upon resource agency direction.

Mitigation would, at minimum, include the following types of measures: off-site restoration or enhancement through either acquisition or work on another site already conserved, and/or through a local In-Lieu Fee Program or mitigation bank, including replacement of the disturbed jurisdictional features at a minimum of 1:1. The exact mitigation proposal would be decided with the permitting agencies after completion of the CEQA process. **MM-BIO-4** would ensure that appropriate mitigation complying with the 404, 401, and 1600 regulations has been approved prior to site disturbance.

**MM-BIO-4** has been included to ensure the regulatory permits are obtained based on impacts to jurisdictional resources. Therefore, with incorporation of **MM-BIO-4**, the Project would have a less-than-significant impact related to jurisdictional resources (Draft EIR, pp. 4.3-35 -- 4.3-37).

The following mitigation measure has been identified to reduce impacts to a level of less than significant:

***MM-BIO-4***

*In order to mitigate the impacts related to the jurisdictional features on the Project site being impacted by the Project which is under the jurisdiction of the U.S. Army Corps of Engineers, CDFW, and the Regional Water Quality Control Board, the Project applicant shall implement the mitigation required by the regulatory agencies. The March JPA shall require proof that the applicable 404, 401, and*

*1600 permits and/or clearances have been obtained prior to any disturbance of the jurisdictional features on site. All mitigation measures and conditions contained within the permits shall be implemented. As a minimum, the following shall be completed for mitigation for impacts to waters of the United States and jurisdictional streambeds. Mitigation options include on-site, off-site, or in lieu fee mitigation, or a combination, to replace the disturbed jurisdictional features at a minimum of 1:1 ratio, or as otherwise required by the respective permits. Avoided jurisdictional waters shall be fenced or flagged for avoidance. Best management practices shall be implemented to avoid indirect impacts to jurisdictional waters, including the following:*

1. *Vehicles and equipment will not be operated in ponded or flowing water except as described in the permits.*
2. *Water containing mud, silt, or other pollutants from grading or other activities will not be allowed to enter jurisdictional waters or be places in locations that may be subject to high storm flows.*
3. *Spoil sites will not be located within 30 feet from the boundaries of jurisdictional water or in locations that may be subject to high storm flows, where spoils might be washed back into drainages.*
4. *Raw cement/concrete or washing thereof, asphalt, paint or other coating material, oil, or other petroleum products, or any other substances that could be hazardous to vegetation or wildlife resources, resulting from Project-related activities, will be prevented from contaminating the soil and/or entering avoided jurisdictional waters.*
5. *No equipment maintenance will occur within 100 feet of jurisdictional waters and no petroleum products or other pollutants from the equipment will be allowed to enter these areas or enter any off-site state-jurisdictional waters under flow.* (Draft EIR, pp. 4.3-40 – 4.3-41)

March JPA finds that mitigation measure **MM-BIO-4** is feasible, is adopted, and will reduce the potentially significant impacts of the proposed Project to wetlands to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to wetlands, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp. 4.3-35 – 4.3-37; 4.3-40 – 4.3-41)

## B. Cultural Resources

### 1. Archaeological Resources

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

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 4.4-13 and 4.4-15.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: Dudek archaeologists performed a cultural field survey in January 2015. No archaeological or built-environment resources were observed within the project study area. There are no prehistoric resources recorded in the vicinity of the project site. Further, Dudek initiated contact with the NAHC and requested a search of the Sacred Lands File on December 11, 2014. The NAHC response did not indicate the presence of Native American cultural places within the Project area or the surrounding 1-mile records search area. The NAHC provided contact information for potentially interested state-listed tribal parties. Dudek sent information request letters to these tribal representatives on February 5, 2015. Follow-up calls were made on February 19, 2015. To date, no responses have been received to these outreach attempts.

The agency-to-agency SB 18 consultation process, as initiated by March JPA with the NAHC-listed tribes for the Project, began on April 17, 2015. The period for the tribes to request consultation is 90 days after this request is received.

The Pala Band of Mission Indians Tribal Historic Preservation Office commented that the site is not within the boundaries of the recognized Pala Indian Reservation and had no objection to the project. The Pauma Band of Luiseño Indians commented that the Tribe is unaware of any specific cultural sites or resources on the project site. However, the Tribe indicated the likelihood of resources being buried beneath the surface is a possibility. The Pauma Band of Luiseño Indians requested that an archaeologist review the results of the geotechnical studies once completed.

The Pechanga Band of Luiseño Indians commented that the project area is not within reservation lands but is within the Tribe's ancestral territory, and that the area surrounding the project has a number of previously identified cultural resources. While acknowledging that surface sediments are disturbed, the Tribe observed that there is potential to encounter subsurface cultural resources. The Pechanga Band of Luiseño Indians requests copies of applicable archaeological reports, site records, grading plans, and environmental documents; government-to-government consultation with March JPA; and potential monitoring by a Riverside County-qualified archaeologist and a professional Pechanga Tribe monitor.

The Pechanga Band of Luiseño Indians also supplied a second letter in response to SB 18 consultation dated June 5, 2015. This letter requests Project information in order to provide more specific information. On August 9, 2015, the March JPA met with the Pechanga Band of Luiseño Indians to discuss their concerns about the Project. March JPA has included **MM-CUL-1** below to address the concerns of the Pechanga Band of Luiseño Indians.

March JPA also received a letter from the Soboba Band of Luiseño Indians dated May 20, 2015, in response to SB 18 consultation requests. As a result of this letter, the March JPA met with the Soboba Band of Luiseño Indians on August 8, 2015. As a result of this meeting, **MM-CUL-1** has been included to address their concerns with the project.

Although the records search and survey of the Project site indicate that there are no known resources on the Project site, once ground-disturbing activities begin, there is always a chance that unknown resources could be discovered. In the unlikely event that unanticipated archaeological resources are encountered during ground-disturbing activities, mitigation measure **MM-CUL-1** shall be implemented. As such, with implementation of mitigation measure **MM-CUL-1** would be required.

Further, during public review of the Draft EIR, the Pechanga Band of Luiseño Indians submitted a letter to the March JPA with comments on the Draft EIR. Based on this letter, the March JPA made a few revisions to MM-CUL-1 and added MM-CUL-3, and MM-CUL-4. The revised and final mitigation measures are shown in Response to Comments, and Chapter 4.4 of the Final EIR and included below. No changes in level of significance resulted from these changes.

***MM-CUL-1***

*Prior to grading or ground-disturbing activities, the Project applicant shall retain a Secretary of the Interior qualified and MJPA approved archaeological monitor to be on site during ground-disturbing activities. In the unlikely event that potential historical resources, archaeological resources, or tribal cultural resources are encountered during ground-disturbing activities, Project construction should be temporarily redirected and/or suspended away from where the resource was found. The find shall be immediately evaluated by a qualified archaeologist in coordination with the Soboba and Pechanga Tribes. If the find is determined to be a historical or archaeological resource or a TCR, work may continue on other parts of the site while mitigation takes place pursuant to the Agreements mentioned below.*

*At least 30 days prior to ground-disturbing activities on the site, the Project applicant shall contact the Pechanga Tribe and Soboba Tribe individually and notify them of grading, excavation and the monitoring program, and to coordinate with the Tribes to develop Cultural Resources Treatment and Monitoring Agreements for each Tribe. Executed Monitoring Agreements and Treatment and Disposition Agreements shall be separate agreements with each Tribe. The Agreements shall outline the monitoring scope of the Tribes on the site, must address the treatment of cultural resources, and provide the methods, destination and responsibilities of the Tribes and applicant for any resources uncovered; 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 sites. If during Agreement*

*coordination efforts the Tribes establish conflicting terms, the Tribes shall have 30 days to present the Applicant and the March JPA with resolution as to those conflicting terms. If the Tribes are unable to reach resolution, the Applicant shall proceed with the non-conflicting terms of each Agreement and, as to any conflicting terms, shall inform the March JPA that the Tribes were unable to reach resolution and shall select which from between the conflicting terms to implement. The Executed Agreements with the Tribes shall be provided to the March Joint Powers Authority (JPA) prior to ground-disturbing activities and issuance of grading permits.*

***MM-CUL-3***

*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.*

***MM-CUL-4***

*All sacred sites, should they be encountered within the Project area, shall be avoided and preserved as the preferred mitigation, if feasible. If inadvertent discovers of subsurface archaeological resources are discovered during grading, the Project Applicant, the Project Archaeologist, and the Tribes shall meet with the March JPA to assess the significance of such resources. If the Project Applicant and the Tribes 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.* (Final EIR, pp. 4.4-16 – 4.4-18.)

With the incorporation of these mitigation measures, impacts to archaeological resources would be less than significant. (Final EIR, p. 4.4-19.)

March JPA finds that mitigation measures **MM-CUL-1**, **MM-CUL-3**, and **MM-CUL-4** are feasible, are adopted, and will reduce the potentially significant impacts of the proposed Project to Archaeological Resources to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Archaeological Resources, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Final EIR, pp. 4.4-13 -- 4.4-15; 4.4-16 – 4.4-19.).

### 2. Paleontological Resources

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

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, p. 4.4-15.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: The Resource Management Element of the March JPA GP (March JPA n.d.) noted that the planning area, which includes the Project site, has been surveyed for cultural resources relative to paleontological resources. Soils at the site consist of Holocene and Pleistocene alluvium. The younger sediments are described generally as undissected, unindurated, surficial deposits comprised of sand, gravel, and clay, covered with soil. The older alluvium is described as weakly indurated, dissected, consisting of sand and minor gravel derived from local plutonic rocks. The northwest corner of the Project site is mapped as quartz diorite. The alluvium on the remainder of the property is underlain at depth with quartz diorite. Due to the type of soils on site, mitigation measure **MM-CUL-2** has been incorporated to ensure that proper procedures are implemented in the event unanticipated paleontological resources are encountered. Impacts of the proposed project on paleontological resources are considered less than significant with mitigation incorporated. No further mitigation is required. (Draft EIR, p. 4.4-15).

Further, during public review of the Draft EIR, the Pechanga Band of Luiseño Indians submitted a letter to the March JPA with comments on the Draft EIR. Based on this letter, the March JPA made a few revisions to MM-CUL-2. The revised and final mitigation measures are shown in Response to Comments, and Chapter 4.4 of the Final EIR and included below. No changes in level of significance resulted from these changes.

***MM-CUL-2***

> *Prior to beginning Project construction, the Project Archaeologist shall file a pre-grading report with the MJPA and review by Pechanga and Soboba 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 MM-CUL-1, the archaeological monitor's authority to stop and redirect grading shall be exercised in consultation with the appropriate Tribe(s) to evaluate the significance of any archaeological resources discovered on the property. Tribal monitor(s) shall be allowed to monitor all grading, excavating 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.*
>
> *In the unlikely event that paleontological resource(s) are encountered during construction, all ground-disturbing activities within 50 feet of the discovery shall immediately halt, and construction shall be moved to other parts of the subject*

*footprint. Upon encountering a large deposit of bone, salvage of all bone in the area will be conducted by a Riverside County-qualified paleontologist and in accordance with modern paleontological techniques. During monitoring, samples will be collected and processed to recover microvertebrate fossils. Processing may include wet screen washing and microscopic examination of the residual materials to identify small vertebrate remains.*

*All fossils collected during the Project will be prepared to a reasonable point of identification. Excess sediment or matrix will be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of all material collected and identified will be provided to the museum repository along with the specimens. A report documenting the results of the monitoring and salvage activities and the significance of the fossils will be prepared. All fossils collected during this work, along with the itemized inventory of these specimens, will be deposited in a museum repository approved by the March JPA for permanent curation and storage.* (Final EIR, p. 4.4-18.)

March JPA finds that mitigation measure MM-CUL-2 is feasible, is adopted, and will reduce the potentially significant impacts of the proposed Project to Paleontological Resources to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Paleontological Resources, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Final EIR, pp. 4.4-13; 4.4-19.)

### 3. Human Remains

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

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

Explanation: While the project site is not known to be an informal or formal cemetery, in the unlikely event that human remains are discovered, state and local laws require that the County coroner be notified. California Public Resources Code Section 5097.8 addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a Project; and establishes the NAHC to resolve disputes regarding the disposition of such remains. The project would be

required to comply with PRC 5097.98, which states that in the event that human remains are discovered during construction, construction activity shall be halted and the area shall be protected until consultation and treatment can occur as prescribed by state law. In the unexpected event that human remains are unearthed during construction activities, impacts would be potentially significant and as such, mitigation measure **MM-CUL-3** would be required. With implementation of this mitigation measure, impacts would be less than significant. (Draft EIR, pp. 4.4-15 – 4.4-16.)

Note that during public review of the Draft EIR, the Pechanga Band of Luiseño Indians submitted a letter to the March JPA with comments on the Draft EIR. Based on this letter, the March JPA made a few revisions to existing mitigation measures. As such, **MM-CUL-3** references in the Draft EIR is now referred to as **MM-CUL-5**. The text of this mitigation measure has not changed from what was outlined in the Draft EIR. MM-CUL-5 is identified below:

***MM-CUL-5***

*In the event that human remains are unearthed during excavation and grading activities, all activity shall cease immediately. Pursuant to State Health and Safety Code Section 7050.5, no further disturbance shall occur until the Riverside County coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the most likely descendant of the deceased Native American, who shall serve as consultant on how to proceed with the remains pursuant to applicable State Resources Codes.* (Final EIR, pp. 4.4-18 – 4.4-19.)

March JPA finds that mitigation measure MM-CUL-5 is feasible, is adopted, and will reduce the potentially significant impacts of the proposed Project to Human Remains to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Human Remains, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Final EIR, pp. 4.4-16; 4.4-19).

## C. Geology and Soils

### 1. Seismic Ground Shaking

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

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, p. 4.5-6.) Changes or alterations have been required in, or incorporated into, the Project which avoid or

substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: Seismic activity is expected in Southern California. The Project site is not located within an Alquist–Priolo Earthquake Fault Zone (DOC 2007). Southern California is considered to be an area of high seismic activity. The Project site is not located within an Alquist–Priolo Earthquake Fault Zone (DOC 2015). However, the Project site is located approximately 6.5 miles from the San Jacinto Fault Zone, which is capable of producing a magnitude 6.9 earthquake, and approximately 15 miles from the Elsinore Fault Zone. The proposed industrial warehouse building would be designed to the CBC or UBC standards, whichever is more restrictive, to anticipate impacts associated with seismic ground shaking. However, without project-specific measures to reduce potential adverse effects from seismic ground shaking impacts would be potentially significant. As such, the recommendations from the Geotechnical Investigation report have been included as **MM-GEO-1** through **MM-GEO-13** for the Project to reduce impacts related to seismic ground shaking. With implementation of mitigation, potentially significant impacts can be reduced to less than significant levels. (Draft EIR, p. 4.5-6.)

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

***MM-GEO-1*** *Prior to pad certification, site inspections by a qualified geotechnical engineer shall be performed to verify that the findings and recommendations in NorCal Engineering's Soils Investigation report remain appropriate. The Project geotechnical engineer shall perform additional study and implement any revised recommendations should any unusual conditions different from the findings from the NorCal Engineering Soils Investigation report be encountered. The results of the additional studies and any revised recommendations prepared by the Project geotechnical engineer shall be provided to the March JPA for review and approval prior to building pad certification.*

***MM-GEO-2*** *Prior to the start of grading activities, any vegetation shall be removed and hauled from proposed grading areas. Existing vegetation shall not be mixed or disked into the soils on site. Any removed soils may be reutilized as compacted fill once any deleterious material or oversized materials (in excess of 8 inches) are removed. Grading operations shall be performed in accordance with the Specifications for Placement of Compacted Fill included in the Soils Investigation report.*

***MM-GEO-3*** *In order to address potential liquefaction issues and ground failure, the upper 12 to 36 inches of existing fill soils and any other low-density soils present shall be removed to competent native materials, the exposed surface scarified to a depth of 8 inches, brought to within 2% of optimum moisture content, and compacted to a minimum of 90% of the laboratory standard (ASTM: D-1557-07) prior to placement of any additional compacted fill soils and pavement. The upper 12 inches of soils beneath building and truck traffic slabs shall be compacted to a minimum of 95% relative compaction. Grading shall extend to a minimum of 5 horizontal feet outside*

*the edges of foundations or equidistant to the depth of fill placed, whichever is greater. Care shall be taken to provide or maintain adequate lateral support for all adjacent improvements and structures at all times during the grading operations and construction phase. Adequate drainage away from the structures, pavement and slopes shall be provided at all times.*

***MM-GEO-4*** *In order to prevent ground failure, if placement of slabs-on-grade and pavement is not performed immediately upon completion of grading operations, additional testing and grading of the areas may be necessary prior to continuation of construction operations. Should adverse weather conditions occur which may damage the subgrade soils, additional assessment by the geotechnical engineer as to the suitability of the supporting soils may be needed.*

***MM-GEO-5*** *In order to prevent ground failure, due to the medium density of some of the upper native soils and the potential for differential settlement of structures supported on both compacted fill and native soils, it is recommended that all foundations be underlain by a uniform compacted fill blanket at least 2 feet in thickness. The fill blanket shall extend to a minimum of 5 horizontal feet outside the edges of foundations or equidistant to the depth of fill placed, whichever is greater.*

***MM-GEO-6*** *Prior to backfill of the existing drainage channel on the Project site, the area should be cleansed of any debris, organics, and low-density soils to prevent ground failure. Backfill shall only commence once the area has been approved as being excavated to competent native ground. The sides of the channel shall be benched a minimum of every 4 vertical feet of fill placed and at least 2 feet into the sides of the channel. Benches shall be verified by the geotechnical engineer to assure competent native soils have been exposed in the benches. All fill soils shall be compacted to a minimum of 90% relative compaction.*

***MM-GEO-7*** *Temporary unsurcharged excavations including utility trenches less than 4 feet in depth may be excavated at vertical inclinations. Excavations over 4 feet in depth in the existing site materials may be trimmed at a 1 to 1 (horizontal to vertical) gradient for the entire depth of the cut. In areas where soils with little or no binder are encountered, where adverse geological conditions are exposed, or where excavations are adjacent to existing structures, shoring, slot-cutting, or flatter excavations may be required in order to prevent ground failure during construction.*

***MM-GEO-8*** *As a means to address potential ground failure, foundations may be designed utilizing the allowable soil bearing capacities for embedded depths of 18 inches into dense compacted fill materials with the corresponding widths as outlined below.*

| **Allowable Soil Bearing Capacity (pounds per square foot )** | | |
|---|---|---|
| *Width (Feet)* | *Continuous Foundation* | *Isolated Foundation* |
| 1.5 | 2000 | 2500 |
| 2.0 | 2075 | 2575 |

| Allowable Soil Bearing Capacity (pounds per square foot ) | | |
|---|---|---|
| *Width (Feet)* | *Continuous Foundation* | *Isolated Foundation* |
| 4.0 | 2375 | 2875 |
| 6.0 | 2675 | 3175 |

*Footings shall be situated on the recommended compacted fill blanket and shall not traverse from compacted fill to native soils due to the potential for differential in settlement of structures.*

*The bearing value may be increased by 500 soil bearing capacity (pounds per square foot (psf)) for each additional foot of depth in excess of the 18-inch minimum depth, up to a maximum of 3,500 psf. Property line screen wall foundations shall extend a minimum of 18 inches in depth and at least 8 inches into medium dense native soils and may be designed using a reduced allowable soil bearing capacity of 1,500 psf. A one-third increase may be used when considering short-term loading from wind and seismic forces.*

*All continuous foundations shall be reinforced with a minimum of two no. 4 bars at the top and two no. 4 bars at the bottom. Isolated pad foundations shall be reinforced at the discretion of the Project structural engineer. An increase in steel reinforcement due to soil expansion or proposed loadings may be necessary and shall be determined by the Project engineers. A qualified representative from the Project's geotechnical firm shall observe foundation excavations prior to placement of reinforcement steel and concrete.*

***MM-GEO-9*** *In order to address ground failure potential, retaining wall design parameters shall adhere to the recommendations as outlined below:*

| Surface Slope of Retained Materials (Horizontal to Vertical) | Equivalent Fluid Density (pound per cubic feet) |
|---|---|
| Level | 30 |
| 5 to 1 | 35 |
| 4 to 1 | 38 |
| 3 to 1 | 40 |
| 2 to 1 | 45 |

*Active earth pressures against retaining walls would be equal to the pressures of the fluid densities shown above. These values are for granular backfill material placed behind the walls at various ground slopes above the walls. If fine-grained soils are exposed behind the retaining walls, the Project geotechnical engineer shall verify the values and revise recommendations as necessary.*

***MM-GEO-10*** *Concrete floor slabs-on-grade shall be a minimum of 5 inches and 6 inches in thickness in office and warehouse areas, respectively, and may be placed upon fill soils compacted to a minimum of 95% relative compaction in the upper 12 inches to address potential ground failure. An effective plasticity index of 30 may be used in slab design. Additional reinforcement requirements and an increase in thickness of the slabs-on-grade may be necessary based upon the soils expansion potential and proposed loading conditions in the structures and should be evaluated further by the Project engineers and/or architect*

***MM-GEO-11*** *In order to prevent slab failure from soil moisture, a vapor retarder shall be utilized in areas which would be sensitive to the infiltration of moisture. This retarder shall meet requirements of ASTM E 96, Water Vapor Transmission of Materials and ASTM E 1745, Standard Specification for Water Vapor Retarders used in Contact with Soils or Granular Fill Under Concrete Slabs. The vapor retarder shall be installed in accordance with procedures stated in ASTM E 1643, Standard Practice for Installation of Water Vapor Retarders Used in Contact with Earth or Granular Fill Under Concrete Slabs.*

*The moisture retarder may be placed directly upon compacted subgrade, although 1 to 2 inches of sand beneath the membrane is desirable. The subgrade upon which the retarder is placed shall be smooth and free of rocks, gravel, or other protrusions which may damage the retarder. Use of sand above the retarder is under the purview of the structure engineer; if sand is used over the retarder, it should be placed in a dry condition.*

***MM-GEO-12*** *Subgrade soils shall be moistened to approximately 2% above optimum moisture levels to a depth of 18 inches immediately prior to pouring of concrete. All concrete slab areas to receive floor coverings shall be moisture tested to meet all manufacturer requirements prior to placement.*

***MM-GEO-13*** *In order to prevent ground failure, trenches from installation of utility lines and other excavations may be backfilled with on-site soils or approved imported soils compacted to a minimum of 90% relative compaction. All utility lines shall be properly bedded and shaded with clean sand having a sand equivalency rating of 30 or more. These materials shall be thoroughly water jetted around the pipe structure prior to placement of compacted backfill soils. (Draft EIR, pp. 4.5-8 –4.5-11*

March JPA finds that mitigation measure(s) MM-GEO-1 through MM-GEO-13 are feasible, are adopted, and will reduce the potentially significant impacts of the proposed Project to Seismic Ground Shaking to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Seismic Ground Shaking, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp. 4.5-6; 4.5-11.)

## 2. Seismic-related Ground Failure and Liquefaction

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

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 4.5-6 – 4.5-7.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: According to the Riverside County Land Information System, (the Project site is located within an area of low to high liquefaction potential, and according to the Soils Investigation report, the Project lies within an area mapped as having low to moderate liquefaction potential (Appendix E).

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

The Soils Investigation report stated that during severe ground shaking, loose, granular soil below the groundwater table has the potential to liquefy. Based on the Soils Investigation, the potential for liquefaction on the Project site is low due to very dense soil conditions below current groundwater at 15 feet below grade. Mitigation **MM-GEO-3** is included to ensure that the removal and recompaction of soils are geotechnically suitable for the development of the Project in order to address potential liquefaction issues and provide assurance against ground failure. Additionally, **MM-GEO-1** through **MM-GEO-13** have been incorporated to ensure that Project impacts related to seismic-related ground failure are reduced to less-than-significant levels. The proposed industrial warehouse building would be designed to the CBC or UBC standards, whichever is more restrictive, to anticipate impacts associated with seismic-related ground failure. Although NorCal Engineering concluded that the Project site's potential for liquefaction is low due to very dense soil conditions below current groundwater at 15 feet below grade, mitigation **MM-GEO-1** has been incorporated for grading and construction activities, to ensure that the findings and recommendations in the Soils Investigation report (Appendix E) is still accurate. As such, with implementation of **MM-GEO-1** through **MM-GEO-13**, potential impacts related to seismic-related ground failure are less than significant.

March JPA finds that mitigation measures **MM-GEO-1** through **MM-GEO-13** (previously described in the Seismic Ground Shaking section) are feasible, are adopted, and will reduce the potentially significant impacts of the proposed Project to Seismic-related Ground Failure and Liquefaction to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed

Project that mitigate or avoid the potentially significant impacts of the proposed Project to Seismic-related Ground Failure and Liquefaction, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp. 4.5-6 – 4.5-11.)

## D. Greenhouse Gas Emissions

### 1. GHGs Plans, Policies, Regulations

Threshold: Would the Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 4.6-28 – 4.6-33). Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: The SCAQMD has not adopted any GHG reduction measures that would apply to the GHG emissions associated with the Project. The Air Quality Element of the GP of the March JPA (March JPA n.d.) establishes goals and policies related to the reduction of GHG emissions. Consistency with these goals and policies are discussed in Section 4.5.6 of the Draft EIR. As described in this section, the Project would be consistent with the strategies and measures in the Scoping Plan. In light of the Project's consistency with the Scoping Plan and other suggested measures through its design features, it is concluded that the Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG.

Further, in an effort to follow the goals of AB 32, the Project would incorporate mitigation and project design features to reduce indirect emissions of GHGs by conserving water. Mitigation measure **MM-UTL-1** would require the installation of water efficient landscape devices. **MM-AQ-3** would encourage at least 30% of workers to carpool, or use buses or ride bikes to and from the Project site to reduce single-occupancy vehicle trips and would provide preferential parking spots for carpooling, hybrid, and electric vehicles only. Furthermore, mitigation measure **MM-AQ-7** would minimize idling time of all vehicles and equipment, and idling periods of 5 minutes or greater would be prohibited. Mitigation measure **MM-AQ-8** would require, as a condition of approval, that no more than 15% of the warehouse space shall be dedicated for cold storage capabilities.

Because the implementation of the Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, impacts would be less than significant. However, mitigation measures **MM-UTL-1, MM-AQ-3**, **MM-AQ-7**, and **MM-AQ-8** would be incorporated to further reduce greenhouse gases.

March JPA finds that mitigation measures **MM-UTL-1**, **MM-AQ-3**, **MM-AQ-7**, and **MM-AQ-8** (as described in the Water Supply and Applicable Air Quality Plans sections) are

feasible, are adopted, and will further reduce impacts to GHG Plans, Policies, and Regulations. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to GHG Plans, Policies, and Regulations, as identified in the EIR. Therefore, impacts are considered less than significant. Mitigation measures will further reduce impacts to GHG Plans, Policies, and Regulations. (Draft EIR, pp. 4.6-28 – 4.6-33; 4.6-35 – 4.6-39.)

## E. Hazards and Hazardous Materials

### 1. Airport Safety Hazards

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

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 4.7-8 –4.7-12.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation:

The Project site is located approximately 0.25 mile from the March ARB also within the March ARB/Inland Port ALUCP, the *452d Air Mobility Wing Air Installation Compatible Use Zone Study* area, and March ARB/Inland Port Airport JLUS. As depicted in the March ARB/Inland Port Airport JLUS and March ARB/Inland Port ALUCP, the Project site is located within the B1 compatibility zone and APZ I and APZ II areas (Mead & Hunt 2010, 2014).

***Compliance with the March ARB/Inland Port ALUCP***

The B1 compatibility zone encompasses the areas within the March ARB inner approach/ departure zone. The project would be considered an allowable use within the B1 compatibility zone. The usage intensity within the APZ I area is limited to an average of 25 persons per acre and within the APZ II area is limited to an average of 50 persons per acre. The Project would be in compliance with the March ARB/Inland Port ALUCP usage intensities where the Project would have no more than an average of 25 people per acre within APZ I and no more than 50 people per acre in APZ II, with no more than 100 people allowed on a single acre at a given time. Additionally, the location of the warehouse building would be outside of the 100-foot extended runway centerline no-build area requirement within the APZ I area. In compliance with the March ARB/Inland Port ALUCP, the warehouse building within the APZ I area would be limited to a single story and limited to a maximum of two stories in the APZ II area. The proposed mezzanine area would be limited to a maximum of 3,000 square feet and only located in the northern portion of the building outside of the APZ I area. The warehouse building would also be equipped with zoned fire sprinkler systems. Consequently, based on the above compliance discussion with in the

March ARB/Inland Port ALUCP, the Project would have less-than-significant impacts related to safety hazards for people working at the Project site.

Since the Project is located within the March ARB/Inland Port ALUCP, the Project is subject to review and approval by the Riverside County ALUC. The Project was approved by the Riverside County ALUC on April 9, 2015, subject to conditions discussed below (conditions revised and corrected July 9, 2015). As a requirement for projects located within the Airport Compatibility Zone B1, an avigation easement dedication to the March Inland Port Airport Authority is required (**MM-HAZ-1**). The majority of the Project site is located within the 65 CNEL contour from operations associated with aircraft departing from and/or landing at the March ARB, and the southern portion of the Project site is located within the 70 CNEL contour. Given that the Project site is subject to aircraft noise from March ARB, **MM-HAZ-2** has been incorporated, which requires that an acoustical analysis be conducted to ensure that the office portion of the warehouse building achieves an interior noise level of 45 CNEL. In the event that interior noise levels exceed 45 CNEL, sound attenuation measures to achieve the interior noise level of 45 CNEL shall be required for the safety of the employees and visitors.

Further, because the Project is located in proximity to March ARB, an FAA Form 7460-1 (Aeronautical Study No. 2015-AWP-566-OE) was submitted to the FAA. This form is required for projects located within immediate proximity of active runways. The FAA issued an Obstruction Evaluation Service letter on May 29, 2015, and determined that neither marking nor lighting of the warehouse building is necessary for aviation safety (Appendix F of the Draft EIR). However, if marking and/or lighting for aviation safety is provided on a voluntary basis, such marking and/or lighting 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 (**MM-HAZ-3**).

The FAA also imposed a maximum height of the proposed warehouse building (including any roof-mounted equipment) not to exceed 48 feet above ground level, and the maximum elevation at the top point of the building not to exceed 1,585 feet above mean sea level (amsl) (**MM-HAZ-4**). Should temporary construction equipment used during construction activities exceed 48 feet in height, a separate notice would be required to the FAA through the Form 7460-1 process (**MM-HAZ-5**). The FAA also required a FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, be submitted within 5 days after construction of the warehouse building reaches its greatest height (**MM-HAZ-6**). Impacts related to safety of people working in the Project area are expected to be less than significant with implementation of the conditions, incorporated herein as mitigation measures, imposed by the FAA.

The March Air Force Reserve Command has concerns with the proposed detention basins due to the proximity to the March ARB runway and location directly underlying the extended runway centerline. The concerns focused on the potential for standing water in the basins as potential bird attractants, thus potentially causing flight hazards as well as a safety hazard to those working on the Project site. Implementation of **MM-HAZ-7** would require that the detention basins drain within a 48-hour period following the conclusion of a significant storm event and that landscaping in and around the detention basins that would attract bird species shall not be utilized. Furthermore, implementation of **MM-HAZ-8** would require that the Project applicant execute and record a covenant and agreement to ensure proper functioning of the Project drainage system in

order to avoid potential hazards to March ARB flights and protection of people working on the Project site. As such, based on the Project design/layout and implementation of mitigation measures **MM-HAZ-1** through **MM-HAZ-8**, the Project would not result in a safety hazard for people working at the Project site. Impacts would be **less-than-significant with mitigation incorporated.**

***Compliance with 452d Air Mobility Wing Air Installation Compatible Use Zone Study***

The *452d Air Mobility Wing Air Installation Compatible Use Zone Study* describes three basic types of constraints that affect, or result from, flight operations; they include height restrictions by the FAA and Department of Defense, noise, and APZ. Because the project would not exceed height requirements. Therefore, review by the FAA Obstruction Evaluation Service would not normally be required. However, the March JPA requires submittal of Form 7460-1 for all projects within the area. The Project applicant has submitted Form 7460-1 as mentioned above, and implementation of **MM-HAZ-3** through **MM-HAZ-6** would reduce potential impacts related to FAA requirements to less-than-significant levels.

The Project would be considered a compatible land use within the noise zones outlined in the 452d Air Mobility Wing Air Installation Compatible Use Zone Study. Additionally, given that the Project site is subject to aircraft noise from March ARB, **MM-HAZ-2** has been incorporated, which would require an acoustical analysis to be conducted to ensure that the office portion of the warehouse building achieves an interior noise level of 45 CNEL. In the event that interior noise levels exceed 45 CNEL, sound attenuation measures shall be incorporated into the Project design to achieve the interior noise level of 45 CNEL for the safety of the employees and visitors.

***Compliance with March ARB/Inland Port Airport JLUS***

The Project site is within the March ARB/Inland Port Airport JLUS area and thus is subject to the JLUS land use compatibility requirements. The Project site is located within Zone B1 where most of this zone is generally planned for light industrial, commercial, and office uses. Zone B1 has certain restrictions on usage intensities, height limits, dedication of aviation easements, and other development conditions to ensure that development projects are consistent with the requirements and restrictions of this zone. As discussed in the above analysis, the Project would comply with the usage intensities, height limits, aviation easement, and all other development conditions with implementation of **MM-HAZ-1** through **MM-HAZ-8**. As such, with implementation of these mitigation measures, impacts would be less than significant.

Furthermore, to ensure compliance with the density restrictions and as a condition of approval, the Project applicant proposes to enter into a covenant in order to ensure that there is compliance with the density cap and density restrictions for the Project site. The covenant is included as Appendix M of the Final EIR. As described in the covenant, the Project applicant has agreed to comply with the density restrictions and density cap by limiting occupancy of the Project to 518 occupants. In the case that the square footage of the building decreases, the density cap will also decrease. The covenant limits areas within APZ I to 25 occupants per square area (area measuring 208 feet by 208 feet) within portions of the building, and areas within APZ II as 50 occupants per square area within portions of the building. Further, any building expansion is

prohibited, including an increase in the building mezzanine area, without further review by March JPA and March ARB representatives, as well as consent and approval provided through an amendment to the agreed upon covenant. Adhering to the covenant intensity restrictions will be a condition of approval for the project. Therefore, impacts would be less-than-significant with mitigation incorporated. (Final EIR, pp. 4.7-8 – 4.7-12).

***MM-HAZ-1***

*Prior to building permit issuance, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority.*

***MM-HAZ-2***

*Prior to building permit issuance, the March Joint Powers Authority shall require an acoustical analysis to ensure compliance that the office space on the Project site has sound attenuation features sufficient to reduce interior noise levels from exterior aviation-related sources to no more than 45 decibel (dB) Community Noise Equivalent Level (CNEL).*

***MM-HAZ-3***

*Prior to building permit issuance, if any marking and/or lighting for aviation safety is proposed on the warehouse building, it shall be installed in accordance with Federal Aviation Administration (FAA) Advisory Circular 70/7460-1 K Change 2 and shall be maintained in accordance therewith for the life of the Project.*

***MM-HAZ-4***

*Building (including any roof-mounted equipment) shall not exceed 48 feet above ground level, and the maximum elevation at the top point of the building shall not exceed 1,585 feet above mean sea level. Should the specific coordinates, height, and top point elevation of the proposed warehouse building increase in height from what was reviewed and approved with the issuance of the Obstruction Evaluation Service letter by the FAA, further review would be required by the Riverside County Airport Land Use Commission and the FAA.*

***MM-HAZ-5***

*Prior to grading permit issuance, an FAA Form 7460-1 would be required for any temporary construction equipment used during construction activities exceeding 48 feet in height.*

***MM-HAZ-6***

*Within 5 days after construction of the Project reaches its greatest height, an 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 FAA. This requirement shall also be applicable in the event the Project is abandoned.*

***MM-HAZ-7***

*Vegetation in and around the Project retention basins that would attract bird species that would be incompatible with airport operations shall not be utilized in Project landscaping. Trees shall be spaced so as to prevent any continuous canopies. No seed, berry, or fruit trees are permitted at the Project site.*

***MM-HAZ-8***

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

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

b. *If any standing water remains in a basin that is not beneath a rock, gravel, or other layer following the completion of the "significant" rain event and the 48-hour period thereafter, the property owner or its designated representative shall arrange to have such standing water either removed or covered within the next two (2) business days following the conclusion of the 48-hour period.*

c. *In the event that the standing water situation recurs on a regular basis following the 48-hour detention period, the detention basin may no longer be draining as originally designed to prevent standing water from rising above a rock, gravel, or other layer (for example, due to a rise in groundwater levels or other circumstance beyond the property owner's ability to control). In that situation, the property owner or its designated representative shall promptly engage a licensed civil engineer to prepare a design plan to ensure that such condition does not persist for more than 48 hours following the conclusion of a "significant" rain event. The required engineering design solution shall be implemented promptly, but no later than 180 days following its approval by all applicable authorities, providing that, until such time as the engineered design solution is implemented, the property owner or its designated representative will maintain the detention basins such that after 48 hours*

*following a significant rain event, the water levels are below a rock, gravel, or other layer.* (Draft EIR, pp. 4.7-13 –4.7-14.)

With the aforementioned development restrictions in place, and with implementation of the required mitigation measures and conditions as outlined above, all of which are intended to avoid safety hazards for people residing or working in the vicinity of an active airport, Project implementation would not result in significant safety hazards or impacts for people residing or working in the Project area. Impacts would be less than significant with implementation of mitigation. (Final EIR, pp. 4.7-8 –4.7-12.)

March JPA finds that mitigation measures **MM-HAZ-1** through **MM-HAZ-8** are feasible, are adopted, and will reduce the potentially significant impacts of the proposed Project to Airport Safety Hazards to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Airport Safety Hazards as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Final EIR, pp. 4.7-8 –4.7-12; 4.7-13 – 4.7-17.)

### 2. Upset and Accidents of Hazardous Materials

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

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, p. 4.7-12.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: Three underground pipelines, two natural gas lines and one fuel line, cross through the Project site. Additionally, as noted in the Phase 1 ESA, the site was historically developed with warehouses utilized by March ARB; storage of chemicals in these warehouse buildings could have resulted in contamination at the site. While the Phase 1 ESA prepared for the project noted no records of known or reported leaks for these pipelines, because they are underground there is the potential that leaks have occurred and gone unreported. As part of the Project, the operators of each of the pipelines would be required to relocate these pipelines either on the Project site outside the footprint of the planned warehouse building or within the public right-of-way. Upon completing relocation, during the removal of the existing pipelines and site grading, there is the potential to encounter hazards within the soil associated with these pipelines and/or potential contaminants associated with past uses of the Project site. As such, impacts would be potentially significant. In order to fully characterize soil conditions and, if necessary, groundwater conditions, at the site, mitigation measure **MM-HAZ-9**, requiring the preparation of a Phase 2 Site Investigation, shall be implemented. With implementation of mitigation measure

**MM-HAZ-9**, impacts to upset or accidents involving hazardous materials would be less than significant.

***MM-HAZ-9***

*Prior to grading permit issuance, for work within 30 feet to either side of underground pipelines and the former warehouse on the Project site (to be determined via geophysical survey to identify the exact locations), the Project applicant shall submit to the March JPA and County of Riverside Department of Environmental Health for approval, a Phase II Environmental Site Assessment (ESA) including subsurface soil and soil vapor testing conducted consistent with California Department of Toxic Substances Control (DTSC) guidance documents. The Phase II testing will confirm the presence or absence of on-site contamination associated with past uses on the Project site, including potential leaks from the underground pipelines and the historic storage of hazardous substances and petroleum products at the former warehouse used by the Air Force (see 2001 Phase I ESA prepared by Phase One Inc. included as an attachment to 2014 Phase 1 ESA in Appendix G). The pipelines historically operate(d) at the site include a 16-inch diameter natural gas pipeline that traverses the northern portion of the site, a 30-inch diameter natural gas pipeline that transverses the central portion of the site, a 6-inch diameter high pressure petroleum pipeline that traverses a small portion of the northeast corner of the site, and a Four Corners Pipeline Company easement on the northern portion of the site, as well the historic storage of hazardous substances and petroleum products under the former warehouse used by the Air Force (see 2001 Phase I ESA prepared by Phase One Inc. included as attachment to 2014 Phase 1 ESA in Appendix G).*

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

1. *Federal and State of California Hazardous Waste Levels – Detected soil concentrations will be evaluated to determine if any hazardous wastes exist at the site. Federal hazardous waste levels are specified in 40 Code Federal Regulations Parts 260 through 273 and administered by the U.S. Environmental Protection Agency. California hazardous waste levels are specified in the California Code of Regulations, Title 22 in the California Hazardous Waste Control Law.*

2. *Human Health Protective Screening Levels – Detected soil concentrations will be compared to the U.S. Environmental Protection Agency's Region 9 industrial use Regional Screening Levels for industrial use for soils, and soil vapor results will be compared to the California Office of Environmental Health Hazard Assessment's Industrial use California Human Health Screening Levels.*

*Any soils qualifying as hazardous waste will be delineated, removed, and properly*

*disposed of off site. Prior to this removal, a Remedial Action Workplan (RAW) will be prepared and approved by the DTSC. March JPA will work cooperatively with the applicant to facilitate DTSC's review of the RAW. The RAW will include a Community Health and Safety Plan (CHASP) describing the methods used to ensure that excavation and transportation activities at the site are carried out in a safe manner, protective of human health. Mitigation measures described in the RAW and CHASP will include the establishment of secured contaminant reduction and decontamination zones, stockpile covering, dust control measures, and on-site and fence line monitoring during excavation and hauling activities.*

*Any soil or soil vapor that exceeds the human health protective screening levels will either be remediated on site to levels protective of human health or removed from the site for proper off-site disposal. Prior to this remediation or removal, a RAW will be prepared and approved by the DTSC. March JPA will work cooperatively with the applicant to facilitate DTSC's review of the RAW. If on-site remediation is the selected remedy, mitigation measures will be described in the RAW and will include the establishment of secured areas that are undergoing remediation and proper permitting of any treatment technologies through the DTSC or the South Coast Air Quality Management District. If excavation and off-site disposal is conducted, a CHASP will be prepared, describing mitigation measures including the establishment of secured contaminant reduction and decontamination zones, stockpile covering, dust control measures, and on-site and fence line monitoring during excavation and hauling activities.*

With the aforementioned development restrictions in place, and with implementation of the required mitigation measures and conditions as outlined above, all of which are intended to avoid upset and accident conditions involving the release of hazardous materials into the environment, Project implementation would not result in significant hazards to the public or the environment through reasonably foreseeable upset and accident conditions involving release of hazardous materials. Impacts would be less than significant with implementation of mitigation. (Final EIR, pp. 4.7-12 – 4.7-13.)

March JPA finds that mitigation measure **MM-HAZ-9** is feasible, is adopted, and will reduce the potentially significant impacts of the proposed Project to Upset and Accidents of Hazardous Materials to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Upset and Accidents of Hazardous Materials as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Final EIR, pp. 4.7-12 –4.7-17.)

## F. Land Use

### 1. Conflict with Land Use Plans

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

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 4.9-9 –4.9-34.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: The Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project, including the March JPA GP, Development Code, and applicable Airport Land Use Compatibility Plan.

The Project includes construction of an approximately 709,083-square-foot industrial warehouse building on a previously disturbed but currently vacant site. The proposed speculative building would consist of 694,083 square feet of warehouse space, approximately 7,000 square feet of ground floor office space, and 3,000 square feet of mezzanine office space at the northeastern end of the building; and approximately 5,000 square feet of ground floor office space planned for the southwestern end of the building. While a specific user has not yet been identified for the Project, the site is designed to support manufacturing, warehousing and distribution, and potential multitenant industrial uses, with limited occupancy consistent with the applicable *Citizen's Brochure for the 452d Air Mobility Wing Air Installation Compatible Use Zone Study*, *March ARB/Inland Port Airport Joint Land Use Study*, March ARB AICUZ, and the March ARB/Inland Port ALUCP

Table 4.9-2 in the Draft EIR demonstrates how the Project promotes consistency with the applicable goals and policies of the March JPA GP. As outlined in Table 4.9-2, the Project would be consistent with the goals and policies presented in the March JPA GP. Impacts are considered less than significant with mitigation incorporated.

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

As previously mentioned, the Project would designate the Industrial land use designation on 6.2 acres along the eastern portion of the Project site, thereby assigning the Industrial (I) zoning designation on the whole of the Project area. As shown in Table 4.9-3 of the Draft EIR, the Project would be in compliance with the March JPA's Development Code. Therefore, the Project is consistent with the March JPA Development Code, and impacts would be less than significant. (Draft EIR, pp. 4.9-9 –4.9-34.)

Please refer to the mitigation measures included in Sections 4.2, 4.3, 4.4, 4.5, 4.7, 4.11, and 4.12 of the Draft EIR, respectively, for description of each mitigation measure identified in Table 4.9-2. Specifically, the following mitigation measures apply:

- *MM-AQ-1 through MM-AQ-8*
- *MM-BIO-1 through MM-BIO-3*
- *MM-CUL-1 and MM-CUL-2*
- *MM-GEO-1 through MM-GEO-13*
- *MM-HAZ-1 through MM-HAZ-9*
- *MM-TRANS-1 through MM-TRANS-4*
- *MM-UTL-1* (Draft EIR, p. 4.9-34.)

March JPA finds that mitigation measures MM-AQ-1 though MM-AQ-8, MM-BIO-1 through MM-BIO-3, MM-CUL-1 and MM-CUL-2, MM-GEO-1 through MM-GEO-13, MM-HAZ-1 through MM-HAZ-9, MM-HYD-1, MM-HYD-2, MM-NOI-1 through MM-NOI-5, MM-TRANS-1 through MM-TRANS-4, and MM-ULT-1 are feasible, are adopted, and will reduce the potentially significant impacts of the proposed Project to Conflict with Land Use Plans to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Conflict with Land Use Plans, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp. 4.9-9 –4.9-34.)

## G. Transportation and Traffic

### 3. Applicable Plan, Ordinance, or Policy of the Circulation System

Threshold: Would the Project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 4.11-34 – 4.11-87). Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: This impact analysis was conducted under the following four scenarios for the Project:

- Existing (2014) Conditions
- Existing Plus Project Conditions
- Opening Year Cumulative Conditions
- General Plan Buildout (2035) Conditions

Projected Future Traffic

The Project is proposed to consist of a total of 709,083 square feet of high-cube warehouse/distribution center use. The Project is anticipated to have an Opening Year of 2016.

The Project is located in close proximity to the March ARB, and as such, it is within an Accident Potential Zone (APZ). Specifically, portions of the Project lie within APZ I and APZ II, which affects the allowable occupancy on site. As such, for purposes of the traffic analysis only, two alternatives were evaluated as part of the traffic study: (1) single-tenant alternative and (2) multi-tenant alternative in the event the building is split between two tenants as opposed to a single occupant. Regardless of which alternative is ultimately developed, the size of the warehouse building and the number of loading docks provided would remain the same. As presented in Tables 4.11-17 and 4.11-18 of the Draft EIR, there would be no difference in regards to trip generation between the two alternatives. However, each alternative will have unique trip distribution patterns associated with each occupancy alternative for both passenger cars and trucks.

The Project is proposed to have access on Alessandro Boulevard and Old 215 Frontage Road. All Project access points are assumed to allow full-access. Regional access to the Project site is provided via the I-215 Freeway at Alessandro Boulevard and the I-215 Freeway at Cactus Avenue interchanges.

*Project Trip Generation*

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific Project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development.

Trip generation rates for the Project are shown in Table 4.11-17 of the Draft EIR. The trip generation summary illustrating daily and peak hour trip generation estimates for the proposed Project are shown in Table 4.11-18 of the Draft EIR based on actual vehicles. As shown in Table 4.11-18, the Project is anticipated to generate a net total of 1,191 trip-ends per day with 79 AM peak hour trips and 85 PM peak hour trips (actual vehicles as opposed to PCE).

*Project Trip Distribution*

The Project trip distribution and assignment process represents the directional orientation of traffic to and from the Project site. The trip distribution pattern of passenger cars is heavily influenced by the geographical location of the Project site, the location of surrounding land uses, and the proximity to the regional freeway system. The trip distribution pattern for truck traffic is also influenced by the local truck routes approved by the March JPA, City of Riverside, City of Moreno Valley, and Caltrans. Given these differences, separate trip distributions were generated for both passenger cars and truck trips.

*Short-Term Construction Conditions*

Traffic operations during the proposed construction phase of the Project may potentially result in traffic deficiencies related to construction employees, import of soil, and import of construction materials, etc.

Employee trips are estimated based on the number of employees anticipated to be on site throughout the various stages of construction. It is anticipated that the majority of employees would arrive and depart from the site during peak commute traffic periods (i.e., 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM) with a period of overlap. Employee trips are based on the number of employees estimated to be on site during different points throughout the Project. The potential impacts resulting from construction- related parking and employee trips are considered less than significant.

Construction of the Project would require the export and import of construction materials to and from the site. The export/import materials would be transported via 15-cubic-yard capacity dump trucks. Each truck would generate one inbound and one outbound trip, accounting for a total of two truck trips per load of material exported or imported. It is recommended that the export and import of construction materials occur during off-peak hours in order to have a minimal traffic impact to the surrounding roadway network. It is also recommended that a construction traffic management plan be implemented for the duration of the construction phase. As required by **MM-TRANS-1**, the Project applicant would prepare a traffic control plan that specifically addresses construction traffic and possible lane closures within the public ROWs, among other construction traffic-related matters. With implementation of **MM-TRANS-1**, it can be assumed that truck traffic impacts associated with the export and import of construction materials would be **less than significant.**

Heavy equipment to be utilized on site during construction include, but is not limited to: flat beds, dozers, scrapers, graders, track hoes, dump trucks, forklifts, cranes, cement trucks, pavers, rollers, water trucks, rolling container trucks, and bobcats. The delivery and removal of heavy equipment is recommended to occur outside of the morning and evening peak hours in order to have nominal impacts to traffic and circulation near the vicinity of the Project. Consistent with **MM-TRANS-1**, the Project applicant would prepare a traffic control plan that specifically addresses construction traffic and possible lane closures within the public ROWs, among other construction traffic-related matters. With incorporation of **MM-TRANS-1**, it is anticipated that traffic impacts associated with the delivery and removal of heavy equipment would be **less than significant**.

Current Conditions

*Existing Plus Project Traffic*

This section discusses the traffic forecasts for Existing plus Project (E+P) (single-tenant and multi-tenant) conditions and the resulting intersection operations, freeway mainline operations, and traffic signal warrant analyses for each phase of development.

The following traffic analysis for the E+P conditions presents an evaluation of the proposed Project's potential impacts related to (a) Intersection Operations Analysis, (b) Traffic Signal Warrants Analysis, (c) Off-Ramp Queuing Analysis, (d) Roadway Segment Analysis, (e) Basic Freeway Segment Analysis, and (f) Freeway Merge/Diverge Analysis. In the event that potentially significant traffic effects are found to result from Project implementation, recommended improvements/mitigation measures are presented below to address these possible impacts.

Potentially significant impacts would occur in relation to off-ramp queuing analysis. However, the TIA (Appendix K of the Draft EIR) found that since (a) there would be sufficient space to accommodate the 95th percentile queue without spilling into the adjacent through lane or back onto the I-215 Freeway, and (b) the Project is anticipated to contribute less than 2% to the total E+P traffic forecasts, this queuing issue is anticipated to be less than significant.

Future Conditions

Background Traffic

*Opening Year Cumulative Conditions*

Future year traffic forecasts have been based upon 2 years of background (ambient) growth at 2% per year for 2016 traffic conditions. Because the instead in population estimated by the SCAG 2012 RTC (April 2012), this annual growth rate is conservative in estimating anticipated regional growth in traffic volumes within the study area.

Traffic projections for General Plan Buildout (2035) Without Project conditions were derived from the General Plan Buildout (2030) forecasts developed for the March JPA General Plan Project Traffic Impact Analysis. Consistent with the growth projected by the SCAG RTP for Riverside County, a growth factor of 1.67% per year (compounded annually) will be added to the General Plan Buildout (2030) forecasts from the General Plan traffic study in an effort to

conservatively estimate 2035 traffic conditions. Project traffic will be manually added to the Without Project scenario to represent With Project conditions.

*General Plan Buildout (2035) Conditions*

Traffic projections for General Plan Buildout (2035) Without Project conditions were derived from the General Plan Buildout (2030) forecasts developed for the March JPA General Plan Project Traffic Impact Analysis. The General Plan Buildout (2030) forecasts were prepared using the MVTM, which was developed in accordance with regional consistency requirements and includes the required finding of consistency from the RCTC. The MVTM is based on the traditional forecasting procedure that includes growth for surrounding community and socio-economic data.

Consistent with the growth projected by the SCAG RTP for Riverside County, a growth factor of 1.67% per year (compounded annually) will be added to the General Plan Buildout (2030) forecasts from the General Plan traffic study in an effort to conservatively estimate 2035 traffic conditions. Project traffic will be manually added to the Without Project scenario to represent With Project conditions.

Cumulative Development Traffic

A cumulative project list was developed for the purposes of this analysis through consultation with planning and engineering staff from the City of Riverside, City of Moreno Valley, and County of Riverside to include key projects in their respective jurisdictions. This comprehensive list of cumulative development Projects has been reviewed to determine which Projects would likely contribute measurable traffic through the study area intersections (e.g., those cumulative Projects in close proximity to the proposed Project). For the purposes of this analysis, the following cumulative projects were determined to affect one or more of the study area intersections:

- Harbor Freight Expansion (City of Moreno Valley)
- PA 04-0063 (Centerpointe Buildings 8 and 9) (City of Moreno Valley)
- PA 08-0047-0052 (Komar Cactus Plaza) (City of Moreno Valley)
- PA 08-0093 (Centerpointe Business Park II) (City of Moreno Valley)
- PA 09-0031 (City of Moreno Valley)
- 373K Industrial Facility (City of Moreno Valley)
- TM 34988 (City of Moreno Valley)
- TM 34216 (City of Moreno Valley)
- TM 34681 (City of Moreno Valley)
- March Lifecare Campus Specific Plan (March JPA)
- Alessandro Metrolink Station (March JPA)

- Meridian Business Park North (March JPA)
- PP 22925 (Amstar/Kaliber Development) (March JPA)
- P07-1028 (Alessandro Business Park); Alessandro and Gorgonio; 2100 Alessandro Boulevard (City of Riverside)
- P07-012; P09-0416/-0418/-0419; Alessandro Boulevard (APN 263-091-008; 263-100-019; 263-100-005; P14-0841 to 0848) (City of Riverside)
- TR 32505 (DR Horton) (City of Moreno Valley)

The cumulative projects determined to affect one or more of the study area intersections were manually routed, and traffic from those projects were added to the network, following a similar methodology to the assignment of Project trips. The remaining cumulative projects that are farther out have been accounted for in the background (ambient) growth applied to Opening Year Cumulative forecasts or have been accounted for by ensuring the Opening Year Cumulative forecasts utilized for the purposes of this analysis are either the same as or greater than the forecasts utilized in other recent traffic studies performed in the area. Cumulative development Project ADT and peak hour intersection turning movement volumes are shown on Figure 4.11-18 of the Draft EIR. The trip distribution patterns utilized for the cumulative development Projects were reviewed and approved by March JPA staff.

Opening Year Cumulative (2016) Traffic Conditions

The following traffic analysis for the Opening Year Cumulative (2016) Traffic conditions presents an evaluation of the proposed Project's potential impacts related to (a) Intersection Operations Analysis, (b) Traffic Signal Warrants Analysis, (c) Off-Ramp Queuing Analysis, (d) Roadway Segment Analysis, (e) Basic Freeway Segment Analysis, and (f) Freeway Merge/Diverge Analysis.

The lane configurations and traffic controls assumed to be in place for Opening Year Cumulative (2016) conditions are consistent with those shown in Figure 4.11-2 of the Draft EIR, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for Opening Year Cumulative conditions only (e.g., intersection and roadway improvements along the Project's frontage and driveways).

During Opening Year Cumulative (2016) Without Project Traffic Volume Forecasts. Alessandro Boulevard would experience traffic volumes ranging between approximately 32,137 and 49,956 ADT for the Opening Year Cumulative (2016) Without Project traffic conditions, while Old 215 Frontage Road would experience traffic volumes ranging between approximately 2,877 and 10,140 ADT in the Project vicinity. During Opening Year Cumulative (2016) With Project Traffic Volume Forecasts, Alessandro Boulevard would experience traffic volumes ranging between approximately 32,429 and 50,030 ADT for the Opening Year Cumulative (2016) With Project traffic

conditions, while Old 215 Frontage Road would experience traffic volumes ranging between approximately 2,996 and 10,214 ADT in the Project vicinity.

As shown in Table 4.11-24 of the Draft EIR, the study area intersections are anticipated to operate at an acceptable LOS for Opening Year Cumulative Without Project traffic conditions. Further, there are no study area intersections anticipated to operate at an unacceptable LOS (LOS "E" or worse) with the addition of Project (single-tenant) traffic during one or more peak hours. As such, there are no significant traffic impacts for Opening Year Cumulative With Project (single-tenant) traffic conditions.

Additionally, there are no study area intersections anticipated to experience unacceptable LOS (LOS "E" or worse) with the addition of Project (multi-tenant) traffic during one or more peak hours. As such, there are no significant traffic impacts for Opening Year Cumulative With Project (multi-tenant) traffic conditions.

No traffic signal warrant analysis was performed for Opening Year Cumulative Without Project conditions as the study area intersections are all currently signalized. No study area intersections are anticipated to meet traffic signal warrants for Opening Year Cumulative (2016) With Project (single-tenant and multi-tenant) traffic conditions.

The queuing analysis performed for the off-ramps at the I-215 Freeway at Alessandro Boulevard and Cactus Avenue interchanges assess vehicle queues for the off ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially "spill back" onto the I-215 Freeway mainline. Queuing analysis findings are shown in Table 4.11-25 for Opening Year Cumulative (2016) Without and With Project (single-tenant and multi-tenant) traffic conditions. It is important to note that off-ramp lengths are consistent with the measured distance between the intersection and the freeway mainline. for the I-215 Northbound Ramps at Alessandro Boulevard, the 95th percentile queue is anticipated to exceed the painted storage space for the northbound left-turn lane. Additionally, for I-215 Northbound Ramps at the Old 215 Frontage Road/Cactus Avenue, the 95th percentile queue is anticipated to exceed the painted storage space for the northbound left turn lane during the AM and PM peak hours. However, the TIA (Appendix K of the Draft EIR) found that since (a) there would be sufficient space to accommodate the 95th percentile queue without spilling into the adjacent through lane or back onto the I-215 Freeway, and (b) the Project is anticipated to contribute less than 2% to the total Opening Year Cumulative traffic forecasts at each of the ramp locations and turning movements noted above, this queuing issue is anticipated to be less than significant.

The roadway segment capacities are approximate figures only, and are typically used at the General Plan level to assist in determining the roadway functional classification (number of through lanes) needed to meet future forecasted traffic demand. As shown in Table 4.11-26 of the Draft EIR, the following roadway segments are anticipated to operate at unacceptable LOS (based on daily roadway segment capacities) under Opening Year Cumulative (2016) Without Project conditions

- Alessandro Boulevard, west of the I-215 Freeway – LOS "E"

- Alessandro Boulevard, between Driveway 1 and Old 215 Frontage Road – LOS "F"
- Cactus Avenue, East of Old 215 Frontage Road – LOS "F"

As shown in Table 4.11-26 of the Draft EIR, the addition of Project traffic is not anticipated to result in any additional deficient roadway segments than those already going to be experienced without the Project in the Cumulative condition. Daily roadway capacities are "rule of thumb" estimates for planning purposes and are affected by such factors as intersections (spacing, configuration, and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic), and pedestrian bicycle traffic. Where the ADT-based roadway segment analysis indicates a deficiency (unacceptable LOS), a review of the more detailed peak hour intersection analysis has been undertaken. The more detailed peak hour intersection analysis explicitly accounts for factors that affect roadway capacity (see Table 4.11-24). Therefore, roadway segment widening is typically only recommended if the peak hour intersection analysis indicates the need for additional through lanes.

Under Opening Year Cumulative (2016) Without Project, the freeway segments analyzed for this study are anticipated to operate at an acceptable LOS (i.e., LOS "D" or better) during the peak hours, with the exception of the following:

- I-215 Freeway – Southbound, Box Springs Road to SR-60/I-215 Freeway – LOS "E" PM peak hour only
- I-215 Freeway – Southbound, Eucalyptus Avenue to Alessandro Boulevard – LOS "E" AM and PM peak hours
- I-215 Freeway – Northbound, Eucalyptus Avenue to Alessandro Boulevard – LOS "E" PM peak hour only

Under Opening Year Cumulative (2016) With Project Traffic Conditions, there are no additional freeway segments anticipated to operate at an unacceptable LOS with the addition of Project traffic, in addition to those previously identified under Opening Year Cumulative (2016) Without Project conditions. The addition of Project traffic is not anticipated to result in an LOS letter grade change, and the Project is anticipated to contribute less than 1% to the total Opening Year Cumulative traffic forecasts along the three deficient freeway mainline segments, which is less than the 2% threshold established by March JPA's *Traffic Impact Study Preparation Guide*. As such, the Project's impact is considered **less than significant**.

Ramp merge and diverge operations were also evaluated for Opening Year Cumulative (2016) Without Project conditions. As shown in Table 4.11-28 of the Draft EIR, the freeway ramp merge and diverge areas evaluated for the purposes of the traffic study are anticipated to operate at unacceptable LOS during the peak hours (LOS "E") during one or more of the peak hours.

Similar to the basic freeway segment analysis, the future expansion of the I-215 Freeway has not been assumed to be in place for Existing, E+P, or Opening Year Cumulative (2016)

analyses and has only been evaluated as "with improvements" for General Plan Buildout traffic conditions. Therefore, the unacceptable LOS on I-215 represents a worst-case scenario since the proposed improvements have not been included in the proposed Project's analysis.

The freeway merge/diverge ramp junctions are anticipated to operate at an unacceptable LOS with the addition of Project traffic, in addition to those previously identified under Opening Year Cumulative (2016) Without Project conditions. However, the addition of Project traffic is not anticipated to result in an LOS letter grade change and the Project is anticipated to contribute less than 1% to the total Opening Year Cumulative traffic forecasts along the deficient freeway ramp junctions, which is less than the 2% threshold established by March JPA's *Traffic Impact Study Preparation Guide*. As such, the Project's impact is considered less than significant.

General Plan Buildout (2035) Traffic Conditions

The traffic analysis for the General Plan Buildout (2035) Traffic conditions presents an evaluation of the proposed Project's potential impacts related to (a) Intersection Operations Analysis, (b) Traffic Signal Warrants Analysis, (c) Off-Ramp Queuing Analysis, (d) Roadway Segment Analysis, (e) Basic Freeway Segment Analysis, and (f) Freeway Merge/Diverge Analysis.

The lane configurations and traffic controls assumed to be in place for General Plan Buildout (2035) conditions are consistent with those shown in Figure 4.11-2 of the Draft EIR, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for General Plan Buildout (2035) conditions only (e.g., intersection and roadway improvements along the Project's frontage and driveways).

As shown in Table 4.11-29 and illustrated on Figure 4.11-31 of the Draft EIR, all of the study intersections would operate at unacceptable LOS without the Project in the General Plan Buildout scenario. There are no additional study area intersections anticipated to operate at an unacceptable LOS (LOS "E" or worse) with the addition of Project (single-tenant) traffic other than those previously identified under General Plan Buildout Without Project conditions. Further, with the addition of Project (multi-tenant), there are no additional study area intersections anticipated to experience unacceptable LOS (LOS "E" or worse) traffic other than those previously identified under General Plan Buildout Without Project conditions.

No traffic signal warrant analysis was performed for General Plan Buildout Without Project conditions as the study area intersections are all currently signalized. No study area intersections are anticipated to meet traffic signal warrants for General Plan Buildout With Project (single-tenant and multi-tenant) traffic conditions.

A queuing analysis was performed for the off-ramps at the I-215 Freeway at Alessandro Boulevard and Cactus Avenue interchanges to assess vehicle queues for the off ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially "spill back" onto the I-215 Freeway mainline. As shown in Table 4.11-30 of the Draft EIR, the following movements may potentially experience queuing issues during the weekday

AM or weekday PM peak 95th percentile traffic flows for General Plan Buildout Without Project traffic conditions:

- I-215 Southbound Ramps/Alessandro Boulevard
- I-215 Southbound Ramps/Cactus Avenue
- I-215 Northbound Ramps/Alessandro Boulevard
- I-215 Northbound Ramps/Old 215 Frontage Road/Cactus Avenue

However, as provided in Table 4.11-30 and stated in the TIA (Appendix K), there are no additional off-ramps anticipated to experience queues that exceed the 95th percentile with the addition of Project (single-tenant and multi-tenant) traffic, other than those previously identified under General Plan Buildout Without Project conditions. Furthermore, the Project is anticipated to contribute less than 2% to the total General Plan Buildout traffic forecasts at each of the ramp locations and turning movements noted above. As such, since March JPA has established in their *Traffic Impact Study Preparation Guide* a less than 2% contribution as being less than significant, these queuing issues associated with the Project in the General Plan Buildout scenario are anticipated to be less than significant.

As shown in Table 4.11-31 of the Draft EIR, all of the roadway segments are anticipated to operate at unacceptable LOS (based on daily roadway segment capacities) under General Plan Buildout (2035) Without Project conditions, with the exception of the following:

- Old 215 Frontage Road, North of Alessandro Boulevard
- Old 215 Frontage Road, between Alessandro Boulevard and Driveway 1

The addition of Project traffic is not anticipated to result in any additional deficient roadway segments, since most of the roadway segments would already be operating at unacceptable levels in the General Plan Buildout scenario. Daily roadway capacities are "rule of thumb" estimates for planning purposes and are affected by such factors as intersections (spacing, configuration, and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic) and pedestrian bicycle traffic. Where the ADT-based roadway segment analysis indicates a deficiency (unacceptable LOS), a review of the more detailed peak hour intersection analysis has been undertaken. The more detailed peak hour intersection analysis explicitly accounts for factors that affect roadway capacity (see Table 4.11-29 in the Draft EIR). Therefore, roadway segment widening is typically only recommended if the peak hour intersection analysis indicates the need for additional through lanes.

As shown in Table 4.11-32 of the Draft EIR, the freeway segments analyzed for this study are anticipated to operate at an unacceptable LOS (i.e., LOS "E" or worse) during the peak hours, with the exception of the following:

- I-215 Freeway – Southbound, I-215/SR-60/SR-91 Freeway to Blaine Street
- I-215 Freeway – Southbound, SR-60/I-215 Freeway to Eucalyptus Avenue

- I-215 Freeway – Northbound, I-215/SR-60/SR-91 Freeway to Blaine Street
- I-215 Freeway – Northbound, Blaine Street to University Avenue

As shown in Table 4.11-32 of the Draft EIR, there are no additional freeway segments anticipated to operate at an unacceptable LOS with the addition of Project traffic, other than those previously identified under General Plan Buildout Without Project conditions. The addition of Project traffic is not anticipated to result in an LOS letter grade change, and the Project is anticipated to contribute less than 1% to the total General Plan Buildout traffic forecasts along the deficient freeway mainline segments, which is less than the 2% threshold established by March JPA's *Traffic Impact Study Preparation Guide* as being less than significant. As such, the Project's impact is considered less than significant.

As shown in Table 4.11-33 of the Draft EIR, the freeway ramp merge and diverge areas evaluated for the purposes of the traffic study are anticipated to operate at unacceptable LOS during the peak hours (LOS "E" or worse). The addition of Project traffic is not anticipated to result in an LOS letter grade change, and the Project is anticipated to contribute less than 1% to the total General Plan Buildout traffic forecasts along the deficient freeway ramp junctions, which is within the threshold established by March JPA. As such, the Project's impact is considered less than significant.

Recommended Improvements/Mitigation Measures

Existing Plus Project Traffic Conditions

Intersection and Roadway Segments

Based on a comparison of E+P to Existing traffic conditions, the study area intersections are anticipated to continue to operate at acceptable LOS during the AM and PM peak hours. Similarly, the roadway segments are also anticipated to have sufficient capacity to accommodate E+P traffic volumes.

Based on the recommendations contained VRPA Technologies' April 29, 2016, Responses to Comments memorandum (Appendix K), incorporation of the **MM-TRANS-2** by the Project would be required. This mitigation requires the lane geometry along the Project's Alessandro Boulevard frontage shall implement the southern half of the Cities of Moreno Valley's and Riverside's Alignment Study cross-section for Alessandro Boulevard. Also required will be a right turn lane to facilitate traffic turning right onto Old 215 Frontage Road. (See Final EIR Appendix P, VRPA December 5, 2017 Memorandum).

Freeway Segments

At this time, Caltrans has no fee programs or other improvement programs in place to address the deficiencies caused by development Projects in March JPA (or other neighboring jurisdictions) SHS roadway segments. Furthermore, the addition of Project traffic is not anticipated to result in an LOS letter grade change, and the Project is anticipated to contribute less than 1% to the total E+P traffic forecasts along the deficient freeway mainline segment. As such, the Project's impact is considered less than significant, and no improvements/mitigation measures have been

recommended for the freeway facilities.

Conclusion

Under the E+P traffic conditions, impacts to study area intersections and freeway facilities, including off-ramps and segments, would be less than significant. In their April 29, 2016, Responses to Comments memorandum (Appendix K), VRPA Technologies found that the potential for on-site congestion and conflicts at the Project driveway off Alessandro Boulevard are nominal; however, their review concluded that there is some potential for queues spilling back as far as the northbound I-215 off-ramp if the traffic to and from the proposed Project mixes with through traffic. As a result, **MM-TRANS-2** would be required for the E+P traffic conditions, which would implement the southern half of the Cities of Moreno Valley's and Riverside's Alignment Study cross-section for Alessandro Boulevard. Also required will be auxiliary right turn lane to facilitate traffic turning right onto Old 215 Frontage Road. Therefore, with incorporation of **MM-TRANS-2**, impacts associated with roadway operations during the E+P traffic conditions would be less than significant.

***Opening Year Cumulative (2016) Traffic Conditions***

Intersection and Roadway Segments

Based on a comparison of Opening Year Cumulative Without and With Project traffic conditions, the study area intersections are anticipated to continue to operate at acceptable LOS during the AM and PM peak hours. As such, improvements are not necessary and have not been identified for the purposes of the traffic study. The Project's impact to the off-site study area intersections are considered less than cumulatively considerable for near-term traffic conditions.

There are three roadway segments anticipated to operate at unacceptable LOS under Opening Year Cumulative (2016) traffic conditions:

- I-215 Freeway – Southbound, Box Springs Road to SR-60/I-215 Freeway – LOS "E" PM peak hour only
- I-215 Freeway – Southbound, Eucalyptus Avenue to Alessandro Boulevard – LOS "E" AM and PM peak hours
- I-215 Freeway – Northbound, Eucalyptus Avenue to Alessandro Boulevard – LOS "E" PM peak hour only

Since the ADT-based roadway segment analysis indicates a deficiency (unacceptable LOS), a review of the more detailed peak hour intersection analysis has been undertaken. The more detailed peak hour intersection analysis explicitly accounts for factors that affect roadway capacity (see Table 4.11-24). As shown in Table 4.11-24, the peak hour analysis indicates that the adjacent study area intersections of these deficient roadway segments are anticipated to operate at acceptable LOS with existing lanes. As such, no additional roadway widening has been recommended since the peak hour intersection analysis indicates there is no need for additional through lanes.

Based on the recommendations contained VRPA Technologies' April 29, 2016, Responses to Comments memorandum (Appendix K), incorporation of the **MM-TRANS-2** by the Project would be required for the Opening Year Cumulative (2016) traffic conditions, as already discussed above under Existing traffic conditions.

Freeway Facilities

At this time, Caltrans has no fee programs or other improvement programs in place to address the deficiencies caused by development Projects in the March JPA (or other neighboring jurisdictions) on SHS roadway segments. Further, the addition of Project traffic is not anticipated to result in an LOS letter grade change and the Project is anticipated to contribute less than 1% to the total Opening Year Cumulative traffic forecasts along the deficient freeway mainline segment which is less than the 2% threshold established by March JPA's Traffic Impact Study Preparation Guide.

Conclusion

Under the Opening Year Cumulative (2016) with Project traffic conditions, impacts to study area intersections and freeway facilities, including off-ramps and segments, would be less than significant. In their April 29, 2016, Responses to Comments memorandum (Appendix K), VRPA Technologies found that the potential for on-site congestion and conflicts at the Project driveway off Alessandro Boulevard are nominal; however, their review concluded that there is some potential for queues spilling back as far as the northbound I-215 off-ramp if the traffic to and from the proposed Project mixes with through traffic. As a result, **MM-TRANS-2** would be required for the Opening Year Cumulative (2016) with Project traffic conditions, which would implement the southern half of the Cities of Moreno Valley's and Riverside's Alignment Study cross-section for Alessandro Boulevard. Also required will be a right turn lane to facilitate traffic turning right onto Old 215 Frontage Road. Therefore, with incorporation of **MM-TRANS-2**, impacts associated with roadway operations during the Opening Year Cumulative (2016) with Project traffic conditions would be less than significant.

***General Plan Buildout (2035) Traffic Conditions***

Intersection and Roadway Segments

Improvement strategies are required at intersections and segments that have been identified as deficient in an effort to reduce each location's peak hour delay and improve the associated LOS grade to an acceptable LOS (LOS "D" or better). The effectiveness of the recommended improvement strategies to address General Plan Buildout traffic deficiencies are shown in Table 4.11-34. While the Project is anticipated to contribute less than 2% to the total traffic at each of the study area intersections under General Plan Buildout traffic conditions (see Table 4.11-35), **MM-TRANS-3** will be implemented by the Project, pursuant to the March JPA's traffic study guidelines. **MM-TRANS-3** requires improvements to Old 215 Frontage Road to provide its ultimate half-section width as a Minor Arterial Highway (88-foot ROW with a 68-foot paved width) along the Project's frontage on Old 215 Frontage Road.

Additionally, based on the recommendations contained VRPA Technologies' April 29,

2016, Response to Comments memorandum (Appendix K), incorporation of the **MM-TRANS-2** by the Project would be required for the General Plan Buildout (2035) traffic conditions, as already discussed above under Existing traffic conditions.

**MM-TRANS-1** would be required during the construction phase of the Project and shall be prepared and approved prior to the start of construction activities:

***MM-TRANS-1***

*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 the March Joint Powers Authority (JPA) prior to Project construction. The traffic control plan shall include provisions for construction times and control plans to allow motorist, bicyclist, pedestrian, and bus access throughout construction. The traffic control plan shall include provisions to ensure emergency vehicle passage at all times, and includes signage and flagmen when necessary. The traffic control plan shall include provisions for coordinating with local school hours and emergency service providers regarding construction times.*

**MM-TRANS-2** would be required under Existing Plus Project traffic conditions:

***MM-TRANS-2***

*Prior to issuance of occupancy permits, the lane geometry along the Project's Alessandro Boulevard frontage shall be modified to implement the southern half of the Cities of Moreno Valley's and Riverside's Alignment Study cross-section on Alessandro Boulevard (including the 6-foot bike lane that is shown in Figure 3 of VRPA Technologies' April 29, 2016 Responses to Comments memorandum) and add a right turn lane to facilitate traffic turning right onto Old 215 Frontage Road. A 6-foot bike lane shall be provided between the right turn lane and the outside through lane.*

**MM-TRANS-2** (see above) would also be required for the Opening Year Cumulative (2016) traffic conditions.

In addition to **MM-TRANS-2** (see above), **MM-TRANS-3** would also be required:

***MM-TRANS-3***

*Prior to issuance of occupancy permits, the Project shall construct improvements to Old 215 Frontage Road to provide its ultimate half-section width as a Minor Arterial Highway (88-foot right-of-way with a 68-foot*

*paved width) along the Project's frontage on Old 215 Frontage Road. The Project shall also incorporate any improvements along the Project's frontage as required by the final conditions of approval for the Project and applicable City of Moreno Valley standards (Final EIR, pp. 4.11-88 – 4.11-90).*

March JPA finds that mitigation measures **MM-TRANS-1** through **MM-TRANS-3** are feasible, are adopted, and will reduce the potentially significant impacts of the proposed Project to Applicable Plans, Policies, or Ordinances of the Circulation System to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Applicable Plans, Policies, or Ordinances of the Circulation System, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Final EIR, pp. 4.11-34 – 4.12-86; 4.11-88 – 4.11-90.)

### 2. Congestion Management Program

Threshold: Would the Project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 4.11-87 – 4.11-88). Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: RCTC'S 2011 Riverside County Congestion Management Program (CMP) is the current CMP for Riverside County and is utilized by March JPA, which has jurisdiction over the Project area. The intent of the CMP is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related impacts, and improve air quality.

RCTC's adopted minimum LOS threshold is LOS "E." Therefore, when a CMP street or highway segment falls to "F," a deficiency plan must be prepared. Preparation of a deficiency plan is the responsibility of the local agency where the deficiency is located. Other agencies identified as contributors to the deficiency are also required to coordinate in the development of the plan. The plan must contain mitigation measures, including consideration of Transportation Demand Management strategies and transit alternatives, and a schedule for mitigating the deficiency.

To insure that the CMP is appropriately monitored to reduce the occurrence of LOS deficiencies, it is the responsibility of local agencies, when reviewing and approving development proposals, to consider the traffic impacts on the CMP System.

As shown in Figure 2-1, Riverside CMP System (Western Riverside), in the 2011 CMP, both I-215 and SR-60 are identified as Interstate and Highway CMP facilities, respectively. As such, any contribution to substantial deficiencies to these facilities would be considered a significant Project impact. However, as further described above, under the Existing (2014), Opening Year (2016), and General Plan Buildout (2035) conditions, direct impacts to these freeway facilities is not expected to occur as a result of the Project. As required by MM-TRANS-2 and MM-TRANS-3, improvements will be constructed along Alessandro Boulevard and Old 215 Frontage Road that will further minimize potential traffic impacts to CMP facilities. Therefore, with incorporation of mitigation, impacts associated with CMP facilities would be less than significant. (Draft EIR, pp. 4.11-87 – 4.11-88).

March JPA finds that mitigation measures MM-TRANS-2 and MM-TRANS-3 (previously described in the Applicable Plans, Policies, or Ordinances of the Circulation System) are feasible, are adopted, and will reduce the potentially significant impacts of the proposed Project to Congestion Management Program to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Congestion Management Program, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. . (Draft EIR, pp. 4.11-87 – 4.11-88).

### 3. Emergency Access

Threshold: Would the Project result in inadequate emergency access?

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 4.11-88.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: All areas of the Project site would be accessible to emergency responders during both Project construction and operation. Local access to the proposed Project would be along Old 215 Frontage Road and Alessandro Boulevard (existing roads). Alessandro Boulevard would have one driveway that would provide access for automobiles only, while Old 215 Frontage Road would have two driveways that would provide access for trucks primarily and for automobiles secondarily. All three Project driveways would be designed and constructed according to March JPA standards and under the direction of a licensed and qualified civil engineer. Similarly, the internal drive aisles, and loading and parking areas would be designed to comply with March JPA width, clearance, and turning radius requirements.

Additionally, as required by **MM-TRANS-1**, the Project applicant will prepare a traffic control plan that specifically addresses construction traffic and possible lane closures within the public ROWs. The traffic control plan will be reviewed and approved by the March JPA prior to Project construction. The traffic control plan includes provisions for construction times and control plans to allow motorist, bicyclist, pedestrian, and bus access throughout construction. The traffic control plan includes provisions to ensure emergency vehicle passage at all times, and includes

signage and flagmen when necessary. The traffic control plan includes provisions for coordinating with local school hours and emergency service providers regarding construction times. Therefore, impacts associated with emergency access would be less than significant with incorporation of **MM-TRANS-1**. (Draft EIR, pp. 4.11-88.)

March JPA finds that mitigation measure MM-TRANS-1 (previously described in the Applicable Plans, Policies, or Ordinances of the Circulation System) is feasible, is adopted, and will reduce the potentially significant impacts of the proposed Project to Emergency Access to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Emergency Access, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp. 4.11-88).

### H. Utilities and Service Systems

#### 1. Water Supply

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

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, p. 4.12-15.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: Water supplies are available to the Project from WMWD. Because the Project consists of an industrial development exceeding 650,000 square feet in floor area, in accordance with SB 610, a WSA was prepared by WMWD (Appendix J of the Draft EIR). The WMWD Board of Directors adopted Resolution 2922 approving the WSA on September 16, 2015 (Appendix J). The WSA evaluated the total projected water supplies available to WMWD during normal, single-dry, and multiple-dry water years during a 20-year project and whether WMWD's total projected supplies are sufficient to meet the projected water demand associated with the Project, in addition to existing and planned future uses, including agricultural and manufacturing uses. According to the WSA, the projected daily water usage is 6,298 gallons per day. The total annual demand of the Project including landscaping is estimated at 7.06 acre-feet based on annual demand of approximately 2,300,000 gallons. The Project is required to comply with all provisions within March JPA Ordinance No. JP 09-05 (Water Efficient Landscape Ordinance) (**MM-UTL-1**). As stated in the WSA, the water usage would be equal to the water demand of 11 households. WMWD concluded that water supplies through 2035 would be sufficient to meet the projected annual water demand of 7.06 acre-feet associated for the Project. However, WMWD did acknowledge that its ability to serve the Project is conditioned on MWD's ability to provide imported water to WMWD. A number of projects have been identified by WMWD and MWD that work towards providing reliable long-term water supplies to existing and future customers. By following these conditions

of approval as specified in **MM-UTL-1**, the proposed Project would have sufficient water supplies available to serve the Project from existing resources. As such, impacts would be less than significant with implementation of mitigation (Draft EIR, p. 4.12-15).

***MM-UTL-1***

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

1. *Irrigation systems shall be designed, maintained, and managed to meet or exceed an average irrigation efficiency of 0.71.*
2. *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.*
3. *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.*

March JPA finds that mitigation measures MM-ULT-1 is feasible, is adopted, and will reduce the potentially significant impacts of the proposed Project to Watery Supply to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Water Supply, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp. 4.12-15; 4.12-19.)

### 4. Wastewater Treatment

Threshold: Would the Project 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?

Finding: Less than significant impact with mitigation incorporated. (Final EIR, pp. 4.12-15—4.12-16.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: The proposed Project would be served by existing sewer facilities located off Old 215 Frontage Road. The Project would add demand for wastewater services within the service area of WMWD. However, WMWD does not have sewer facilities in the area of the Project (Appendix L of the Draft EIR). Sewer lines near the Project site include an existing 12-inch-diameter vitrified clay pipe along Alessandro Boulevard and Old 215 Frontage Road operated by ECSD. Based on the proximity of ECSD's sewer facilities to the Project site (located at the northeast corner of Alessandro Boulevard and Old 215 Frontage Road), MIG Hogle-Ireland, on behalf of the Project applicant, requested that ECSD provide sewer service based on the location of ECSD's sewer facilities. In response, an Availability Letter for Sewer Service for the Project was prepared by Webb Associates on behalf of ECSD in February 2015. A sewer analysis was conducted for the Project based on the anticipated occupancy of 450 persons. A wastewater generation factor of 20 gallons per day per person was applied to the occupancy rate to determine the wastewater generated for the Project. At an occupancy of 450 persons and a wastewater generation factor of 20 gallons per day per person, the Project would result in a wastewater flow generation of 9,000 gallons per day. Based upon the anticipated wastewater generated from the Project, it was concluded that off-site improvements to ECSD's facilities are not required at this time to accommodate the anticipated occupancy and use. Since there are existing sewer lines and providers in the area, the Project would not result in an over-commitment of the sewer service. The Project applicant will be required to obtain an interagency agreement between WMWD and ECSD so that ECSD can provide sewer service to the Project site (**MM-UTL-2**), As such, impacts would be less than significant with mitigation (Final EIR pp. 4.12-15 – 4.12-16).

***MM-UTL-2***

> *Prior to Project approval, the Project applicant shall obtain an interagency agreement between Western Municipal Water District and Edgemont Community Services District (ECSD) so that ECSD can provide sewer services to the Project site.*

March JPA finds that mitigation measures MM-ULT-1 is feasible, is adopted, and will reduce the potentially significant impacts of the proposed Project to Watery Supply to less than significant levels. Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Water Supply, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Final EIR, pp. 4.12-15 – 4.12-16; 4.12-19.)

### 3. Landfill

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

Finding: Less than significant impact with mitigation incorporated to ensure adequate space for recycling. (Draft EIR, pp. 4.12-16 – 4.2-17.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: In the future, Waste Management or another waste hauling company is expected to collect solid waste generated on the site and take it to the Robert A. Nelson Transfer Station, which is owned by the County of Riverside and operated under a 20-year franchise by Burrtec. From the transfer station, the solid waste is expected to be transferred to the Badlands Landfill or another County landfill in the area, such as El Sobrante Landfill or the Lamb Canyon Landfill. Table 4.12-1 of the Draft EIR provides information on the existing landfills and demonstrates that the three landfills that would serve the Project site have a total combined remaining capacity of 63.1 million tons.

Construction of the Project would generate construction waste (e.g., concrete rubble, asphalt rubble, wood, drywall) that would result in an increased demand for solid waste collection and disposal capacity. As stated in Section 4.12.1, the RCWMD would require the completion and submittal of a waste recycling plan to the RCWMD for approval prior to issuance of building permits for the site, which would be required as a Condition of Approval and is therefore included as **MM-UTL-3**. The waste recycling plan would identify and estimate the materials to be recycled during construction and demolition activities and would specify where and how the recyclable materials would be stored on the site. A waste recycling report that demonstrates that the Project recycles a minimum of 50% of its construction and demolition waste must then be submitted to and approved by the RCWMD prior to issuance of occupancy permits.

Waste generated from the Project was calculated using California Emissions Estimator Model (CalEEMod), Version 2013.2.2. The Project's anticipated solid waste generation is 666.54 tons per year (approximately 1.83 tons per day).

All non-hazardous solid waste generated from the Project site (such as plastic and glass bottles and jars, paper, newspaper, metal containers, and cardboard) would be recycled per local and state regulations mentioned above, with a goal of 75%, in compliance with the Integrated Waste Management Act. Remaining non-hazardous solid waste would be disposed of at one of the Riverside County landfills (hazardous waste is managed and disposed of in compliance with all applicable federal, state, and local laws). The RCWMD would review building plans and ensure that proper space is set aside to allow for the collection and storage of recyclable materials prior to issuance of building permits, which has been included as **MM-UTL-4** to ensure that there is adequate space for recycling on the Project site.

If a conservative recycling rate of 50% is assumed, then the Project would send approximately 1.83 tons per day to an area landfill upon implementation. This amount represents less than 1% of the total maximum permitted capacity (25,054 tons/day) of the three local landfills identified in Table 4.12-1. Therefore, the amount of solid waste generated and disposed of in nearby landfills during operation of the Project is expected to be within the permitted capacity of the landfills.

With recycling required by RCWMD implemented during construction and operation of the Project, potential impacts associated with solid waste capacity would be considered **less than significant**. However, incorporation of **MM-UTL-3** and **MM-UTL-4** would ensure adequate space is allotted for recycling on site (Draft EIR, pp. 4.12-16 – 4.12-17.)

***MM-UTL-3***

*Although not required to reduce significant impacts, 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. The RCWMD-approved plan will be attached to all construction plans and distributed to all construction contractors. Once construction is complete, the applicant will be responsible for preparing a Waste Recycling Report that demonstrates that the Project recycled a minimum of 50% of its construction and demolition waste. The waste recycling report must be submitted to and approved by the RCWMD prior to issuance of occupancy permits.*

***MM-UTL-4***

*Although not required to reduce significant impacts, 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.*

March JPA finds that mitigation measures **MM-ULT-3**, and **MM-ULT-4** are feasible, adopted, and will reduce the potentially significant impacts of the Proposed Project to Landfills to less than significant levels. . Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Landfills, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp. 4.12-16 – 4.12-17; 4.12-19.)

**4. Solid Waste Regulations**

Threshold: Would the Project comply with federal, state, and local statutes and regulations related to solid waste?

Finding: Less than significant impact with mitigation incorporated to ensure preparation of waste recycling plans. (Draft EIR, p. 4.12-17 – 4.12-18.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: During both construction and operation of the Project, the Project would comply with all state and local statutes or regulations related to solid waste generation, storage, and disposal, including the California Integrated Waste Management Act as amended. There are no federal regulations or statutes related to solid waste that apply to the Project. As noted above, during construction, all wastes would be recycled to the maximum extent possible, and per **MM-UTL-3**, the Project shall prepare a recycling plan addressing how its construction waste would be recycled. All non-hazardous solid waste generated from the Project site, once operational (such as plastic and glass bottles and jars, paper, newspaper, metal containers, and cardboard), would be recycled, with a goal of 75%, in compliance with the Integrated Waste Management Act. Incorporation of **MM-UTL-4** requires that the RCWMD approve recycling plans on the building plans for the Project, ensuring that proper space for recycling efforts has been allowed on the site. The remaining non-hazardous solid waste would be disposed of at one of the County landfills (hazardous waste is managed and disposed of in compliance with all applicable federal, state, and local laws). Additionally, a Recyclables Collection and Loading Area plot plan would be prepared by the Project applicant and provided to the March JPA for review and approval prior to building permit issuance. Since the Project would comply with state and local statutes and regulations related to solid waste during construction and operation of the Project, impacts would be considered **less than significant.** However, **MM-UTL-3** and **MM-UTL-4** have been included to ensure preparation of waste recycling plans (Draft EIR, pp. 4.12-17 – 4.12-18).

March JPA finds that mitigation measures **MM-ULT-3** and **MM-ULT-4** (previously described in the Landfill section) are feasible, and are adopted, and will reduce the potentially significant impacts of the Proposed Project to Solid Waste Regulations to less than significant levels. . Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Solid Waste Regulations, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, p. 4.12-17 – 4.12-19.)

## I. Energy Conservation

### 1. Consumption of Energy

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

Finding: Less than significant impact with mitigation incorporated to further reduce impacts related to petroleum. (Draft EIR, p. 4.13-10 – 4.13-12.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: Implementation of the Project would increase the demand for electricity and natural gas at the Project site and gasoline consumption in the region during construction and operation. According to estimates by the California Emissions Estimator Model (CalEEMod), Version 2013.2.2, the project would the Project would consume approximately 6,204,460

kilowatt-hours (kWh) per year, and approximately 6,813,200 thousand British thermal units (kBTU) per year. Further, it was estimated that the project would generate 1,191 average daily trips during weekdays, Saturdays, and Sundays. Although the Project would see an increase in vehicle trips, vehicles associated with the Project are expected to use less petroleum due to advances in fuel economy over time. Given these considerations, the Project would not contribute to inefficient or wasteful consumption of petroleum. As such, impacts related to wasteful, inefficient, or unnecessary consumption of energy would be less than significant. However, incorporation of Project design features (e.g., separate driveways and access for passenger cars and trucks in order to eliminate stacking and idling, bike racks), compliance with state and local regulations, and mitigation measures (MM-AQ-3 through MM-AQ-8, MM-TRANS-1 through MM-TRANS-4) would reduce Project's impacts related to petroleum. (Draft EIR, pp. p.4.13-10 – 4.13-12).

March JPA finds that mitigation measures **MM-AQ-3 through MM-AQ-8, MM-TRANS-1 through MM-TRANS-4** (as described in the Applicable Air Quality Plans and Applicable Plan, Ordinance, or Policy of the Circulation System sections) adopted, and will reduce the potentially significant impacts of the Proposed Project to Consumption of Energy to less than significant levels. . Accordingly, March JPA finds that, pursuant to Public Resources Code section 21081(a)(1) and State CEQA Guidelines section 15091(a)(1), changes or alterations have been required in, or incorporated into, the proposed Project that mitigate or avoid the potentially significant impacts of the proposed Project to Consumption of Energy, as identified in the EIR. Therefore, impacts are considered less than significant with mitigation required. (Draft EIR, pp. p.4.13-10 – 4.13-12).

**SECTION 5**. FINDINGS REGARDING ENVIRONMENTAL IMPACTS NOT FULLY MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT. The Commission hereby finds that, despite the incorporation of Mitigation Measures outlined in the EIR and in this Resolution, the following impacts from the Project and related approvals cannot be fully mitigated to a less than significant level and a Statement of Overriding Considerations is therefore, included herein:

### A. Air Quality

#### 1. Applicable Air Quality Plans

Threshold: Would the Project conflict with or obstruct implementation of the applicable air quality plan?

Finding: Significant and unavoidable. (Draft EIR, pp. 4.2-19 – 4.2-22.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).) However, impacts would still remain significant and unavoidable. Specific economic, legal, social, technological, or other considerations, including provision of employment

opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the EIR. (State CEQA Guidelines, section 15091(a)(3).)

Explanation: The Project site is located within the SCAB under the jurisdiction of the SCAQMD, which is the local agency responsible for administration and enforcement of air quality regulations for the area. Construction and operation of the development proposed as part of the Project may result in the emission of additional short- and long-term criteria air pollutants in conflict with the SCAQMD AQMPs.

The SCAQMD has established criteria for determining consistency with the AQMP in Chapter 12, Sections 12.2 and 12.3 of the SCAQMD *CEQA Air Quality Handbook* (SCAQMD 1993). The criteria are:

- Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards of the interim emissions reductions specified in the AQMP.
- Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP or increments based on the year of project build-out and phase.

*Consistency Criterion No. 1*

The Project would result in a significant and unavoidable impact associated with the violation of an air quality standard. Because the Project could result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, the Project would conflict with Consistency Criterion No. 1 of the SCAQMD *CEQA Air Quality Handbook.* Construction of the Project would result in a **potentially significant** impact to air quality related to NOx and VOC only. Mitigation measure **MM-AQ-1** (see Section 4.2.6, Mitigation Measures) shall be incorporated during Project construction to lessen impacts related to $NO_x$ and VOC emissions. Project emissions would exceed the SCAQMD operational thresholds for $NO_x$, which is attributed to the vehicular source emissions from trucks traveling to and from the Project site. Mitigation measure **MM-AQ-3, MM-AQ-4, MM-AQ-5, MM-AQ-6, MM-AQ-7,** and **MM-AQ-8** (see Section 4.2.6) would reduce these $NO_x$ ambient air quality impacts but not to a level of less than significant. Even with implementation of **MM-AQ-1, MM-AQ-3, MM-AQ-4, MM-AQ-5, MM-AQ-6, MM-AQ-7,** and **MM-AQ-8,** impacts are considered **significant and unavoidable**.

*Consistency Criterion No. 2*

While striving to achieve the NAAQS for $O_3$ and $PM_{2.5}$ through a variety of air quality control measures, the Final 2012 AQMP also accommodates planned growth in the SCAB. Projects are considered consistent with, and would not conflict with or obstruct implementation of, the AQMP if the growth in socioeconomic factors (e.g., population, employment) is consistent with the underlying regional plans used to develop the AQMP (per Consistency Criterion No. 2 of the SCAQMD *CEQA Air Quality Handbook).* The future emissions forecasts are primarily based on demographic and economic growth projections provided by SCAG. Thus, demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by SCAG for their 2012 RTP were used to estimate future emissions in the

Final 2012 AQMP (SCAQMD 2013).

To be consistent with the March JPA GP and Zoning, the Project applicant has filed for a GP Amendment and Change of Zone.

The Project would not result in direct population growth, because the Project does not involve the development of additional housing. However, the Project would require additional employees to operate the warehouse distribution facility. Because the tenant(s) is not yet known, the number of jobs that the Project would generate cannot be precisely determined; therefore, for purposes of analysis, employment estimates are calculated using average employment density factors reported by the SCAG in their publication "Employment Density Study." This publication reports that for every 1 acre of warehouse land use in Riverside County, the median number of jobs supported is 11.26 per acre (SCAG 2001). The Project site contains 39.4 acres; therefore, the estimated number of employees[1] for the operation of the business would be approximately 450. The increase in employment would be minimal in comparison to the anticipated increase of the SCAG Growth Forecast. Therefore, the Project would not stimulate population growth or a population concentration above what is assumed in local and regional land use plans, or in projections made by regional planning authorities.

The SCAG Draft 2016 RTP/SCS Growth Forecast estimates that unincorporated Riverside County employment would grow from 71,251 in 2012 to 97,504 in 2020. The updated employment forecast for 2020 is approximately 26,196 employees less than what was anticipated in the final 2012–2035 RTP/SCS Growth Forecast for unincorporated Riverside County (SCAG 2015). As such, the addition of approximately 450 employees associated with the Project would likely not exceed the growth projections for 2020 and later years as the growth in employment in unincorporated Riverside County is anticipated to occur at a lower rate than what was forecasted in 2012. As the Final 2012 AQMP applied the demographic growth forecasts for various socioeconomic categories forecasted in the 2012–2035 RTP/SCS, which assumed a greater growth in employment than what is anticipated SCAG Draft 2016 RTP/SCS Growth Forecast, it is anticipated that Project-generated employees would not exceed the growth forecasts assumed in the 2012 AQMP.

Overall, the Project would indirectly stimulate population growth through the addition of new employees/staff. However, the growth would be consistent with employment growth envisioned in local and regional land use plans and in projections made by regional planning authorities, since the planned growth of the Project and its land use intensity have been factored into the underlying growth projections of the SCAG 2012–2035 RTP/SCS. The SCAG 2012–2035 RTP/SCS was developed based on the growth factors assumed within the general plans of the participating jurisdictions. APN 297-100-045 of the Project site currently has no March JPA GP designation within the Riverside County GP, and is, therefore, proposed to be designated as Industrial (I) under the GP Amendment. Although APN 297-100-045 was not evaluated as an industrial land use in the Riverside County GP, and therefore was not evaluated as such in the SCAG 2012–2035 RTP/SCS, the GP Amendment would only be in effect for a small portion of the site (6.2 acres). Therefore, the employee growth associated with the re-designation of APN 297-100-045 would minimal in comparison to the anticipated increase of the SCAG Growth

[1] 11.42 jobs per acre x 39.4 acres = 450 jobs

Forecast. Since the Project would be consistent with the SCAG 2012–2035 RTP/SCS, the Project would also be consistent with the SCAQMD AQMP, because demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by SCAG for their 2012 RTP were used to estimate future emissions in the Final 2012 AQMP (SCAQMD 2013). The Project would therefore meet Consistency Criterion No. 2 of the SCAQMD *CEQA Air Quality Handbook* because the proposed Project would not exceed the assumptions in the AQMP or increments based on the year of project buildout and phase. However, although the Project is consistent with Consistency Criterion No. 2, the Project would conflict with Consistency Criterion No. 1. (Draft EIR, pp. 4.2-19 – 4.2-22.)

***MM-AQ-1***

*The grading contractor/general contractor shall submit a signed letter summarizing the methods achieving full compliance with the following mitigation measures, and March JPA shall ensure that the following measures be adhered to during Project grading, architectural coating, and construction to reduce emissions of volatile organic compounds (VOCs) and oxides of nitrogen ($NO_x$) from construction activities:*

a. *Heavy-duty diesel-powered construction equipment rated at greater than 50 horsepower shall be equipped with Tier 4 or better diesel engines to the greatest extent feasible. An exemption from this requirement may be granted by the March JPA if, to the greatest extent feasible, at least fifty (50) percent of the construction equipment is Tier 4, with the remaining construction equipment rated at Tier 3, provided with reasonable evidence, that Tier 4 rated construction equipment is not available.*

b. *The engine size of construction equipment shall be the minimum size.*

c. *The amount of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest amount of equipment is operating at any one time.*

d. *Construction equipment shall be maintained in tune per the manufacturer's specifications.*

e. *Catalytic converters shall be installed on gasoline-powered equipment over 50 horsepower.*

f. *Electric equipment shall be utilized in lieu of diesel-powered equipment, where feasible.*

g. *To address the impact relative to VOC emissions, Super-Compliant VOC-content architectural coatings (0 grams/liter to less than 10 grams/liter) shall be used during Project construction/application of paints and other architectural coatings to reduce ozone precursors. If paints and coatings with VOC content of 0 grams/liter to less than 10 grams/liter cannot be utilized, the developer shall avoid application of architectural coatings during the peak smog season: July, August, and September. The developer shall procure*

*architectural coatings from a supplier in compliance with the requirements of SCAQMD's Rule 1113 (Architectural Coatings).*

h. *The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur preferably in the mid-morning, afternoon, and after work is done for the day.*

***MM-AQ-3***

*The tenant will file an annual Traffic Demand Management Plan to encourage at least 30% of workers to carpool, or use buses or ride bikes to and from the Project site to reduce single-occupancy vehicle trips. March JPA shall request a copy of the ridership program for verification prior to issuance of occupancy permits. The tenant will notify all employees of the program prior to the start of employment and will implement a communication method to ensure personnel can identify potential carpooling program participants. Preferential parking spots will be provided to carpooling, hybrid, and electric vehicles. The tenant will post signs at the preferential parking spots, which will indicate that the parking spots are reserved for carpooling, hybrid, and electric vehicles only. Placards will be distributed to participants in the ridership program to be displayed on carpool vehicles.*

***MM-AQ-4***

*The tenant shall restrict idling emission from trucks by using auxiliary power units and electrification. Each cold storage dock door shall provide electrification for transport refrigeration units (TRUs).*

***MM-AQ-5***

All on-site indoor forklifts shall be powered by electricity.

***MM-AQ-6***

*All yard trucks will be powered by either natural gas, electric, propane or diesel-fueled engines. If diesel-fueled engines are used for yard trucks, they will comply with the California Air Resources Board/U.S. Environmental Protection Agency Tier 4 Final Engine standards for off-road vehicles or better.*

***MM-AQ-7***

*The tenant shall minimize idling time of all vehicles and equipment to the extent feasible; idling for periods of greater than five (5) minutes shall be prohibited. Signage shall be posted at truck parking spots, entrances, and truck bays advising that idling time shall not exceed five (5) minutes per idling location.*

***MM-AQ-8***

*As a condition of approval, no more than 15% of the warehouse space shall be dedicated for cold storage capabilities.* (Final EIR, pp. 4.2-40 – 4.4-43.)

Overall, since the Project would conflict with these Consistency Criteria and no feasible mitigation have been identified to reduce impacts to less than significant levels, impacts are considered significant and unavoidable. (Final EIR, pp. 4.2-19 – 4.2-22; 4.2-40 – 4.4-43.)

### 2. Air Quality Violations

Threshold: Would the Project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Finding: Significant and unavoidable. (Draft EIR, pp. 4.2-22 – 4.2-29.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).) However, impacts would still remain significant and unavoidable. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the EIR. (State CEQA Guidelines, section 15091(a)(3).)

Explanation: Construction and operation of the Project may result in emission of criteria air pollutants from mobile, area, and energy sources, which may cause exceedances of federal and state ambient air quality standards or contribute to existing nonattainment of ambient air quality standards. The following discussion identifies potential short- and long-term construction impacts that would result from implementation of the Project. Feasible mitigation measures to reduce potential significant impacts, as appropriate, are proposed.

*Construction Emissions*

Construction of the Project would result in the addition of pollutants to the local airshed caused by soil disturbance, fugitive dust emissions, and combustion pollutants from on-site construction equipment, as well as from off-site trucks hauling construction materials. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and for dust, the prevailing weather conditions. Therefore, such emission levels can only be estimated, with a corresponding uncertainty in precise ambient air quality impacts.

The construction equipment mix and estimated hours of equipment operation per day used for the air emissions modeling of the Project are shown in Table 4.2-6, Construction Scenario Assumptions, of the Draft EIR.

Table 4.2-7, Estimated Maximum Daily Construction Emissions, in the Draft EIR presents the estimated maximum unmitigated daily construction emissions generated during construction of the Project in each year. The values shown are the maximum summer or winter daily emissions (i.e., worst-case) results from CalEEMod. As shown in Table 4.2-7, daily construction emissions would not exceed the SCAQMD significance thresholds for CO, $SO_x$, $PM_{10}$, or $PM_{2.5}$ during construction in any of the construction years. Furthermore, construction-

generated emissions would be temporary and would not represent a long-term source of criteria air pollutant emissions. In addition, the Project would be required to comply with SCAQMD Rule 403 to control dust emissions generated during grading activities. Standard construction practices that would be employed to reduce fugitive dust emissions include watering the active sites approximately three times daily, depending on weather conditions. As shown in Table 4.2-7, maximum construction-generated $NO_x$ emissions of 139.10 pounds per day would exceed the SCAQMD's quantitative significance threshold of 100 pounds per day. In addition, maximum construction-generated VOC emissions of 119.95 pounds per day would exceed the SCAQMD's quantitative significance threshold of 75 pounds per day. As such, construction of the Project would result in a **potentially significant** impact to air quality related to NOx and VOC only. Mitigation measure **MM-AQ-1** (see Section 4.2.6, Mitigation Measures) shall be incorporated during Project construction to lessen impacts related to $NO_x$ and VOC emissions. However, with implementation of **MM-AQ-1**, construction impacts remain **significant and unavoidable**.

*Operational Emissions*

Following the completion of construction activities, the Project would generate VOC, $NO_x$, CO, $SO_x$, $PM_{10}$, and $PM_{2.5}$ emissions from mobile sources including vehicular traffic generated by delivery trucks and employee vehicles, and stationary sources including area sources (consumer products, architectural coatings for maintenance, landscaping equipment), on-site equipment operation, and energy sources (natural gas appliances, space and water heating). The Project would also impact air quality through the generation of vehicular traffic. The traffic impacts analysis report estimates the daily trips expected to be generated by this project (see Appendix K of the Draft EIR).

Table 4.2-8, Estimated Maximum Daily Operational Emissions (pounds/day unmitigated), in the Draft EIR shows the combined daily area, energy, and vehicular source emissions would not exceed the SCAQMD operational thresholds for VOC, CO, $SO_x$, $PM_{10}$, and $PM_{2.5}$. However, Project emissions would exceed the SCAQMD operational thresholds for $NO_x$, which is attributed to the vehicular source emissions from trucks traveling to and from the Project site. Mitigation measures **MM-AQ-3, MM-AQ-4, MM-AQ-5, MM-AQ-6, MM-AQ-7,** and **MM-AQ-8** (see Section 4.2.6) would reduce these $NO_x$ ambient air quality impacts but not to a level deemed less than significant. Therefore, impacts would be considered **significant and unavoidable** for Project operational emissions. (Draft EIR, pp. 4.2-22 – 4.2-29.)

Mitigation measures **MM-AQ-3, MM-AQ-4, MM-AQ-5,** and **MM-AQ-6, MM-AQ-7,** and **MM-AQ-8** previously described in the Applicable Air Quality Plans section, would be implemented to minimize significant adverse impacts (Draft EIR, p. 4.2-29.)

However, even with these mitigation measures, impacts to operational emissions would remain significant and unavoidable. (Draft EIR, pp. 4.2-22 – 4.2-29.)

### 3. Ambient Air Quality Standards

Threshold: Would the Project result in a cumulatively considerable new increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative threshold emissions which exceed quantitative thresholds for ozone precursors)?

Finding: Significant and unavoidable. (Final EIR, pp. 4.2-29– 4.2-31.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).) However, impacts would still remain significant and unavoidable. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the EIR. (State CEQA Guidelines, section 15091(a)(3).)

Explanation: In considering cumulative impacts from a project, the analysis must specifically evaluate a project's contribution to the cumulative increase in pollutants for which the SCAB is designated as nonattainment for the CAAQS and NAAQS. If a project's emissions would exceed the SCAQMD significance thresholds, it would be considered to have a cumulatively considerable contribution to nonattainment status in the SCAB. If a project does not exceed thresholds and is determined to have less-than-significant project-specific impacts, it may still contribute to a significant cumulative impact on air quality. A project would be considered to have a significant cumulative impact, however, if the project's contribution accounts for a significant proportion of the cumulative total emissions (i.e., it represents a "cumulatively considerable contribution" to the cumulative air quality impact).

The SCAB has been designated as federal nonattainment area for $O_3$ and $PM_{2.5}$ and a state nonattainment area for $O_3$, $PM_{10}$, and $PM_{2.5}$. $PM_{10}$ and $PM_{2.5}$ emissions associated with construction generally result in near-field impacts. The nonattainment status is the result of cumulative emissions from all sources of these air pollutants and their precursors within the SCAB. As discussed above, the $NO_x$ and VOC emissions during Project construction would be above the significance threshold. Construction activities required for the implementation of the Project would be considered typical of a warehouse facility.

Cumulative localized impacts would potentially occur if a construction project were to occur concurrently with another off-site project. Construction schedules for potential future projects near the Project site are currently unknown; therefore, potential construction impacts associated with two or more simultaneous projects would be considered speculative. However, future projects would be subject to CEQA and would require air quality analysis and, where necessary, mitigation if the project would exceed SCAQMD thresholds. The CEQA Guidelines state that if a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact (14 CCR 15145). This analysis is nonetheless provided in an effort to show good faith analysis and comply with CEQA's information disclosure requirements.

The construction of the Project would generate VOC and $NO_x$ emissions (which are precursors to $O_3$) that would exceed SCAQMD's emission-based significance threshold. Mitigation measure **MM-AQ-1** see Air Quality Violation section, above, would reduce VOC and $NO_x$ ambient air quality impacts during Project construction, but not to a level of less than significant. As described above, if a Project's emissions exceed the SCAQMD significance thresholds, it is considered to have a cumulatively considerable contribution to nonattainment status in the SCAB. Therefore, construction of the Project would contribute to the SCAB's $O_3$ nonattainment designation, and impacts would be **significant and unavoidable**.

Air pollutant emissions associated with construction activity of future projects would be reduced through implementation of control measures required by the SCAQMD. Cumulative $PM_{10}$ and $PM_{2.5}$ emissions would be reduced because all future projects would be subject to SCAQMD Rule 403 (Fugitive Dust), which sets forth general and specific requirements for all construction sites in the SCAQMD. The Project would involve the implementation of Rule 403 through dust management practices, and the maximum daily $PM_{10}$ and $PM_{2.5}$ concentrations would not exceed LST thresholds or the SCAQMD maximum daily $PM_{10}$ and $PM_{2.5}$ construction thresholds during Project construction activities. Additionally, mitigation measure **MM-AQ-2** would reduce $PM_{10}$, and $PM_{2.5}$ ambient air quality impacts. As described above, if a Project's emissions do not exceed the SCAQMD significance thresholds, then the Project would not have a cumulatively considerable contribution to nonattainment status in the SCAB. Therefore, construction of the Project would not contribute to the SCAB's $PM_{10}$, and $PM_{2.5}$ nonattainment designation, and impacts would be **less than significant**.

Operational emissions generated by the Project would not result in a significant impact regarding VOC, CO, $SO_x$, $PM_{10}$, and $PM_{2.5}$; however, Project emissions would exceed the SCAQMD operational threshold for $NO_x$ (precursor to $O_3$). In addition to Mitigation measures **MM-AQ-3, MM-AQ-4, MM-AQ-5, MM-AQ-6, MM-AQ-7,** and **MM-AQ-8, previously outlined above, and MM-AQ-2** would contribute to minimizing significant adverse impacts:

***MM-AQ-2***

> *The grading contractor/general contractor shall submit a signed letter summarizing the methods achieving full compliance with the following mitigation measures and the JPA shall ensure that the following mitigation measures shall be incorporated to reduce impacts resulting from the exceedance of the South Coast Air Management District (SCAQMD) localized significance thresholds.*
>
> *Consistent with SCAQMD Rule 403, it is required that fugitive dust generated by grading and construction activities be kept to a minimum with a goal of retaining dust on the site, by following the dust control measures listed below:*
>
> a. *During clearing, grading, earthmoving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems shall be used to prevent dust from leaving the site and to create a crust after each day's activities cease.*
> b. *During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas later in the morning, after work is completed for the day, and whenever winds exceed 15 miles per hour.*
> c. *Soil stockpiled for more than 2 days shall be covered, kept moist, or treated with soil binders to prevent dust generation.*
> d. *Speeds on unpaved roads shall be reduced to less than 15 miles per hour.*
> e. *All grading and excavation operations shall be halted when wind speeds exceed 25 miles per hour.*

*f. Dirt and debris spilled onto paved surfaces at the project site and on the adjacent roadways shall be swept, vacuumed, and/or washed at the end of each workday.*

*g. If import/export of soil materials would be required, all trucks hauling dirt, sand, soil, or other loose material to and from the construction site shall be covered or a minimum 2 feet of freeboard shall be maintained.*

*h. At a minimum, at each vehicle egress from the project site to a paved public road, a pad consisting of washed gravel (minimum size: 1 inch) shall be installed and maintained in clean condition to a depth of at least 6 inches and extending at least 30 feet wide and at least 50 feet long (or as otherwise directed by SCAQMD).*

*i. Any additional requirements of SCAQMD Rule 403 shall be reviewed and complied with.*

*j. The construction contractor shall post readily visible signage in publicly accessible areas along the property lines of the Project site with a contact name and telephone number in the event that Project construction would generate nuisance levels of air pollutants in the surrounding community. Action shall be taken within two (2) hours after notification to determine the cause of the objectionable emissions and take corrective action.* (Final EIR, pp. 4.2-41 – 4.2-42).

In summary, the construction and operation of the Project could result in a cumulatively considerable increase in emissions of $No_x$, and VOC, which are precursors to $O_3$. Thus, this impact would be significant and unavoidable. (Draft EIR, pp. 4.2-29 – 4.2-31; 4.2-43 – 4.2-44.)

**B. Greenhouse Gas Emissions**

**1. Generation of GHGs**

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

Finding: Significant and unavoidable. (Draft EIR, pp. 4.6-23 – 4.6-28.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).) However, impacts would still remain significant and unavoidable. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the EIR. (State CEQA Guidelines, section 15091(a)(3).)

Explanation: Construction of the Project would result in GHG emissions that are primarily associated with use of off-road construction equipment and on-road construction and worker vehicles. CalEEMod was used to calculate the annual GHG emissions. The SCAQMD *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold* recommends that "construction emissions be amortized over a 30-year project lifetime, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG

reduction strategies" (SCAQMD 2008a). Thus, the total construction GHG emissions were calculated, amortized over 30 years, and added to the total operational emissions for comparison with the GHG significance threshold of 10,000 MT $CO_2E$. The determination of significance, therefore, is addressed in the operational emissions discussion following the estimated construction emissions. Table 4.6-2, Construction GHG Emissions, of the Draft EIR presents Project-generated construction emissions from years 2016 to 2019. As shown in Table 4.6-2, the estimated total GHG emissions during Project construction would be approximately 3,600 MT $CO_2E$.

Operation of the Project would result in GHG emissions through energy use (natural gas and generation of electricity consumed by the Project); motor vehicle trips to the Project; operation of on-site equipment; generation of electricity associated with water supply, treatment, and distribution and wastewater treatment; and solid waste disposal. Annual GHG emissions from these sources were estimated using CalEEMod. The Project would primarily generate GHG emissions through vehicular traffic generated by employees and delivery trucks.

Table 4.6-3, Operational GHG Emissions, of the Draft EIR, presents estimated Project-generated GHG emissions from area sources, energy sources, motor vehicles, solid waste generation, water consumption, and wastewater treatment, as well as emissions associated with TRU units and on-site equipment operation. As shown in Table 4.6-3, estimated annual Project-generated GHG emissions would be approximately 16,494 MT $CO_2E$ per year as a result of Project operations, which is more than the SCAQMD draft threshold of 10,000 MT $CO_2E$ per year. Trucks traveling to and from the Project site would be a primary source of Project-generated GHG emissions.

The Project has been designed to include separate driveways and access for passenger cars and trucks in order to eliminate stacking and idling which create GHG emissions. Bike racks would be installed so that employees can utilize biking as a mode of transportation to further reduce GHG emissions. While these Project elements would help reduce potential GHG emissions from operation of the Project, residual impacts would remain significant. Mitigation measures **MM-AQ-3**, **MM-AQ-7, MM-AQ-8,** and **MM-UTL-1**, outlined in their respective sections, would reduce GHG emissions, but not to a level that reduces GHG impacts to less than significant. Annual Project-generated GHG emissions cannot be reduced to the 10,000 MT $CO_2E$ per year threshold through mitigation or design features. Therefore, operational GHG impacts for the Project would be significant and unavoidable (Draft EIR, 4.6-23 – 4.6-28).

**SECTION 6.** FINDINGS REGARDING CUMULATIVE ENVIRONMENTAL IMPACTS. Consistent with CEQA's requirements, the EIR for the Project includes an analysis of cumulative impacts, which include the impacts of the Project plus all other pending or approved projects within the affected area for each resource. The Commission hereby finds as follows:

### A. Aesthetics

Finding: Less than significant impact. (Draft EIR, pp. 6-11 – 6.12.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the

significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: Generally, there are no Cumulative Projects (i.e., related projects) as listed on Table 6-1 adjacent to the Project site that would contribute a cumulatively significant aesthetic impact. Development within the March JPA Planning Areas are subject to the restrictions outlined in the March ARB/Inland Port ALUCP (Mead & Hunt 2014), the 452d Air Mobility Wing Air Installation Compatible Use Zone Study (March Air Reserve Base 2005), and March ARB/Inland Port Airport JLUS due to the proximity to the March ARB. Essentially, the Project combined with the related projects would not result in a wall of development that would block the available views of surrounding resources such as Box Springs Mountains and San Jacinto Mountains. Most Projects described in Table 6-1, Cumulative Projects, are within developed areas and are not in a location that would create a significant cumulative impact to surrounding visual resources. Cumulative projects would be interspersed throughout an established urban setting and would not combine to impact the visual character of the area. Since the existing surrounding area is currently developed with mainly industrial uses and commercial uses along the I-215, the Project would add to the existing developed visual character of the area with the construction of an industrial warehouse building. Further, all cumulative projects would be subject to various discretionary approval processes which would address massing, compatibility, and aesthetic issues. Overall, development of the Project and cumulative projects would not result in a cumulatively considerable impact on scenic vistas, visual character, or visual quality. (Draft EIR, pp. 6-11 – 6.12.)

### B. Air Quality

Finding: Significant and unavoidable. (Draft EIR, pp. 6-12 – 6-14.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).) However, impacts would still remain significant and unavoidable. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the EIR. (State CEQA Guidelines, section 15091(a)(3).)

Explanation: The geographic extent for the analysis of cumulative impacts related to air quality includes the SCAB (cumulative projects in Table 6-1 in the Draft EIR apply). project's contribution to the cumulative increase in pollutants for which the SCAB is designated as nonattainment for selected air pollutants under the California Ambient Air Quality Standards and National Ambient Air Quality Standards. If the Project does not exceed thresholds and is determined to have less-than-significant Project-specific impacts, it may still contribute to a significant cumulative impact on air quality if the emissions from the Project, in combination with the emissions from other proposed or reasonably foreseeable future projects, are in excess of established thresholds. However, the Project would only be considered to have a significant cumulative impact if the Project's contribution accounts for a significant proportion of the cumulative total emissions (i.e., it represents a "cumulatively considerable contribution" to the cumulative air quality impact).

The SCAB has been designated as federal nonattainment area for ozone ($O_3$) and particulate matter with an aerodynamic diameter equal to or less than 2.5 microns ($PM_{2.5}$) and a state nonattainment area for $O_3$, particulate matter with an aerodynamic diameter equal to or less than 10 microns ($PM_{10}$), and $PM_{2.5}$. $PM_{10}$ and $PM_{2.5}$ emissions associated with construction generally result in near-field impacts. The nonattainment status is the result of cumulative emissions from all sources of these air pollutants and their precursors within the SCAB. As discussed in Section 4.2, Air Quality, of the Draft EIR, the oxides of nitrogen ($NO_x$) and volatile organic compounds (VOC) emissions during Project construction would be above the significance threshold. Construction activities required for the implementation of the Project would be considered typical of a warehouse facility.

Cumulative localized impacts would potentially occur if a construction project were to occur concurrently with another off-site project. Construction schedules for potential future projects near the Project site are currently unknown; therefore, potential construction impacts associated with two simultaneous projects would be considered speculative. The CEQA Guidelines state that if a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact (14 CCR 15145). This analysis is nonetheless provided in an effort to show good faith analysis and comply with CEQA's information disclosure requirements.

Construction of the Project would generate VOC and $NO_x$ emissions (which are precursors to $O_3$) that would exceed the South Coast Air Quality Management District's (SCAQMD's) emission-based significance threshold. Mitigation measure **MM-AQ-1** (see Section 4.2.6 of the Draft EIR) would reduce VOC and $NO_x$ ambient air quality impacts during Project construction but is not expected to reduce the impacts to less than significant. If a project's emissions would exceed the SCAQMD significance thresholds, it would be considered to have a cumulatively considerable contribution to nonattainment status in the SCAB. Therefore, since the Project will exceed VOC and $NO_x$ emissions, it is expected that construction of the Project would considerably contribute to the SCAB's $O_3$ nonattainment designation, and impacts would be **cumulatively considerable**.

Air pollutant emissions associated with construction activity of future projects would be reduced through implementation of control measures required by the SCAQMD. Cumulative $PM_{10}$ and $PM_{2.5}$ emissions would be reduced because all future projects would be subject to SCAQMD Rule 403 (Fugitive Dust), which sets forth general and specific requirements for all construction sites in the SCAQMD. Although the Project would involve the implementation of Rule 403 through dust management practices, the maximum daily $PM_{10}$ and $PM_{2.5}$ concentrations would exceed localized significance thresholds during Project construction activities. Mitigation measure **MM-AQ-2** (see Section 4.2.6 of the Draft EIR) would reduce $PM_{10}$ and $PM_{2.5}$ ambient air quality impacts, but is not expected to reduce the impacts to less than significant. The improvement resulting from the additional fugitive dust mitigation measures in **MM-AQ-2** is uncertain because it is unknown how much better the dust control would be compared to compliance with Rule 403 and typical construction practices. If a project's emissions would exceed the SCAQMD significance thresholds, it would be considered to have a cumulatively considerable contribution to nonattainment status in the SCAB. Therefore, since the Project will exceed emissions for $PM_{10}$ and $PM_{2.5}$, construction of the Project would considerably contribute to the SCAB's $PM_{10}$ and $PM_{2.5}$ nonattainment designation, and impacts would be **cumulatively considerable**.

Operational emissions generated by the Project would not result in a significant impact

regarding VOC, carbon monoxide (CO), sulfur oxides ($SO_x$), $PM_{10}$, and $PM_{2.5}$; however, Project emissions would exceed the SCAQMD operational threshold for $NO_x$ (precursor to $O_3$). Mitigation measures **MM-AQ-3** through **MM-AQ-8,** (see Section 4.2.6 of the Draft EIR) would reduce these operational $NO_x$ ambient air quality impacts but is not expected to reduce the impacts to less than significant. If a project's emissions would exceed the SCAQMD significance thresholds, it would be considered to have a cumulatively considerable contribution to nonattainment status in the SCAB. Therefore, because the Project will exceed emissions for NOx, operation of the Project would considerably contribute to the SCAB's $O_3$ nonattainment designation, and impacts would be **cumulatively considerable**.

With regard to cumulative impacts associated with nonattainment pollutants, in general, if a Project is consistent with the community and general plans, it has been accounted for in the attainment demonstration contained within the State Implementation Plan and would therefore not cause a cumulatively significant impact on the ambient air quality. The Project would be consistent with the population and growth projections of the Southern California Association of Governments (SCAG). The Project would indirectly stimulate population growth through the addition of new employees/staff. The growth would be consistent with employment growth envisioned in local and regional land use plans and in projections made by the March JPA. The planned growth of the Project and its land use intensity have been factored into the underlying growth projections of the SCAG *2012–2035 Regional Transportation Plan/Sustainable Communities Strategy*. In addition, the Project would not involve the development of additional housing.

Accordingly, since the Project would result in increases in levels of employment that are minimal in comparison to the SCAG's employment projection in 2035, the Project would be consistent with SCAG's growth projections anticipated in SCAQMD's 2012 Air Quality Management Plan. However, because construction and operation of the Project could result in a cumulatively considerable increase in emissions of $PM_{10}$, and $PM_{2.5}$, and NOx and VOC, which are precursors to $O_3$, the Project would conflict with implementation of the applicable air quality plan. Thus, implementation of the Project would result in a **significant cumulative impact to air quality** (Draft EIR, pp. 6-12 – 6-14.)

### C. Biological Resources

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 6-14 – 6-16.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: The geographic extent for this cumulative impact analysis includes the jurisdiction of the March JPA Planning Area. This accounts for development projects within the nearby vicinity that may provide habitat for the same species as the Project site.

As discussed in Section 4.3, Biological Resources, of the Draft EIR, several special-status animal species were determined to have the potential to occur on the Project site; these species include: San Diego jackrabbit (*Lepus californicus bennettii*), Stephen's kangaroo rat (*Dipodomys stephensi*), burrowing owl (*Athene cunicularia*), northern harrier (*Circus cyaneus*), white-tailed kite (*Elanus leucurus*), golden eagle (*Aquila chrysaetos*), loggerhead shrike (*Lanius ludovicianus*), Oregon vesper sparrow (*Pooecetes gramineus affinis*), Vaux's swift (*Chaetura vauxi*), yellow

warbler (*Setophaga petechial*), and western mastiff bat (*Eumops perotis californicus*). Of these listed species, only burrowing owl and songbirds were determined to have potential impacts with implementation of the Project. Based on surveys conducted by Glen Lukos Associates on the Project site, no sign of burrowing owls were found during the time of the surveys; however, since burrowing owls could potentially be present on the site from the time of approval of this CEQA document and time of grading, the Project would implement **MM-BIO-1** (refer to Section 4.3.5 of the Draft EIR) which would require preconstruction surveys for burrowing owls within 14 days of grading. With **MM-BIO-1** implemented, impacts to special-status species would be **less than significant** and would not create a significant cumulative impact.

The Project site has potential to provide foraging and roosting (resting) habitat to several species of special-status songbirds: Vaux's swift, Oregon vesper sparrow, loggerhead shrike, and yellow warbler. All of these species have the potential to occur occasionally on the Project site during fall and spring migration, with loggerhead shrike and Oregon vesper sparrow also having potential to occur during winter months. **MM-BIO-2** has been incorporated which would ensure that the Project avoids impacts to native nesting birds; as such, impacts are considered **less than significant with mitigation incorporated**.

One ephemeral drainage feature (Drainage A) and associated tributaries (Tributary A1 and A2), present at the site, are considered jurisdictional. The majority of the drainage system is predominantly unvegetated throughout its length; however, small areas of disturbed mulefat and scattered willow trees occur in portions of the channel. The hydrological functions and values of the existing feature are limited to water transport and flood attenuation during and shortly after rainfall. Potential impacts to existing drainage can be mitigated to **less than significant** levels through **MM-BIO-3** (refer to Section 4.3.5 of the Draft EIR).

The March JPA is not a permittee to the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) and does not have to comply with the Reserve Assembly goals of the MSHCP or any other MSHCP requirements. The Project site is not located in an area subject to Cell Criterias under the MSHCP, and therefore the Project's development would not interfere or conflict with the ability of the MSHCP goals and objectives to be implemented. Additionally, the related Projects are mostly Projects undertaken by jurisdictions that are Permittees to the MSHCP. Compliance with the MSHCP and its existence is intended to mitigate for cumulative biological impacts in western Riverside County, in all relevant local jurisdictions, aside from March JPA.

The Project site is located outside the Stephen's kangaroo rat Management Areas of the Stephen's Kangaroo Rat Habitat Conservation Plan (HCP). Focused surveys indicated that no Stephen's kangaroo rat was found on site; therefore, no "take" authorization is required for Stephen's kangaroo rat in connection with development of the Project. Additionally, the March JPA is not a Permittee to the HCP and therefore not subject to any fees.

Cumulative projects that would occur on previously undeveloped land would be required to identify and mitigate any potentially significant impacts to biological resources. Cumulative projects within the MSHCP Plan Area would be subject to consistency with the MSHCP as well as subject to consistency for any relevant HCPs. Projects that would occur on previously developed land or in a highly urbanized area would have less potential to significantly impact biological

resources. The combined construction of projects within the vicinity of the proposed Project could deprive some species of a significant amount of habitable space. However, it is anticipated that related projects that would potentially affect species would also be subject to the same requirements of CEQA as the proposed Project. These determinations would be made on a case-by-case basis, and the effects of cumulative development on nesting birds would be mitigated to the extent feasible in accordance with CEQA and other applicable legal requirements. Therefore, for the reasons described above, **cumulative adverse effects on biological resources would be less than significant.** (Draft EIR, pp. 6-14 – 6-16.)

### D. Cultural Resources

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 6-16 – 6-17.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: The geographic extent for this cumulative impact analysis includes the March JPA Planning Area. The Project site was surveyed for cultural resources relative to archaeological resources, and the March JPA GP concluded that no sites or artifacts are eligible for inclusion within the National Register of Historical Places. As discussed in Section 4.4, Cultural Resources, of the Draft EIR, an intensive pedestrian field survey was conducted by Dudek archaeologists on January 28, 2015, and no archaeological or built environment resources were observed within the Project study area. In the unlikely event that unanticipated archaeological resources are encountered during ground-disturbing activities, mitigation measure **MM-CUL-1** (refer to Section 4.4.6 of the Draft EIR) shall be implemented. Due to the soils on site, mitigation measure **MM-CUL-2** (refer to Section 4.4.6 of the Draft EIR) has been incorporated to ensure that proper procedures are implemented in the event unanticipated paleontological resources are encountered. In the unlikely event that human remains are discovered, **MM-CUL-3** (refer to Section 4.4.6 of the Draft EIR) would be implemented to ensure that the Project proponent complies with state and local laws should human remains be discovered. As such, impacts related to archaeological resources, paleontological resources, and human remains would be **less than significant with mitigation incorporated.**

Cumulative impacts on cultural resources evaluate whether impacts of the Project and related projects, when taken as a whole, substantially diminish the number of historic or archeological resources within the same or similar context or property type. However, impacts to cultural resources, if any exist, tend to be site-specific. There are no known historic resources on the site and as such, the site is not part of an existing or known grouping or district of historic resources that would be impacted as part of the cumulative impacts of other projects in the March JPA Planning Area. It is anticipated that cultural resources that are potentially affected by related projects would also be subject to the same requirements of CEQA as the Project and mitigate for their impacts, if applicable. These determinations would be made on a case-by-case basis, and the effects of cumulative development on historic resources would be mitigated to the extent feasible in accordance with CEQA and other applicable legal requirements. Therefore, the Project would not contribute to any potential cumulative impacts, and cumulative impacts on cultural resources would be less than. (Draft EIR, pp. 6-18 – 6-17.)

### E. Geology and Soils

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, p. 6-17.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: The geographic extent for this cumulative impact analysis includes the March JPA Planning Area. The Project would be designed to the applicable California Building Code or Uniform Building Code standards, whichever is more restrictive, to anticipate impacts associated with seismic ground shaking. Mitigation measures (**MM-GEO-1** through **MM-GEO-13,** see Section 4.5.6 of the Draft EIR) have been incorporated to ensure that Project impacts related to seismic ground shaking would be reduced to less than significant levels.

Based on NorCal's Engineering's evaluation (Appendix E of the Draft EIR), the potential for liquefaction on the Project site is low due to very dense soil conditions below current groundwater at 15 feet below grade. **MM-GEO-3** has been incorporated to ensure that the removal and recompaction of soils are geotechnically suitable for the development of the Project in order to address potential liquefaction issues and provide assurance against ground failure. Additionally, **MM-GEO-1** through **MM-GEO-13** have been incorporated to ensure that Project impacts related to seismic-related ground failure are reduced to less-than-significant levels.

Most geology and soil hazards associated with development on surrounding projects would be site-specific and can be mitigated on a project-by-project basis. Seismic activity is expected in Southern California. Individual project mitigation for these seismic-related hazards and potential liquefaction would ensure that there are no residual cumulative impacts. Proper engineering design, utilization of standard construction practices, compliance with the appropriate building code, and implementation of the recommendations found in the prepared Soils Investigation Report (Appendix E of the Draft EIR) would ensure that the potential for cumulatively considerable geological impacts resulting from the Project would be less than significant. Since geologic hazards are site-specific and not necessarily cumulative in nature, the Project would not have a cumulatively considerable impact. (Draft EIR, p. 6-17.)

### F. Greenhouse Gas Emissions

Finding: Significant and unavoidable. (Draft EIR, pp. 6-17 – 6-18.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).) However, impacts would still remain significant and unavoidable. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the EIR. (State CEQA Guidelines, section 15091(a)(3).)

Explanation: The geographic extent for the analysis of cumulative impacts related to air quality includes the SCAB (cumulative Projects listed in Table 6-1 in the Draft EIR apply). Under CEQA, a Project would have a significant cumulative impact caused by the combined impact of past,

present, and probable future Projects if its incremental impact represents a "cumulatively considerable" contribution to such cumulative impacts (14 CCR 15064(h)). The Project would generate greenhouse gas (GHG) emissions that contribute to potential cumulative impacts of GHG emissions on climate change. Because levels of GHG emissions in the atmosphere are at levels considered substantial enough to create adverse impacts (i.e., climate change), the emissions of a particular Project, even if not considered to produce a significant impact, may nonetheless contribute to an adverse, unavoidable cumulative impact. As discussed in Section 4.6, Greenhouse Gas Emissions, of the Draft EIR, annual Project-generated GHG emissions cannot be reduced to the 10,000 metric tons of carbon dioxide equivalent (MT $CO_2E$) per year threshold through **MM-AQ-3, MM-AQ-7, MM-AQ-8,** and **MM-UTL-1** (refer to Section 4.6.6 of the Draft EIR) or Project design features. Therefore, operational GHG impacts for the Project would be significant and unavoidable. Since the Project-level GHG emissions would be significant and unavoidable, the Project in addition to any of the cumulative Projects listed in Table 6-1 would contribute to this widespread cumulative impact. Therefore, impacts would be cumulatively significant.

The implementation of the Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Projects included in Table 6-1 would be required to demonstrate compliance with any applicable plan, policy, or regulation adopted for purpose of reducing GHG emissions, such as a Climate Action Plan. However, March JPA has not yet adopted a Climate Action Plan, so each individual project is subject to compliance with applicable plans, policies, and regulations. As this Project would not conflict with applicable plans, policies, and regulations, no cumulative impacts, based upon conflicts with any applicant plan, policy, or regulation, are anticipated. (Draft EIR, pp. 6-17 — 6-18.)

### G. Hazards and Hazardous Materials

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 6-18 – 6.19) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: The geographic extent for impacts related to hazards and hazardous materials is the March JPA planning area. Risks associated with hazards and hazardous materials are generally site-specific and localized, and thus the geographic extent for cumulative analysis is limited to the Project site. Section 4.7 of the Draft EIR addresses potential hazards associated with airports within proximity of the Project site as well as foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The Project site is located approximately 0.8 mile from the March ARB and is also within the March ARB/Inland Port ALUCP, the 452d Air Mobility Wing Air Installation Compatible Use Zone Study area, and March RB/Inland Port Airport JLUS. As depicted in the March ARB/Inland Port Airport JLUS and March ARB/Inland Port ALUCP, the Project site is located within the B1 compatibility zone and Accident Protection Zone (APZ) APZ I and APZ II areas (Mead & Hunt 2010, 2014). As discussed in Section 4.7.5 of the Draft EIR, based on the Project design and implementation of **MM-HAZ-1** through **MM-HAZ-9** (refer to Section 4.7.5 of the Draft EIR), impacts related to hazards would be less than significant with mitigation incorporated.

Three underground pipelines, two natural gas lines, and one fuel line cross through the

Project site. Additionally, as noted in the Phase 1 Environmental Site Assessment (ESA), the site was historically developed with warehouses utilized by March ARB; storage of chemicals within these warehouse building could have resulted in contamination at the site. While the Phase 1 ESA prepared for the Project noted no records of known or reported leaks for these pipelines, due to the fact that they are underground, there is the potential that leaks have occurred and gone unreported. As part of the Project, the operators of each of the pipelines would be required to relocate these pipelines either on the Project site outside the footprint of the planned warehouse building or within the public right-of-way. Upon completing relocation, during the removal of the existing pipelines and site grading, there is the potential to encounter hazards within the soil associated with these pipelines and/or potential contaminants associated with past uses of the Project site. As such, in order to fully characterize soil conditions and, if necessary, groundwater conditions, at the site, mitigation measure **MM-HAZ-9**, requiring the preparation of a Phase 2 Site Investigation, shall be implemented. As such, impacts would be less than significant with the incorporation of mitigation from upset and/or accident conditions involving the release of hazardous materials into the environment.

Although each development site from the cumulative projects list (Table 6-1 in the Draft EIR) has potentially unique hazard considerations, it is expected that future development within the area will comply with federal, state, and local statutes and regulations applicable to hazardous materials. Additionally, cumulative projects within the March JPA Planning Area would also be subject to compliance with the March ARB/Inland Port ALUCP, the 452d Air Mobility Wing Air Installation Compatible Use Zone Study area, and March ARB/Inland Port Airport JLUS. Development of the Project site would not, therefore, create a cumulative impact resulting in the Project being located within 2 miles of an airport that would result in a safety hazard for people residing or working in the Project area or result in a foreseeable upset and accident conditions involving the release of hazardous materials into the environment. For these reasons, cumulative impacts to the public or environment resulting from the accidental release of hazardous materials would be less than significant. (Draft EIR, pp. 6-18 – 6.19.)

### H. Hydrology and Water Quality

Finding: Less than significant impact. (Draft EIR, pp. 6-19 – 6-22.)

Explanation: The Project includes features that would reduce potential impacts to water quality as described in Section 4.8, Hydrology and Water Quality, of the Draft EIR. Because the Project is greater than one (1) acre in size, the Applicant and/or its qualified contractor would be required to submit a Notice of Intent to the State Water Resources Control Board in order to obtain approval to carry out construction activities under the Construction General Permit. The permit would require the preparation and implementation of a stormwater pollution prevention plan (SWPPP), which would describe the best management practices (BMPs) that would be implemented to prevent degradation of surface and groundwater during the construction activities. With implementation of the BMPs described in the Project-specific SWPPP required per the Project's Construction General Permit, the Project would not be a source of substantial water quality contaminants during or after construction. The Project, in conjunction with other future Projects, may potentially affect water quality on a cumulative scale; however, future Projects are also required to comply with applicable federal, state, and relevant jurisdictional regulations for

stormwater and construction discharges, including the application of SWPPPs and BMPs, which would reduce cumulative impacts to water quality to a less-than-significant level.

Cumulative projects include the construction of residential, commercial, industrial, educational, parks, transportation-related facilities, hotel, and medical-related land uses that are mostly within an urban environment, which does not provide significant recharge resources. The cumulative projects along with the proposed Project may result in an increase in permeable surfaces. However, all projects are required to encourage percolation of stormwater flows through the Water Quality Management Plan (WQMP) process. All projects have to comply with WQMP requirements, which require infiltration/percolation, and since the Project site and most other cumulative projects are located in the urban area of Riverside County, no significant impact to groundwater recharge or supplies would occur. Therefore, cumulative impacts associated with groundwater recharge and supplies would be less than significant.

The Project includes the construction of two detention basins and two bio-retention trenches that would slowly release the water collected from off site and on site prior to draining into the existing stormwater drainage system. These features have been sized to the "design capture volume" as determined in the WQMP using Riverside County templates and standards. BMPs to be implemented during operation and maintenance also include minimizing the use of fertilizers and pesticides, and incorporating landscape maintenance, building and grounds maintenance, and good housekeeping practices (as described in Section 4.8.3 of the Draft EIR). The responsibility to provide for the long-term implementation, operation, and maintenance of BMPs associated with the Project belongs to the Project proponent. As discussed in Section 4.8.5 of the Draft EIR, all recommendations in the WQMP would be implemented during post construction/operation of the Project. Based on the above discussion, impacts would be less than significant.

The Project requires a service connection to the Western Municipal Water District (WMWD) to meet its water demands and does not propose an on-site groundwater supply well. According to the Water Supply Assessment (Appendix J) prepared for the Project, the WMWD's main source of supply is from surface water imports. Although the Project is not located near any existing recycled water distribution infrastructure, should such facilities be constructed in the future, the developer would be required to use non-potable recycled water for irrigation to the extent permitted by law. Because the water demands of the Project would be minimal, reasonable, and would not be derived from local groundwater, it would not result in substantial depletion of groundwater supplies or the local lowering of the water table level.

Likewise, the Project would not substantially interfere with groundwater recharge. According to a Soils Investigation Report prepared by NorCal Engineering (Appendix E), as well as the preliminary WQMP for the Project (Appendix I), the soils on site have a low infiltration capacity (i.e., less than 1.6 inches/hour). Although the site would be covered by approximately 88% impervious surfaces, it would have minimal effects on groundwater recharge because low permeability soils means rainfall is predominantly carried away as surface runoff rather than infiltrated into the ground. Furthermore, two bioretention trenches and the two detention basins planned for the site would hold water on the site longer than under existing conditions. Although the area is not suitable for groundwater recharge, the Project design would increase opportunity

for percolation of groundwater into the subsurface by holding water on site for up to 48 hours following a storm event.

The on-site storm drain system has been designed per the County of Riverside's Design Handbook for Low Impact Development Best Management Practices. The storm drain system would use an extended detention basin (north detention basin) and two bio-retention trenches to meet the requirements of the Municipal Separate Storm Sewer System (MS4) permit to mitigate the increase in runoff rate and volume post-development. The Project would not affect the rate or volume of off-site flows, but has been designed to convey these flows to the 72-inch reinforced concrete pipe (RCP) maintained by the California Department of Transportation without significant flooding, and would add a detention basin on the south side of the site to handle offsite storm flows in excess of the immediate capacity of the proposed 48-inch high-density polyethylene (HDPE) pipe. Appendix I concludes that with the use of the detention basins and bio-retention trenches, the Project would improve area stormwater management for Riverside County by preventing flooding, eliminating damage to personal property, and delivering the same amount of water to the downstream ecosystem. The drainage features proposed on site are described above in Section 4.8.3 of the Draft EIR and detailed in Appendix I.

The detention basins have been designed to adequately handle the 100-year, 1-hour storm event in a manner that lowers the probability of flooding caused by off-site sources under existing conditions (Appendix I). The two detention basins and two bio-retention trenches would capture runoff and then slowly release the water collected on site prior to draining into the stormwater drainage system. The byproduct of constructing these improvements would attenuate existing peak flows currently being delivered to the 72-inch RCP storm drain culvert and thereafter to Sycamore Canyon Creek.

For these reasons, the Project would not substantially alter the existing drainage pattern on the site or in the area in a manner that would result in substantial erosion or siltation or flooding. Impacts related to drainage patterns of the site or area would be less than significant.

Cumulative projects include the construction of residential, commercial, industrial, educational, parks, transportation related facilities, hotel and medical-related land uses that could potentially result in impacts to drainage patterns, erosion, or siltation on or off site if not properly managed. However, cumulative projects would be subject to individual environmental reviews and would be required to prepare a phase-specific WQMP, if needed, to address drainage, erosion, or siltation impacts. All Projects would have to prepare WQMPs, which would need to be reviewed and approved by the applicable jurisdictions and the Santa Ana Regional Water Quality Control Board prior to construction start. Because the proposed Project would not substantially alter drainage patterns, and because other cumulative projects would be required to meet existing regulations and implement a WQMP as necessary, cumulative impacts would be less than significant. (Draft EIR, pp. 6-19 – 6-22.)

### I. Land Use and Planning

Finding: Less than significant impact. (Draft EIR, pp. 6-22 – 6-23.)

Explanation: While land use impacts tend to be localized in nature, and specific impacts are tied either directly or indirectly to the specific action, the Project may have the potential to work in concert with other past, present, or future projects to either cause unintended land use impacts such as reducing available open space or accommodate increased growth that may result in more intensive land uses. Therefore, the geographic extent for cumulative analysis tends toward larger policy areas, such as the March JPA GP, as opposed to the more focused Project-specific impacts.

In order to be consistent with the March JPA GP and Zoning, the Project applicant has filed for a GP Amendment and Change of Zone as discussed in Section 4.9.5 of the Draft EIR. The Project's consistency with applicable land use plans, policies, or regulations is demonstrated in Table 4.9-1, Project's Consistency with March JPA General Plan 2025, in Section 4.9, Land Use and Planning, of this Draft EIR. The land use consistency analysis takes several factors into consideration. Overall, as shown in the consistency tables, the Project would implement many of the pertinent goals, policies, guidelines, and recommendations. The cumulative projects listed in Table 6-1 would need to demonstrate consistency with the respective land use jurisdiction or provide mitigation measures to reduce impacts. Therefore, the Project impact would be limited to the Project level and would not result in a cumulative impact related to existing land use plans, designations, and policies. (Draft EIR, pp. 6-22 – 6-23.)

**J. Public Services**

Finding: Less than significant impact. (Draft EIR, p. 6-23.)

Explanation: The geographic extent for the analysis of cumulative impacts related to public services includes the Riverside County area; thus, projects listed under Table 6-1 in the Draft EIR apply. Project employment (approximately 450 employees during Project operation) could result in slight residential population growth within the fire station jurisdiction listed in Table 4.10-1 of the Draft EIR. Ultimately, the slight increase in on-site and March JPA Planning Area population could result in increased calls for fire protection services. However, the increase in calls would be minimal and would not result in the need for new fire facilities. The Project is subject to compliance with the California Fire Code (24 CCR, Part 9). The Project would also be subject to the payment of a Development Impact Fee, which would be used exclusively for future facility improvements necessary to ensure that the development contributes its fair share of the cost of facilities and equipment determined to be necessary to adequately accommodate new development within the March JPA Planning Area. Therefore, the Project would not result in the need for new or expanded fire protection facilities, and impacts would be less than significant.

Fire events within the County are unpredictable. Depending on the fire situation, various County Fire Departments may need to respond. The Riverside County Fire Department ensures that new development complies with the California Fire Code (24 CCR, Part 9). The Project applicant would be required to install fire prevention devices in the building, such as fire alarms and sprinklers, in order to improve emergency-related problems for the proposed development. Additionally, all Projects would be subject to the payment of a Development Impact Fee to ensure that development contributes its fair share of the cost of facilities and equipment to adequately

accommodate new development within the Riverside County area. As such, cumulatively impacts are considered to be less than significant. (Draft EIR, p. 6-23.)

### K. Traffic

Finding: Less than significant with mitigation. (Draft EIR, pp. 6-23 – 6-31.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, section 15091(a)(1).) However, impacts would still remain significant and unavoidable. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the EIR. (State CEQA Guidelines, section 15091(a)(3).)

Explanation: The CEQA Guidelines require that other reasonably foreseeable development projects which are either approved or being processed concurrently in the study area also be included as part of a cumulative analysis scenario. As discussed in Section 4.11.6 of this Draft EIR, the traffic generated by individual cumulative projects has been manually added to the study area network to generate Opening Year Cumulative (2016) forecasts. In other words, this comprehensive list of cumulative development projects has been reviewed to determine which projects would likely contribute measurable traffic through the study area intersections (e.g., those cumulative projects in close proximity to the proposed Project).

**Opening Year Cumulative (2016) Traffic Conditions**

*Intersection Operations Analysis*

As shown in Table 4.11-24 of the Draft EIR and illustrated in Figure 4.11-23 of the Draft EIR, there are no study area intersections anticipated to operate at an unacceptable LOS (LOS "E" or worse) with the addition of Project (single-tenant) traffic during one or more peak hours. As such, there are no significant traffic impacts for Opening Year Cumulative With Project (single-tenant) traffic conditions.

As shown in Table 4.11-24 of the Draft EIR and illustrated in Figure 4.11-24 of the Draft EIR, there are no study area intersections anticipated to experience unacceptable LOS (LOS "E" or worse) with the addition of Project (multi-tenant) traffic during one or more peak hours. As such, there are no significant traffic impacts for Opening Year Cumulative With Project (multi-tenant) traffic conditions.

*Off-Ramp Queuing Analysis*

A queuing analysis was performed for the off-ramps at the I-215 Freeway at Alessandro Boulevard and Cactus Avenue interchanges to assess vehicle queues for the off ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially "spill back" onto the I-215 Freeway mainline. As provided in Table 4.11-25 of the Draft EIR, for the I-215 Northbound Ramps at Alessandro Boulevard, the 95th percentile queue is anticipated to exceed the painted storage space for the northbound left turn lane. Additionally, for I-215 Northbound Ramps at the Old 215 Frontage Road/Cactus Avenue, the 95th percentile

queue is anticipated to exceed the painted storage space for the northbound left turn lane during the AM and PM peak hours. However, the Traffic Impact Analysis (Appendix K) found that since (a) there would be sufficient space to accommodate the 95th percentile queue without spilling into the adjacent through lane or back onto the I-215 Freeway, and (b) the Project is anticipated to contribute less than 2% to the total Opening Year Cumulative traffic forecasts at each of the ramp locations and turning movements noted above, this queuing issue is anticipated to be less than significant.

*Roadway Segment Analysis*

As shown in Table 4.11-26 of the Draft EIR, the following roadway segments are anticipated to operate at unacceptable LOS (based on daily roadway segment capacities) under Opening Year Cumulative (2016) Without Project conditions:

- Alessandro Boulevard, west of the I-215 Freeway – LOS "E"
- Alessandro Boulevard, between Driveway 1 and Old 215 Frontage Road – LOS "F"
- Cactus Avenue, East of Old 215 Frontage Road – LOS "F"

However, the addition of Project traffic is not anticipated to result in any additional deficient roadway segments than those already going to be experienced without the Project in the Cumulative condition.

*Basic Freeway Segment Analysis*

As shown in Table 4.11-27 of the Draft EIR, the freeway segments analyzed for this study are anticipated to operate at an acceptable LOS (i.e., LOS "D" or better) during the peak hours, with the exception of the following:

- I-215 Freeway – Southbound, Box Springs Road to State Route 60 (SR-60)/I-215 Freeway – LOS "E" PM peak hour only
- I-215 Freeway – Southbound, Eucalyptus Avenue to Alessandro Boulevard – LOS "E" AM and PM peak hours
- I-215 Freeway – Northbound, Eucalyptus Avenue to Alessandro Boulevard – LOS "E" PM peak hour only

As shown in Table 4.11-27 of the Draft EIR, there are no additional freeway segments anticipated to operate at an unacceptable LOS with the addition of Project traffic, in addition to those previously identified under Opening Year Cumulative (2016) Without Project conditions (listed above). The addition of Project traffic is not anticipated to result in an LOS letter grade change, and the Project is anticipated to contribute less than 1% to the total Opening Year Cumulative traffic forecasts along the three deficient freeway mainline segments, which is less than the 2% threshold established by March JPA's *Traffic Impact Study Preparation Guide.* As such, the Project's impact is considered less than significant.

*Freeway Merge/Diverge Analysis*

As shown in Table 4.11-28 of the Draft EIR, the freeway ramp merge and diverge areas evaluated for the purposes of this traffic study are anticipated to operate at unacceptable LOS during the peak hours (LOS "E") during one or more of the peak hours.

Similar to the basic freeway segment analysis, the future expansion of the I-215 Freeway has not been assumed to be in place for Existing, Existing Plus Project, or Opening Year Cumulative (2016) analyses and has only been evaluated as "with improvements" for General Plan Buildout traffic conditions. Therefore, the unacceptable LOS on I-215 represents a worst-case scenario since the proposed improvements have not been included in the proposed Project's analysis.

As shown in Table 4.11-28 of the Draft EIR, the freeway merge/diverge ramp junctions are anticipated to operate at an unacceptable LOS with the addition of Project traffic, in addition to those previously identified under Opening Year Cumulative (2016) Without Project conditions. However, the addition of Project traffic is not anticipated to result in an LOS letter grade change, and the Project is anticipated to contribute less than 1% to the total Opening Year Cumulative traffic forecasts along the deficient freeway ramp junctions, which is less than the 2% threshold established by March JPA's *Traffic Impact Study Preparation Guide*. As such, the Project's impact is considered less than significant.

*Conclusion*

Under the Opening Year Cumulative (2016) with Project traffic conditions, impacts to study area intersections and freeway facilities, including off-ramps and segments, would be less than significant. In their Responses to Comments memorandum (Appendix K), VRPA Technologies found that the potential for on-site congestion and conflicts at the Project driveway off Alessandro Boulevard are minimal; however, their review concluded that there is some potential for queues spilling back as far as the northbound I-215 off-ramp if the traffic to and from the proposed Project mixes with through traffic. As a result, **MM-TRANS-2** would be required for the Opening Year Cumulative (2016) with Project traffic conditions, which implement the southern half of the Cities of Moreno Valley's and Riverside's Alignment Study cross-section for Alessandro Boulevard and also require a right turn lane to facilitate traffic turning right onto Old 215 Frontage Road. Therefore, with incorporation of **MM-TRANS-2, cumulative impacts associated with roadway operations during the Opening Year Cumulative (2016) with Project traffic conditions would be less than significant.**

**General Plan Buildout (2035) Traffic Conditions**

*Intersection Operations Analysis*

As shown in Table 4.11-29 in the Draft EIR and illustrated in Figure 4.11-31 of the Draft EIR, all of the study intersections will operate at unacceptable LOS without the Project in the General Plan Buildout scenario. There are no additional study area intersections anticipated to operate at an unacceptable LOS (LOS "E" or worse) with the addition of Project (single-tenant) traffic other than those previously identified under General Plan Buildout Without Project

conditions.

As shown in Table 4.11-29 and illustrated in Figure 4.11-32 of the Draft EIR, all of the study intersections will operate at unacceptable LOS without the Project in the GP Buildout scenario. With the Project (multi-tenant), there are no additional study area intersections anticipated to experience unacceptable LOS (LOS "E" or worse) traffic other than those identified under General Plan Buildout Without Project conditions.

*Off-Ramp Queuing Analysis*

A queuing analysis was performed for the off-ramps at the I-215 Freeway at Alessandro Boulevard and Cactus Avenue interchanges to assess vehicle queues for the off ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially "spill back" onto the I-215 Freeway mainline. Queuing analysis findings are presented in Table 4.11-30 of the Draft EIR for General Plan Buildout (2035) Without Project traffic conditions. It is important to note that off-ramp lengths are consistent with the measured distance between the intersection and the freeway mainline.

As shown in Table 4.11-30 of the Draft EIR, the following movements may potentially experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows for General Plan Buildout Without Project traffic conditions:

- I-215 Southbound Ramps/Alessandro Boulevard
- I-215 Southbound Ramps/Cactus Avenue
- I-215 Northbound Ramps/Alessandro Boulevard
- I-215 Northbound Ramps/Old 215 Frontage Road/Cactus Avenue

However, as provided in Table 4.11-30 of the Draft EIR, there are no additional off-ramps anticipated to experience queues that exceed the 95th percentile with the addition of Project (single-tenant and multi-tenant) traffic, other than those previously identified under General Plan Buildout Without Project conditions. Furthermore, the Project is anticipated to contribute less than 2% to the total General Plan Buildout traffic forecasts at each of the ramp locations and turning movements noted above. As such, since March JPA has established in their *Traffic Impact Study Preparation Guide* a less than 2% contribution as being less than significant, these queuing issues associated with the Project in the General Plan Buildout scenario are anticipated to be less than significant.

*Roadway Segment Analysis*

As noted previously, the roadway segment capacities are approximate figures only, and are typically used at the General Plan level to assist in determining the roadway functional classification (number of through lanes) needed to meet future forecasted traffic demand. Table 4.11-31 of the Draft EIR provides a summary of the General Plan Buildout (2035) conditions roadway segment capacity analysis based on the capacities and thresholds identified previously in Tables 4.11-11, 4.11-12, and 4.11-13 of the Draft EIR. As shown in Table 4.11-31 of the Draft

EIR, all of the roadway segments are anticipated to operate at unacceptable LOS (based on daily roadway segment capacities) under General Plan Buildout (2035) Without Project conditions, with the exception of the following:

- Old 215 Frontage Road, North of Alessandro Boulevard
- Old 215 Frontage Road, between Alessandro Boulevard and Driveway 1

However, the addition of Project traffic is not anticipated to result in any additional deficient roadway segments than those already going to be experienced without the Project in the Cumulative condition.

*Basic Freeway Segment Analysis*

General Plan Buildout Without Project mainline directional volumes for the weekday AM and PM peak hours are shown in Figure 4.11-33 of the Draft EIR. As shown in Table 4.11-32 of the Draft EIR, the freeway segments analyzed for this study are anticipated to operate at an unacceptable LOS (i.e., LOS "E" or worse) during the peak hours, with the exception of the following:

- I-215 Freeway – Southbound, I-215/SR-60/SR-91 Freeway to Blaine Street
- I-215 Freeway – Southbound, SR-60/I-215 Freeway to Eucalyptus Avenue
- I-215 Freeway – Northbound, I-215/SR-60/SR-91 Freeway to Blaine Street
- I-215 Freeway – Northbound, Blaine Street to University Avenue

General Plan Buildout With Project mainline directional volumes for the weekday AM and PM peak hours are shown in Figure 4.11-34 of the Draft EIR. As shown in Table 4.11-32 of the Draft EIR, there are no additional freeway segments anticipated to operate at an unacceptable LOS with the addition of Project traffic, other than those previously identified under General Plan Buildout Without Project conditions. The addition of Project traffic is not anticipated to result in an LOS letter grade change, and the Project is anticipated to contribute less than 1% to the total General Plan Buildout traffic forecasts along the deficient freeway mainline segments, which is less than the 2% threshold established by March JPA's *Traffic Impact Study Preparation Guide* as being less than significant. As such, the Project's impact is considered less than significant.

*Freeway Merge/Diverge Analysis*

As shown in Table 4.11-33 of the Draft EIR, the freeway merge/diverge ramp junctions are anticipated to operate at an unacceptable LOS with the addition of Project traffic, in addition to those previously identified under General Plan Buildout Without Project conditions. The addition of Project traffic is not anticipated to result in an LOS letter grade change, and the Project is anticipated to contribute less than 1% to the total General Plan Buildout traffic forecasts along the deficient freeway ramp junctions, which is within the threshold established by March JPA. As such, the Project's impact is considered less than significant.

*Conclusion*

Under the General Plan Buildout (2035) with Project traffic conditions, impacts to study area intersections and freeway facilities, including off-ramps and segments, would be less than significant. In their April 29, 2016 Responses to Comments memorandum (Appendix K), VRPA Technologies found that the potential for on-site congestion and conflicts at the Project driveway off Alessandro Boulevard are minimal; however, their review concluded that there is some potential for queues spilling back as far as the northbound I-215 off-ramp if the traffic to and from the proposed Project mixes with through traffic. As a result, **MM-TRANS-2** would be required for the General Plan Buildout (2035) with Project traffic conditions, which would implement the southern half of the Cities of Moreno Valley's and Riverside's Alignment Study cross-section for Alessandro Boulevard and also require a right turn lane to facilitate traffic turning right onto Old 215 Frontage Road.

Additionally, **MM-TRANS-3** would also be implemented, which requires the applicant to construct Old 215 Frontage Road at its ultimate half-section width as a Minor Arterial Highway (88-foot right-of-way) along the Project's frontage on Old 215 Frontage Road. Therefore, with incorporation of **MM-TRANS-2** and **MM-TRANS-3**, cumulative impacts associated with roadway operations during the General Plan Buildout (2035) with Project traffic conditions would be less than significant (Draft EIR, pp. 6- 23 -- 6-31)

**L. Utilities and Service Systems**

Finding: Less than significant impact with mitigation incorporated. (Draft EIR, pp. 6-31 – 6-33.) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the EIR (State CEQA Guidelines, section 15091(a)(1).)

Explanation: The geographic extent for the analysis of cumulative impacts associated with utilities consists of the March JPA Planning Area because utilities are provided by local jurisdictions or districts. Cumulative impact analysis for utilities has been conducted using the Projects within the March JPA Planning Area in Table 6-1 of the Draft EIR.

*Stormwater*

The Project would require the construction of new on-site stormwater facilities. The Project site is currently served by an existing 72-inch RCP storm drain culvert off Alessandro Boulevard beyond the northwest corner of the site and an existing 18-inch storm drain located in the right-of-way near the southwest corner of Alessandro Boulevard and Old 215 Frontage Road, in the right-of-way near the northeast corner of the site. Two detention basins are also proposed on the site: one at the north end and one at the south end of the site. Surface runoff from the Project site would drain to the proposed north detention basin, while the south detention basin would handle flows originating from off-site sources. Since the Project is already served by an existing backbone storm drain system, the Project would construct storm drain facilities that meet National Pollutant Discharge Elimination System requirements, and since the storm drain improvements have been included in the impact analysis for the entire Project, impacts related to construction of storm water drainage facilities would be less than significant.

Other projects within the vicinity of the March JPA Planning Area would need to be evaluated on an individual basis in regard to stormwater drainage facilities. Existing stormwater conveyance facilities exist in the area, and combined with other Projects, the Project is not expected to cause a significant impact related to stormwater runoff since all Projects must be designed to meet stormwater capacity. The Project would not substantially change total surface runoff and would not combine with surrounding Projects to contribute to significant cumulative impacts; therefore, **cumulative impacts would be less than significant.**

*Water*

WMWD can provide the Project site with water supplies. Since the Project consists of an industrial development exceeding 650,000 square feet in floor area, in accordance with Senate Bill 610, a Water Supply Assessment was prepared by WMWD (Appendix J in the Draft EIR). WMWD concluded that water supplies through 2035 would be sufficient to meet the projected annual water demand of 1.337 acre-feet associated for the Project. Therefore, as sufficient water supplies have been identified currently, the Project would have sufficient water supplies available from WMWD. The Project is required to comply with all provisions within March JPA Ordinance No. JP 09-05 (Water Efficient Landscape Ordinance) (**MM-ULT-1**). Impacts are considered to be less than significant with mitigation incorporated.

Other projects within the vicinity of the March JPA Planning Area would need to be evaluated on an individual basis in regard to the water purveyor having sufficient water supplies for future development and to demonstrate compliance with March JPA Ordinance No. JP 09-05. Projects would need to obtain a Water Supply Assessment or other approval that determines if the water purveyor has sufficient water supplies to support the projects or be required to construct facilities. As such, **cumulative impacts would be less than significant.**

*Wastewater*

The Project can be served by existing sewer facilities located off Alessandro Boulevard. The Project would add demand for wastewater services within the service area of WMWD. However, WMWD does not have sewer facilities in the area of the Project. Sewer lines near the Project site include an existing 12-inch diameter vitrified clay pipe along Alessandro Boulevard and Old 215 Frontage Road operated by Edgemont Community Services District (ECSD). An Availability Letter for Sewer Service for the Project (Appendix L) was prepared by Webb Associates on behalf of ECSD in February 2015. A sewer analysis was conducted for the Project based on the anticipated occupancy of 450 persons. As analyzed in Section 4.12.5, Utilities and Service Systems, of the Draft EIR, the Project would result in a wastewater flow generation of 9,000 gallons per day. Based upon the anticipated wastewater generated from the Project, it was concluded that off-site improvements to ECSD's facilities are not required at this time for the anticipated occupancy and use (Appendix L). Since there are existing sewer lines and providers in the area, the Project would not result in an over commitment of the sewer service. Since the Project site would need to be annexed into ECSD's service boundaries in order for ECSD to provide sewer services to the site, the Project applicant would be required to submit an annexation application and obtain approval with the Local Agency Formation Commission (**MM-UTL-2**). Impacts are considered less than significant with mitigation incorporated.

Other Projects within the vicinity of the March JPA Planning Area would need to be evaluated on an individual basis in regard to the having sufficient wastewater services for future development. Projects would need to coordinate with the wastewater service provider in the area to determine whether there are sufficient sewer facilities in the area of the projects or if new facilities would need to be constructed. As such, **cumulative impacts would be less than significant**

*Solid Waste*

The Project site would be served by Waste Management for solid waste pickup and removal and be taken to the Robert A. Nelson Transfer Station, which is then taken to one of the Riverside County landfills. Construction of the Project would generate construction waste (e.g., concrete rubble, asphalt rubble, wood, drywall) that would result in an increased demand for solid waste collection and disposal capacity. As stated in Section 4.12.1 of the Draft EIR, the Riverside County Department of Waste Resources (RCDWR) would require the completion and submittal of a waste recycling plan to the RCDWR for approval prior to issuance of building permits for the site, which would be required as a Condition of Approval and is also included as **MM-UTL-1** (refer to Section 4.12.6 of the Draft EIR). All non-hazardous solid waste generated from the Project site (such as plastic and glass bottles and jars, paper, newspaper, metal containers, and cardboard) would be recycled per local and state regulations mentioned above, with a goal of 75%, in compliance with the Integrated Waste Management Act. The RCDWR would review building plans and ensure that proper space is set aside to allow for the collection and storage of recyclable materials prior to issuance of building permits, which has been included as **MM-UTL-2** (refer to Section 4.12.6 of the Draft EIR).

As discussed in Section 4.12.5 of the Draft EIR, the amount of solid waste generated and disposed of in nearby landfills during operation of the Project is expected to be within the permitted capacity of the landfills. With recycling required by RCDWR implemented during construction and operation of the Project, potential impacts associated with solid waste capacity would be considered **less than significant**. However, incorporation of **MM-UTL-1** and **MM-UTL-2** requiring the preparation of a recycling plan and subsequent review of building plans by the March JPA would ensure adequate space is allotted for recycling on site. On a cumulative basis, the surrounding area has generally been built out and the utilities for the land uses have been considered and planned for in the March JPA GP. Prior to building permit issuance, a site plan that indicates the location and capacity of solid waste and recycling collection and loading areas must be submitted to the Riverside County Waste Management Department for review and approval. All foreseeable projects would need to submit this information prior to development, therefore, cumulative impacts would be considered in regard to landfill capacity. As such, **cumulative impacts to utilities and service systems would be less than significant.** (Draft EIR, pp. 6-31 – 6-33.)

### M. Energy Conservation

Finding: Less than significant impact. (Draft EIR, p. 6-34.)

Explanation: The cumulative analysis for energy conservation considers the projects listed in Table 6-1 of the Draft EIR and assesses the proposed Project's compliance with the electricity, natural gas, and petroleum demands as projected by the March JPA General Plan. The Project is

not expected to exceed energy resource demands as projected by the March JPA Master EIR, as discussed in Section 4.13, Energy Conservation, of this Draft EIR. The Project would be subject to energy-efficiency requirements such as those specified in Title 24 Part 6 and Part 11 as required by state regulations. Additionally, the Project would comply with Title 24.

Although the Project would see an increase in vehicle trips, vehicles associated with the Project are expected to use less petroleum due to advances in fuel economy over time. The Project would include features such as alternative modes of transportation: pedestrian-friendly streets and walkways and bicycle lanes in close proximity to local and regional transit. Transit accessibility, given the Project's proximity to the existing bus stops and ridesharing incentives, would also help reduce potential petroleum consumption. In addition, March JPA would incorporate transportation demand measures (e.g., bicycle/pedestrian paths, bicycle storage facilities, vanpool service, flexible work hours, alternative work hours) to help achieve the required vehicle reduction targets from the March JPA's Transportation Demand Management Regulations (March JPA n.d.). These features would help reduce the number of vehicle miles traveled generated by the Project and as a result, would also reduce the gallons of gasoline that would be consumed by Project operation. The Project would also be subject to compliance with the Truck and Bus Regulations or On-Road Heavy-Duty Diesel Vehicles (In-Use) Regulations as required by the California Air Resources Board. Therefore, impacts related to energy supplies and capacity would be less than significant.

The Project and other cumulative projects are required to meet the mandatory energy standards, current CCR Title 24, Part 6 California Energy Code, and Part 11 California Green Building Standards. Compliance with these policies and other energy reduction strategies would ensure that energy use as a result of development would not be wasteful, inefficient, or unnecessary, and no significant cumulative impacts would occur. (Draft EIR, p. 6-34.)

**SECTION 7**. FINDINGS REGARDING SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES. According to Sections 15126(c) and 15126.2(c) of the State CEQA Guidelines, an EIR is required to address any significant irreversible environmental changes that would occur should the proposed project be implemented. Generally, a project would result in significant irreversible environmental changes if any of the following would occur:

- The project would involve a large commitment of non-renewable resources;
- The primary and secondary impacts of the project would generally commit future generations to similar uses;
- The project involves uses in which irreversible damage could result from any potential environmental accidents; or
- The proposed consumption of resources is not justified.

Determining whether the proposed Project may result in significant irreversible effects requires a determination of whether key resources would be degraded or destroyed in such a way that there would be little possibility of restoring them. Construction of each of the Project components would result in the use of nonrenewable resources and energy sources, including fossil fuels, natural gas, and electricity, as further discussed in Section 4.13 of the Draft EIR. Fossil fuels would be used to power construction equipment and delivery and construction employee vehicles. Construction equipment would also use electricity and natural gas. Use of these energy sources

would be considered a permanent commitment of resources. In addition, a variety of resource materials would be used during the construction process, including steel, wood, concrete, and fabricated materials. Once these materials and fuels are used for purposes of construction, the commitment of such materials and fuels would be considered irreversible. However, the proposed Project, when taking into consideration the global use of these materials, would not result in a large commitment of these resources.

Once operational, the Project components would consume more energy on a daily basis than is currently consumed on the Project site. A portion of the energy used would be provided by nonrenewable sources. Once constructed, it is reasonable to assume that the industrial facilities would use nonrenewable energy resources, which would be an irreversible commitment of such resources. Additionally, the Project is a relatively minor energy consumer compared to other local and regional users. Therefore, this would not be considered a significant irreversible environmental effect. (Draft EIR, pp. 5-2 – 5-3.)

**SECTION 8**. FINDINGS REGARDING GROWTH INDUCING IMPACTS. According to Section 15126.2(d) of the State CEQA Guidelines, growth-inducing impacts of the proposed Project shall be discussed in the EIR. Growth-inducing impacts are those effects of the proposed Project that might foster economic or population growth or the construction of new housing, either directly or indirectly, in the surrounding environment. According to CEQA, increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects.

The Project would involve the construction of an approximately 709,083-square-foot industrial warehouse building on an approximately 39.4-acre site and is surrounded by a mix of vacant lands and commercial uses, followed by three single-family residences to the north and three single-family residences along Alessandro Boulevard to the northeast; the Cactus Avenue on-ramp for Interstate 215 (I-215) to the south; a mix of commercial and industrial uses along with graded, undeveloped parcels to the east; and the I-215 freeway followed by vacant parcels and the Meridian Business Center to the west. The Project would not involve the development of additional housing. However, the Project would require the hire of temporary construction workers during construction activities.

At the time this Draft Environmental Impact Report (EIR) was prepared, the future tenant(s) of the Project were unknown. As such, for purposes of analysis in this Draft EIR, employment estimates are calculated using average employment density factors reported by SCAG in their publication "Employment Density Study." This publication reports that for every 1 acre of warehouse land use in Riverside County, the median number of jobs supported is 11.42 per acre (SCAG 2001). The Project site contains 39.4 acres, therefore, the estimated number of employees for the operation of the business would be approximately 450 (11.42 jobs X 39.4 acres).

According to the SCAG Growth Forecast (Appendix to the *2012–2035 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS); SCAG 2012), employment is anticipated to grow from 349,100 in 2008 to 471,500 in 2020 to 710,600 in 2035 in unincorporated Riverside County (SCAG 2012, p. 35). Total employees/staff for the Project is estimated to be 450. The increase in employment would be minimal in comparison to the anticipated increase of the SCAG Growth Forecast. Therefore, the Project would not stimulate population growth or a

population concentration above what is assumed in local and regional land use plans, or in projections made by regional planning authorities.

Indirect growth can also occur by a Project installing infrastructure that can support further growth. The Project site is served by existing public services and utilities, and no new utility systems would be needed in order to serve the Project. Therefore, indirect growth inducement as a result of the extension of these facilities into a new area would not occur

Overall, the Project would indirectly stimulate population growth through the addition of new employees/staff. However, the growth would be consistent with employment growth envisioned in local and regional land use plans and in projections made by regional planning authorities, since the planned growth of the Project and its land use intensity have been factored into the underlying growth projections of the SCAG 2012–2035 RTP/SCS. (Draft EIR, pp. 8-1 – 8-2).

**SECTION 9**. FINDINGS REGARDING ALTERNATIVES

A. PROJECT OBJECTIVES

The Project is intended to meet the following objectives:

- Implement the March Joint Powers Authority (JPA) General Plan through development of land uses allowed by the Industrial land use designation consistent with the standards and guidelines relevant to the Project site and proposed uses.
- Develop an industrial building with a high quality architectural design for the Project site which is desirable to the community, enhances the Project's appeal to reputable businesses, and creates value for the surrounding area.
- Make efficient use of the vacant, approximately 39.4-acre Project site, which has access to available infrastructure for industrial development to provide jobs for residents within the March JPA Planning area and its surrounding communities, thereby providing a balance on the jobs-to-housing ratio within Riverside County. This would reduce the need for the existing local workforce to commute outside the area for employment.
- Develop an industrial warehouse building that is compatible with nearby March Air Reserve Base (ARB) and is in compliance with the *March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan* (ALUCP), the *452d Air Mobility Wing Air Installation Compatible Use Zone Study*, and *March Air Reserve Base/Inland Port Airport Joint Land Use Study*.
- Develop an industrial warehouse building that takes advantage of the Project site's close proximity to the I-215 freeway, as well as existing and planned transportation corridors to reduce traffic congestion on surface streets and concomitant air pollutant emissions from vehicle sources.
- Facilitate goods movement for the benefit of local, regional, statewide, and nationwide economic growth.

- Enhance the area's economy by developing a large property with an employment-generating land use with long-term economic viability. (Draft EIR, pp. 7-1 – 7-2.)

## B. ALTERNATIVES CONSIDERED AND REJECTED

Among the factors that are used to consider project alternatives for detailed consideration in an EIR are whether they would meet most of the basic project objective, be feasible, and whether they would avoid or substantially reduce the significant environmental impacts of the project. (State CEQA Guidelines section 15126(c).)

### 1. Alternative Site Location

Description: State CEQA Guidelines section 15126.6(f)(2) requires consideration regarding development at one or more alternative locations. After a review of available contiguous open spaces of approximately 40 acres (similar to the Project site) within the Project vicinity, a few potential sites where an approximately 709,083-square-foot industrial warehouse building could be located were identified. These three sites are depicted on Figure 7-1 of the Draft EIR.

One location would be located south of Van Buren Boulevard and north of 12th Street (Area 1) within the March JPA Planning Area. This undeveloped area could serve as a site for an industrial warehouse building; however, the Area 1 site is situated further from the Interstate 215 (I-215) freeway and existing and planned transportation corridors and could result in more traffic congestion on surface streets and more concomitant air pollutant emissions from vehicle sources. The traffic and air quality impact would be worse than those at the current site. The Area 1 site is also located adjacent to a residential neighborhood and could result in more impacts to area residences. Additionally, this area is designated as March Business Center Specific Plan (SP-1) in the March JPA General Plan (GP) and is planned for business center uses (March JPA n.d.); therefore, an industrial use would not necessarily be compatible with the vision the March JPA has for this area.

Another potential site for an industrial warehouse building would be on the southwest corner of Alessandro Boulevard and Meridian Parkway (Area 2). This undeveloped site is vacant and could serve as a site for a warehouse; however the availability of Area 2 does not reduce impact potential. It is expected that developing a similar Project on the Area 2 site would result in a similar array of Project impacts and would simply transfer this impact potential to areas surrounding the Area 2 site location, requiring a similar level of mitigation to reduce identified impacts to less-than-significant levels and still producing significant but unavoidable air quality and greenhouse gas (GHG) impacts. Additionally, this area is designated as Business Park (BP) in the March JPA GP and is planned for business park uses; therefore, an industrial use would not necessarily be compatible with the vision the March JPA has for this area.

A third potential alternative site location would be on vacant land along Cactus Avenue across from Veterans Way (Area 3). This site would be relatively closer to I-215 freeway and other transportation corridors and could serve as a site for a warehouse; however, airport land use restrictions related to flight safety zones would prohibit development in Area 3 and would not meet the Project objective of being in compliance with the March ARB/Inland Port ALUCP. In addition, this area is designated as Business Park (BP) in the March JPA GP and is planned for business

park uses; therefore, an industrial use would not necessarily be compatible with the vision the March JPA has for this area.

In addition to the fact that the alternative sites mentioned above would not be feasible, a study of the surrounding area determined that there were no viable 40-acre sites with industrial zoning or land use designations that would reduce impacts beyond the proposed Project. An alternate site location would not necessarily be preferred over the Project site. Therefore, off-site locations capable of accommodating the entire Project are considered infeasible, and no off-site location alternatives were carried forward in this analysis. (Draft EIR, pp. 7-2 – 7-3).

Findings: The Commission rejects this alternative on the following grounds, each of which provides a full and independent justification for rejection of the alternative: (1) the alternative is infeasible, given that there are no viable 40-acre sites with industrial zoning or land use designations that would reduce impacts beyond the proposed Project. (Draft EIR, pp. 7-2 -- 7-3.)

## C. ALTERNATIVES SELECTED FOR ANALYSIS IN THE EIR

The following alternatives to the Project were considered in detail in the EIR. These alternatives are rejected for the various reasons as set forth below.

### 1. Alternative 1—No Project (No Build) Alternative

Description: Section 15126.6(e) of the State CEQA Guidelines requires evaluation of the No Project Alternative. As described in the State CEQA Guidelines, the purpose of describing and analyzing the No Project Alternative is to allow decision makers to compare the impacts of approving the project with the impacts of not approving the project. However, "no project" does not necessarily mean that development will be prohibited. The No Project Alternative includes what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.

Under Alternative 1, development of the Project would not occur as discussed in Chapter 2 of this Draft EIR. The Project site would remain unchanged, and no development activity would occur. As a result, the proposed General Plan Amendment, Change of Zone, Plot Plan, and all other applicable pending approvals associated with the Project would not be necessary, as no new development would occur on the Project site that would trigger such actions.

Impacts:

*Aesthetics*

As discussed in Section 4.1, Aesthetics, of the Draft EIR, the Project would have less-than-significant impacts associated with scenic highways, the existing visual character and quality of the Project site and the surrounding area, and light and glare.

Under Alternative 1, the Project site would remain in its current condition, and no development would occur. Views both of and from the site would remain unchanged. Therefore,

because no development would occur as a result of Alternative 1, there would be no impacts compared to the proposed Project.

*Air Quality*

As discussed in Section 4.2, Air Quality, of the Draft EIR, the Project would have less-than-significant impacts associated with the exposure of sensitive receptors to carbon monoxide (CO) hot spots. Project-generated construction impacts associated with exceedance of the South Coast Air Quality Management District (SCAQMD) maximum daily thresholds for oxides of nitrogen ($NO_x$) and volatile organic compounds (VOCs) and exceedance of localized significance thresholds (LSTs) for $NO_2$, $PM_{10}$, and $PM_{2.5}$ would remain significant even with incorporation of mitigation. The Project conflicts with Consistency Criterion No. 1 of the SCAQMD *CEQA Air Quality Handbook*. Project-generated operational impacts associated with exceedance of the SCAQMD maximum daily thresholds for NOx would remain significant even with incorporation of mitigation. Therefore, the Project would result in significant and unavoidable impacts related to conflicts with an air quality plan, short-term construction impacts, localized construction impacts, and operational impacts. As a result, the Project would also result in cumulatively considerable impacts.

Under Alternative 1, the Project site would remain in its current condition, and no development would occur. The Project site would continue to operate under existing conditions, and the air quality would continue to be the same. Therefore, because no additional emissions would occur under Alternative 1, there would be no impacts compared to the Project.

*Biological Resources*

As discussed in Section 4.3 of the Draft EIR, Biological Resources, of the Draft EIR, the Project would have less-than-significant impacts associated with riparian habitat or other sensitive natural communities, and the movement of native resident or migratory fish or wildlife species, established migratory wildlife corridors, or native wildlife nursery sites, or with approved local, regional, or state habitat conservation plans. With the incorporation of mitigation, the Project would also have less-than-significant impacts associated with candidate, sensitive, or special-status species, and federally protected wetlands. Impacts to biological resources can be mitigated to less-than-significant levels by incorporating mitigation measures, and no significant adverse impacts would remain after mitigation.

Alternative 1 would not result in any potential impacts to biological resources because no construction or site disturbance would occur. No construction or development activities would take place that could impact special-status species or federally protected wetlands; therefore, Alternative 1 would have no impacts on biological resources compared to the Project.

*Cultural Resources*

As discussed in Section 4.4 of the Draft EIR, Cultural Resources, with the incorporation of mitigation, the Project would have less-than-significant impacts associated with historical resources, archaeological resources, unique paleontological resources, unique geologic features, and human remains. Impacts to cultural resources can be mitigated to less-than-significant levels

by incorporating mitigation measures, and no significant adverse impacts would remain after mitigation.

Alternative 1 would not result in any direct impacts related to cultural resources because no construction or site disturbance would occur. No construction or development activities would take place that could impact potential historical, paleontological, unique archaeological resources, or human remains; therefore, the Alternative 1 would have no impacts compared to the Project.

*Geology and Soils*

As discussed in Section 4.5 of the Draft EIR, Geology and Soils, with the incorporation of mitigation, implementation of the Project would not conflict with any applicable plan, policy, or regulation adopted for the purposes of mitigating hazards associated with geology and soils. The Project would have a less-than-significant impact associated with strong seismic ground shaking and seismic-related ground failure.

Alternative 1 would not result in any direct impacts related to geology and soils because no construction or site disturbance would occur. No construction or operational activities would take place that could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking or seismic related ground failure; therefore, Alternative 1 would have no impacts compared to the Project.

*Greenhouse Gas Emissions*

As discussed in Section 4.6 of the Draft EIR, Greenhouse Gas Emissions, several Project elements would help reduce potential GHG emissions from operations of the Project; however residual impacts would remain significant. With the incorporation of mitigation, impacts associated with GHG emissions would not be reduced to less-than-significant levels and would remain significant and unavoidable. The Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and impacts would be less than significant.

There would be no direct construction-related or operational GHG emission impacts associated with Alternative 1 because the site would remain in its current state, and no construction would occur. The Project site would continue to operate under existing conditions, and GHG emissions would continue to be the same. Therefore, because no additional emissions would occur under Alternative 1, there would be no impacts compared to the Project.

*Hazards and Hazardous Materials*

As discussed in Section 4.7 of the Draft EIR, Hazards and Hazardous Materials, with the implementation of mitigation, impacts to hazards related to air traffic and proximity to the March ARB Airport as a result of the Project can be mitigated to less-than-significant levels. The Project would be in compliance with the *Citizen's Brochure for the 452d Air Mobility Wing Air Installation Compatible Use Zone (AICUZ) Study, March ARB AICUZ*, and the *March ARB/Inland Port ALUCP,* and impacts would be less than significant. Construction of the Project would require relocation of existing underground petroleum and natural gas lines in order to comply with all state

regulations. Therefore, no adverse significant impacts would remain after mitigation.

Alternative 1 would not result in any potential increase in hazards or hazardous materials used during construction, because no construction would occur. Similarly, the No Project Alternative would not introduce a greater number of employees, and visitors to potential hazards from the airport at March ARB during construction or operation because nothing would be built as a result of Alternative 1. Additionally, no relocation of underground petroleum or natural gas lines would occur. Therefore, Alternative 1 would have no impacts on hazards and hazardous materials compared to the Project.

*Hydrology/Water Quality*

As discussed in Section 4.8 of the Draft EIR, Hydrology/Water Quality, the Project would have less-than-significant impacts associated with water quality standards, waste discharge requirements, increased runoff of pollutants, depletion of groundwater supplies, interference of groundwater recharge, altering existing drainage patterns, or degrading water quality. The Project would be in compliance with all applicable federal, state, and local rules and regulations regarding water quality and hydrology. In addition, implementation of (1) the Stormwater Pollution Prevention Plan (SWPPP) in conformance with the Construction General Permit, (2) the Water Quality Management Plan (WQMP) in compliance with the New Development & Redevelopment Guidelines for Projects Under the March JPA, and 3) proposed drainage design according to the *Riverside County Flood Control and Water Quality District Hydrology Manual* collectively ensure Project impacts on hydrology and water quality would be less than significant.

Alternative 1 would not result in any direct impacts related to hydrology and water quality because no construction would occur, and there would be no increase in runoff from the site. No construction or development activities would take place that could generate an increase in potential pollutants in stormwater, nor would there be changes to groundwater recharge and drainage patterns; therefore, Alternative 1 would have no impacts compared to the Project.

*Land Use and Planning*

As described in Section 4.9, Land Use and Planning, of the Draft EIR, the Project includes a March JPA GP amendment to formally incorporate the 6.2-acre parcel (APN 297-100-045) into the March JPA Land Use Authority and designate the parcel as Industrial. The majority of the site is already designated as Industrial in the March JPA GP. The Project also includes a Change of Zone to assign both the 33.2-acre parcel (APN 297-100-013) and the 6.2-acre parcel (APN 297-100-045) the zoning designation of Industrial. The Project would be consistent with the goals and policies outlined in the March JPA GP, and impacts would be considered less than significant with mitigation incorporated. The Project is also in compliance with the March JPA Development Standards and impacts would be less than significant.

Under Alternative 1, the March JPA GP amendment and Change of Zone would not be implemented and the 6.2-acre parcel would not be incorporated into the March JPA Land Use Authority. Under Alternative 1, existing March JPA GP land use and zoning designations would remain and Project objectives would not be met. Therefore, the Project would have no impacts compared to Alternative 1 related to Land Use and Planning.

*Public Services*

As discussed in Section 4.10 of the Draft EIR, Public Services, the Project would result in less-than-significant impacts associated with fire protection.

Alternative 1 would not result in any direct impacts related to public services because nothing would be built as a result of Alternative 1, and a larger number of employees and visitors would not be introduced to the area. No construction or development activities would take place that could generate an increase in needed public services; therefore, Alternative 1 would have no impacts compared to the Project.

*Traffic*

As discussed in Section 4.11, Traffic, of the Draft EIR under the Existing plus Project traffic conditions, impacts to study area intersections and freeway facilities, including off-ramps and segments, would be less than significant. With the incorporation of mitigation, impacts associated with roadway operations during the Existing plus Project traffic conditions would be less than significant.

Under the Opening Year Cumulative (2016) with Project traffic conditions, impacts to study area intersections and freeway facilities, including off-ramps and segments, would be less than significant. With incorporation of mitigation, impacts associated with roadway operations during the Opening Year Cumulative (2016) with Project traffic conditions would also be less than significant.

Under the GP Buildout (2035) with the incorporation of mitigation, Project traffic condition impacts to study area intersections and freeway facilities, including off-ramps and segments, would be less than significant. In addition, with the incorporation of mitigation, impacts associated with Congestion Management Plans and emergency access would also be less than significant. Impacts associated with alternative transportation facilities would be less than significant, and no mitigation measures would be required.

Existing study area intersections, roadway segments, and freeway facilities including off-ramps and segments currently do not exceed the traffic thresholds without the Project. No study area intersections, roadway segments, or roadway operations would be impacted as a result of Alternative 1, and traffic conditions would continue to operate efficiently. Therefore, Alternative 1 would have no impacts compared to the Project.

*Utilities*

As discussed in Section 4.12, Utilities and Service Systems, of the Draft EIR, the Project would require the construction of new stormwater facilities; however, the construction of those facilities would not result in significant impacts, as the impacts have been evaluated as part of the entire Project construction and implementation. Impacts related to construction of stormwater drainage facilities are less than significant. In addition, with the incorporation of mitigation, the Project's potential impacts associated with water supplies, wastewater treatment providers, and landfill capacity, and compliance with federal, state, and local statutes and regulations related to solid waste would be considered less than significant.

Under Alternative 1, there would be no additional solid waste being transferred to the local landfill during construction because construction would not take place. Additionally, no additional water supplies or new stormwater drainage facilities would be constructed as part of Alternative 1. Furthermore, the Project would increase the amount of water supplies, wastewater treatment, and solid waste, which would be generated by the addition of new industrial facilities. Therefore, because no new buildings, which could generate the need for more water supplies and wastewater treatment, and generate solid waste, would be constructed as a result of Alternative 1, this alternative would have no impacts on utilities and service systems compared to the Project.

*Energy Conservation*

As concluded in Section 4.13, Energy Conservation, of the Draft EIR, there would be an increase in the amount of electricity, natural gas, and petroleum used during construction and operation of the Project; however, the Project includes features such as alternative modes of transportation that would help reduce the number of vehicle miles traveled generated by the Project operation. Additionally, bike racks would be installed so that employees can utilize biking as a mode of transportation, thus, reducing the amount of gasoline that would be consumed by Project operation. In addition, the Project has been designed to eliminate stacking and idling, maximize energy performance, and meet Title 24 requirements. The Project would not contribute to inefficient or wasteful consumption of electricity, natural gas or petroleum, and impacts related to conflicts with existing energy standards would be less than significant. Further, the Project would not place significant demand on local or regional energy supplies or require a substantial amount of additional capacity. Therefore, impacts related to energy supplies and capacity would be less than significant.

Since Alternative 1 would not increase the use of energy, natural gas, or petroleum or require additional energy supplies because no construction would occur under this alternative, there would be no impacts compared to the Project. (Draft EIR, pp.7-4 – 7-10.)

Objectives and Feasibility: The following provides a list of the Project objectives and whether Alternative 1 meets each objective.

**Table 7-1**
**Summary of Alternative 1 Success at Meeting Project Objectives**

| Project Objective | Alternative Meets Objective? |
|---|---|
| 1.Implement the March JPA General Plan through development of land uses allowed by the Industrial land use designation consistent with the standards and guidelines relevant to the Project site and proposed uses. | **No.** Under Alternative 1, no buildings would be constructed, and no industrial land uses would be developed consistent with the standards and guidelines relevant to the Project site and proposed uses. |
| 2.Develop an industrial building with a high quality architectural design for the Project site which is desirable to the community, enhances the Project's appeal to reputable | **No.** Under Alternative 1, no buildings would be constructed, and the Project site would remain in its existing vacant condition. No value would be created for the surrounding area. |

**Table 7-1**
**Summary of Alternative 1 Success at Meeting Project Objectives**

| Project Objective | Alternative Meets Objective? |
|---|---|
| businesses, and creates value for the surrounding area. | |
| 3.Make efficient use of the vacant, approximately 39.4-acre Project site that has access to available infrastructure for industrial development to provide jobs for residents within the March JPA Planning area and its surrounding communities, thereby providing a balance on the jobs-to-housing ratio within Riverside County. This would reduce the need for members of the existing local workforce to commute outside the area for employment. | **No.** Under Alternative 1, there would not be construction of any industrial warehouse building, and the 39.4-acre Project site would remain in its existing vacant condition. Alternative 1 would not provide jobs for residents within the March JPA Planning Area and surrounding communities and would not provide a more equal jobs/housing balance in the March JPA or Riverside County areas. With Alternative 1, members of the existing local workforce would continue to commute outside of the area for employment. |
| 4.Develop an industrial warehouse building that is compatible with nearby March Air Reserve Base and is in compliance with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, the 452d Air Mobility Wing Air Installation Compatible Use Zone Study, and March Air Reserve Base/Inland Port Airport Joint Land Use Study. | **No.** No construction would take place as a result of Alternative 1, and therefore this alternative would not develop an industrial warehouse building that could be in compliance with the *March ARB/Inland Port ALUCP*, the *452d Air Mobility Wing AICUZ Study*, and *March ARB/Inland Port Airport Joint Land Use Study*. |
| 5. Develop an industrial warehouse building that takes advantage of the Project site's close proximity to the I-215 freeway and existing and planned transportation corridors to reduce traffic congestion on surface streets and to reduce concomitant air pollutant emissions from vehicle sources. | **No.** Since no construction would occur as part of Alternative 1, an industrial warehouse building would not be constructed or operated on the Project site, and the site would remain in its existing vacant condition. This alternative would not develop an industrial warehouse building, and there would not be any industrial warehouse facilities provided in close proximity to I-215. |
| 6.Facilitate goods movement for the benefit of local, regional, statewide, and nationwide economic growth. | **No.** Under Alternative 1, the industrial warehouse building would not be constructed or operated on the Project site and the site would remain in its existing vacant condition. Goods movement would not be facilitated on the Project site and no local, regional, statewide or national economic growth would occur. |

**Table 7-1**
**Summary of Alternative 1 Success at Meeting Project Objectives**

| Project Objective | Alternative Meets Objective? |
|---|---|
| 7. Enhance the area's economy by developing a large property with an employment-generating land use with long-term economic viability. | **No.** Under Alternative 1, there would not be construction of an industrial warehouse building, and the 39.4-acre Project site would remain in its existing vacant condition. Alternative 1 would not provide jobs for residents within the March JPA Planning Area and surrounding communities and thus would not enhance the area's economy. |

Findings: The Commission rejects this alternative on the following grounds, each of which provides sufficient justification for rejection of this alternative: (1) Alternative 1 fails to meet all of the Project objectives. Therefore, Alternative 1 is eliminated from further consideration.

2. Alternative 2—Alternative Development per Existing Zoning

Description: Under Alternative 2, development of the Project would not occur as discussed in Chapter 2 of the Draft EIR. The Project site would be developed as per the existing zoning allowed on the Project site. As a result, the proposed GP Amendment, Change of Zone, and all other applicable pending approvals associated with the Project would no longer be necessary, as no development would occur on the Project site outside of what is allowed under the existing zoning.

As described in Chapter 2, Project Description, the Project site includes two different parcels with different zoning. The 6.2-acre site (APN 297-100-045) has only recently been incorporated into the March JPA planning jurisdiction but has not been given a March JPA zoning designation. It is currently zoned Rural Residential (R-R) in the County of Riverside Zoning. Rural Residential allows for the development of one single-family residence with a minimum lot size of 5 acres. The 6.2-acre site is currently vacant and is approximately 107 feet wide and 2,600 feet long. According to the County of Riverside's development guidelines, residential development requires a minimum lot depth of 100 feet; therefore, under Alternative 2, the 6.2-acre parcel would be developed with one single-family residence that would be allowed limited animal keeping, farming, or recreational uses consistent with the Rural Residential zone. The rest of the 1.2 acres, or a portion thereof, could be dedicated to provide access to the site and surrounding parcels.

The 33.2-acre site is currently not zoned in the March JPA Zoning; therefore under Alternative 2, the 33.2-acre site would remain unchanged, and no development activity would occur.

Less construction and fewer vehicle trips would be generated as a result of this alternative; therefore, air quality and GHG emissions, and traffic impacts would be expected to be reduced. By developing per the existing zoning, impacts under this alternative could be reduced compared to the Project.

Impacts:

*Aesthetics*

As discussed in Section 4.1 of the Draft EIR, Aesthetics, the Project would have less-than-significant or no impacts associated with scenic highways, the existing visual character and quality of the Project site and the surrounding area, and light and glare.

Under Alternative 2, the 33.2-acre site would remain in its current condition, and no development would occur. Views both of and from the site would remain unchanged. The 6.2-acre site would contain development of a single-family dwelling and some limited animal keeping, farming, and/or recreational uses. These uses would be low profile; however, they would not blend in with the existing industrial and commercial visual character and quality of the surrounding area. Because very little development would occur as a result of Alternative 2, impacts would be reduced compared to the Project.

*Air Quality*

As discussed in Section 4.2 of the Draft EIR, Air Quality, the Project would have less-than-significant impacts associated with the exposure of sensitive receptors to CO hot spots. Project-generated construction impacts associated with exceedance of SCAQMD maximum daily thresholds for $NO_x$ and VOCs and exceedance of LSTs for $NO_2$, $PM_{10}$, and $PM_{2.5}$ would remain significant even with incorporation of mitigation. Project-generated operational impacts associated with exceedance of SCAQMD maximum daily thresholds for $NO_x$ would remain significant even with incorporation of mitigation. The Project conflicts with Consistency Criterion No. 1 of the SCAQMD *CEQA Air Quality Handbook*. Therefore, the Project would result in significant and unavoidable impacts related to conflicts with an air quality plan, short-term construction impacts, localized construction impacts, and operational impacts. As a result, the Project would also result in cumulatively considerable impacts.

Under Alternative 2, the 33.2-acre site would remain in its current condition, and no development would occur. This site would remain in its existing condition, and the air quality would continue to be the same. The 6.2-acre site would contain development of a single-family residence and some limited animal keeping, farming, and/or recreational uses. These uses are not anticipated to generate significant emissions. Therefore, because very few additional emissions would occur under Alternative 2, impacts would be reduced compared to the Project.

*Biological Resources*

As discussed in Section 4.3 of the Draft EIR, Biological Resources, the Project would have less-than-significant impacts associated with riparian habitat or other sensitive natural communities, and the movement of native resident or migratory fish or wildlife species, established migratory wildlife corridors, or native wildlife nursery sites, or with approved local, regional, or state habitat conservation plans. With the incorporation of mitigation, the Project would also have less-than-significant impacts associated with candidate, sensitive, or special-status species, and federally protected wetlands. Impacts to biological resources can be mitigated to less-than-

significant levels by incorporating mitigation measures, and no significant adverse impacts would remain after mitigation.

Under Alternative 2, the 33.2-acre site would remain in its current condition, and no development would occur. This site would remain in its existing condition, and the biological resources would continue to be the same. There would be no potential impacts to biological resources because no construction, site disturbance, or development activities would take place that could impact special-status species or federally protected wetlands. The 6.2-acre site would contain development of a single-family residence with some limited animal keeping, farming, and/or recreational uses. These uses may have some potential impacts to biological resources due to construction or site disturbance; however, impacts to biological resources would be reduced compared to those from the Project.

*Cultural Resources*

As discussed in Section 4.4 of the Draft EIR, Cultural Resources, with the incorporation of mitigation, the Project would have less-than-significant impacts associated with historical resources, archaeological resources, unique paleontological resources, unique geologic features, and human remains. Impacts to cultural resources can be mitigated to less-than-significant levels by incorporating mitigation measures, and no significant adverse impacts would remain after mitigation.

Alternative 2 would not result in any direct impacts related to cultural resources on the 33.2-acre site because no construction or site disturbance would occur. No construction or development activities would take place on that site that could impact potential historical, paleontological, unique archaeological resources, or human remains. The 6.2-acre site would contain development of a single-family residence and some limited animal keeping, farming, and/or recreational activities that could impact potential historical paleontological, unique archaeological resource, or human remains; however, impacts to cultural resources would be reduced compared to those from the Project.

*Geology and Soils*

As discussed in Section 4.5 of the Draft EIR, Geology and Soils, with the incorporation of mitigation, the implementation of the Project would not conflict with any applicable plan, policy, or regulation adopted for the purposes of mitigating hazards associated with geology and soils. The Project would have a less-than-significant impact associated with strong seismic ground shaking and seismic-related ground failure.

Under Alternative 2, the 33.2-acre site would remain in its current condition, and no development would occur. This site would remain in its existing condition, and no construction or operational activities would take place that could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking or seismic-related ground failure. Alternative 2 would not result in any direct impacts related to geology and soils on the 33.2-acre site. The 6.2-acre site would contain development of a single-family residence and some limited animal keeping, farming, and/or recreational use. These uses could expose a very limited number of people to adverse effects;

however, Alternative 2 would have reduced impacts compared to the Project.

*Greenhouse Gas Emissions*

As discussed in Section 4.6 of the Draft EIR, Greenhouse Gas Emissions, several Project elements would help reduce potential GHG emissions from operations of the Project; however residual impacts would remain significant. With the incorporation of mitigation, impacts associated with GHG emissions would not be reduced to less-than-significant levels and would remain significant and unavoidable. The Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and impacts would be less than significant.

Under Alternative 2, the 33.2-acre site would remain in its current condition, and no development would occur. There would be no direct construction-related or operational GHG emission impacts associated with this alternative because the site would remain in its current state, and no construction would occur. The 6.2-acre site would contain development of a single-family residence and some limited animal keeping, farming, and/or recreational uses. These uses are anticipated to generate very few GHG emissions. Therefore, because very few additional emissions would occur under Alternative 2, impacts would be reduced compared to the Project.

*Hazards and Hazardous Materials*

As discussed in Section 4.7 of the Draft EIR, Hazards and Hazardous Materials, with the implementation of mitigation, impacts to hazards related to air traffic and proximity to the March ARB Airport, as a result of the Project can be mitigated to less-than-significant levels. The Project would be in compliance with the *Citizen's Brochure for the 452d Air Mobility Wing AICUZ Study, March ARB AICUZ*, and the *March ARB/Inland Port ALUCP*, and impacts would be less than significant. Construction of the Project would require relocation of existing underground petroleum and natural gas lines, which would be done through compliance with applicable state regulations. Therefore, there are no adverse significant impacts that would remain after mitigation.

As noted, the site is located in close proximity to the March ARB Airport and is identified to be in the B-1 zone per the March ARB/Inland Port ALUCP. Alternative 2 would result in fewer potential increases in hazards or hazardous materials used during construction because no construction would occur on the 33.2-acre site. However, development of a residential use is not permitted in the B-1 zone; therefore, the single-family residence would not be compatible with the *March ARB AICUZ* and *March ARB/Inland Port ALUCP*. Additionally, the relocation of the underground petroleum and natural gas lines may still be required under Alternative 2. Therefore, Alternative 2 would have greater impacts on hazards and hazardous materials compared to the Project through the placement of a residential unit in a zone deemed incompatible, and the impacts would be significant.

*Hydrology/Water Quality*

As discussed in Section 4.8 of the Draft EIR, Hydrology/Water Quality, the Project would have less-than-significant impacts associated with water quality standards, waste discharge requirements, increased runoff of pollutants, depletion of groundwater supplies, interference of groundwater recharge, altering existing drainage patterns, or degrading water quality. The Project

would be in compliance with all applicable federal, state, and local rules and regulations regarding water quality and hydrology. In addition, implementation of (1) the SWPPP in conformance with the Construction General Permit, (2) the WQMP in compliance with the New Development & Redevelopment Guidelines for Projects Under the March JPA, and (3) proposed drainage design according to the *Riverside County Flood Control and Water Quality District Hydrology Manual* collectively ensure impacts of the Project on hydrology and water quality would be less than significant.

Alternative 2 would result in fewer direct impacts related to hydrology and water quality because no construction would occur on the 33.2-acre site, and there would be very little increase in runoff from the 6.2-acre site. No construction or development activities would take place on the 33.2-acre site that could generate an increase in potential pollutants in stormwater, nor would there be changes to groundwater recharge and drainage patterns. The construction on the 6.2-acre site would be that of a single-family residence with limited animal keeping, farming, and/or recreational uses; therefore, Alternative 2 would have reduced impacts compared to the Project.

*Land Use and Planning*

As described in Section 4.9 of the Draft EIR, Land Use and Planning, the Project includes a March JPA GP amendment to formally incorporate the 6.2-acre parcel (APN 297-100-045) into the March JPA Land Use Authority and designate the parcel as Industrial. The Project also includes a Change of Zone to assign both the 33.2-acre parcel (APN 297-100-013) and the 6.2-acre parcel (APN 297-100-045) the zoning designation of Industrial. The Project would be consistent with the goals and policies outlined in the March JPA GP, and impacts would be considered less than significant with mitigation incorporated. The Project is also in compliance with the March JPA Development Standards, and impacts would be less than significant.

Under Alternative 2, the March GP amendment and Change of Zone would not be implemented, and the 6.2-acre parcel would not be incorporated into the March JPA Land Use Authority. Under Alternative 2, existing March GP land use and zoning designations would remain, and Project objectives would not be met. Development of new residences would be incompatible with the nearby March ARB and commercial and industrial uses. Therefore, the Project would have reduced impacts compared to Alternative 2.

*Public Services*

As discussed in Section 4.10 of the Draft EIR, Public Services, the Project would result in less-than-significant impacts associated with fire protection.

Alternative 2 would not result in any direct impacts related to public services since the only development that would be built is a single-family residence with some limited animal keeping, farming and/or recreational uses. A large number of employees and visitors would not be introduced to the area. Little construction or development activities would take place that could generate an increase in needed public services; therefore, Alternative 2 would have reduced impacts compared to the Project.

*Traffic*

As described in Section 4.11 of the Draft EIR, Traffic, under the Existing plus Project traffic conditions, impacts to study area intersections and freeway facilities including off-ramps and segments, would be less than significant. With the incorporation of mitigation, impacts associated with roadway operations during the Existing plus Project traffic conditions would be less than significant.

Under the Opening Year Cumulative (2016) with Project traffic conditions, impacts to study area intersections and freeway facilities, including off-ramps and segments, would be less than significant. Within incorporation of mitigation, impacts associated with roadway operations during the Opening Year Cumulative (2016) with Project traffic conditions would also be less than significant.

Under the GP Buildout (2035) with the incorporation of mitigation, Project traffic condition impacts to study area intersections and freeway facilities, including off-ramps and segments, would be less than significant. In addition, with the incorporation of mitigation, impacts associated with Congestion Management Plans and emergency access would also be less than significant. In addition, impacts associated with alternative transportation facilities would be less than significant, and no mitigation measures would be required.

Existing study area intersections, roadway segments and freeway facilities including off-ramps and segments currently do not exceed the traffic thresholds without the Project. Under Alternative 2, no study area intersections, roadway segments, or roadway operations would be impacted, and traffic conditions would not be impacted. Therefore, Alternative 2 would have reduced impacts compared to the Project.

*Utilities*

As discussed in Section 4.12 of the Draft EIR, Utilities and Service Systems, the Project would require the construction of new stormwater facilities; however the construction of those facilities would not result in significant impacts, as the impacts have been evaluated as part of the entire Project construction and implementation. Impacts related to construction of stormwater drainage facilities, are less than significant. In addition, with the incorporation of mitigation, the Project's potential impacts associated with water supplies, wastewater treatment providers, and landfill capacity, and compliance with federal, state, and local statutes and regulations related to solid waste would be considered less than significant.

Under Alternative 2, there would be very limited additional solid waste being transferred to the local landfill during construction because the only construction that would take place would be a single-family residence and limited animal keeping, farming, and/or recreational uses on the 6.2-acre site. There would be no new industrial facilities constructed on the 33.2-acre site, and the site would remain in its existing vacant state. Additionally, no additional water supplies or new stormwater drainage facilities would be constructed as part of Alternative 2. Overall, Alternative 2 would have reduced impacts on utilities and service systems compared to the Project.

*Energy Conservation*

As discussed in Section 4.13, Energy Conservation, there would be an increase in the amount of electricity, natural gas, and petroleum used during construction and operation of the Project; however, the Project includes features such as alternative modes of transportation that would help reduce the number of vehicle miles traveled generated by the Project operation. Additionally, bike racks would be installed so that employees can utilize biking as a mode of transportation, thus, reducing the amount of gasoline that would be consumed by Project operation. In addition, the Project has been designed to eliminate stacking and idling, maximize energy performance, and meet Title 24 requirements. The Project would not contribute to inefficient or wasteful consumption of electricity, natural gas or petroleum, and impacts related to conflicts with existing energy standards would be less than significant. Further, the Project would not place significant demand on local or regional energy supplies or require a substantial amount of additional capacity. Therefore, impacts related to energy supplies and capacity would be less than significant.

As Alternative 2 would only slightly increase the use of energy, natural gas, or petroleum or require additional energy supplies because very limited construction would occur under this alternative, impacts would be reduced compared to the Project. (Draft EIR, pp. 7-11 – 7-13.)

Objectives and Feasibility: The following provides a list of the Project objectives and whether Alternative 2 meets each objective.

**Table 7-2**
**Summary of Alternative 2 Success at Meeting Project Objectives**

| Project Objective | Alternative Meets Objective? |
|---|---|
| 1. Implement the March JPA General Plan through development of land uses allowed by the Industrial land use designation and consistent with the standards and guidelines relevant to the Project site and proposed uses. | **No.** Under Alternative 2, no industrial land uses would be developed consistent with the standards and guidelines relevant to the Project site and proposed uses in the March JPA General Plan. |
| 2. Develop an industrial building with a high quality architectural design for the Project site which is desirable to the community, enhances the Project's appeal to reputable businesses, and creates value for the surrounding area. | **No.** Under Alternative 2, no industrial building would be constructed, and a portion of the Project site would be occupied by rural residential uses. No value would be created for the surrounding area. |

**Table 7-2**
**Summary of Alternative 2 Success at Meeting Project Objectives**

| Project Objective | Alternative Meets Objective? |
|---|---|
| 3. Make efficient use of the vacant, approximately 39.4-acre Project site that has access to available infrastructure for industrial development to provide jobs for residents within the March JPA Planning Area and its surrounding communities, thereby providing a balance on the jobs-to-housing ratio within Riverside County. This would reduce the need for members of the existing local workforce to commute outside the area for employment. | **No.** Under Alternative 2, there would not be construction of any industrial warehouse building, and the 33.2-acre site would remain in its existing vacant condition. The 6.2-acre site would have Rural Residential uses. Alternative 2 would not provide jobs for residents within the March JPA Planning Area and surrounding communities and would not provide a more equal jobs/housing balance in the March JPA or Riverside County areas. With Alternative 2, members of the existing local workforce would continue to commute outside of the area for employment. |
| 4. Develop an industrial warehouse building that is compatible with nearby March ARB and is in compliance with the *March ARB/Inland Port ALUCP*, the *452d Air Mobility Wing AICUZ Study*, and the *March ARB/Inland Port Airport Joint Land Use Study*. | **No.** Under Alternative 2, no construction of an industrial building would take place, and the single-family residence would not be in compliance with the *March ARB/Inland Port ALUCP*, the *452d Air Mobility Wing AICUZ Study*, and *March ARB/Inland Port Airport Joint Land Use Study*. |
| 5. Develop an industrial warehouse building that takes advantage of the Project site's close proximity to the I-215 freeway and existing and planned transportation corridors to reduce traffic congestion on surface streets and to reduce concomitant air pollutant emissions from vehicle sources. | **No.** Under Alternative 2, an industrial warehouse building in close proximity to I-215 would not be provided. |
| 6. Facilitate goods movement for the benefit of local, regional, statewide, and nationwide economic growth. | **No.** Under Alternative 2, an industrial warehouse building would not be constructed or operated on the Project site, and the majority of the site would remain in its existing vacant condition. Goods movement would not be facilitated on the Project site, and no local, regional, statewide, or national economic growth would occur. |
| 7. Enhance the area's economy by developing a large property with an | **No.** Under Alternative 2, there would not be construction of an industrial warehouse building, and the 33.2-acre site would remain |

**Table 7-2**
**Summary of Alternative 2 Success at Meeting Project Objectives**

| Project Objective | Alternative Meets Objective? |
|---|---|
| employment-generating land use with long-term economic viability. | in its existing vacant condition. The 6.2-acre site would have Rural Residential uses. Alternative 2 would not provide jobs for residents within the March JPA Planning area and surrounding communities, and thus would not enhance the area's economy. |

Findings: The Commission rejects this alternative on the following grounds, each of which provides sufficient justification for rejection of this alternative: (1) Alternative 2 would not meet any of the project objectives, and (2) Alternative 2 would conflict with the *March ARB/Inland Port ALUCP*, the *452d Air Mobility Wing AICUZ Study*, and the *March ARB/Inland Port Airport Joint Land Use Study*. Therefore, Alternative 2 is eliminated from further consideration. (Draft EIR, p. 7-19.)

3. Alternative 3—Reduced Intensity Project

Description: Under Alternative 3, development of the Project would not occur as discussed in Chapter 2 of this Draft EIR. The amount of industrial warehouse building square footage would be reduced by 25% to allow a total Project buildout of 531,812 square feet. Under this alternative, it is assumed that the size of the proposed new industrial warehouse building would be reduced by 25%. The proposed GP Amendment, Change of Zone, and all other applicable pending approvals associated with the Project would be necessary. Less construction and fewer vehicle trips would be generated as a result of this alternative; therefore, air quality and GHG impacts and traffic would be reduced. By reducing the intensity of the use on the site, impacts under this alternative could be reduced compared to the Project.

Impacts:

*Aesthetics*

As discussed in Section 4.1 of the Draft EIR, Aesthetics, the Project would have less-than-significant or no impacts associated with scenic highways and light and glare. Impacts to visual character would also be less than significant; however, viewers along perimeter streets would experience views of a more intensely developed industrial site with implementation of the Project. Compliance with development standards and design guidelines outlined in the March JPA GP and the Development Code Amendment for Industrial Zoning would further reduce potential impacts.

Under Alternative 3, construction of the industrial warehouse would still occur. Construction under Alternative 3 would also adhere to the development standards and design guidelines outlined in the March JPA GP and Development Code Amendment for Industrial Zoning.

However, since Alternative 3 would result in a 25% reduction in building height, massing, and scale compared to the Project, the aesthetic impacts of Alternative 3 may be slightly reduced compared to the Project.

*Air Quality*

As discussed in Section 4.2 of the Draft EIR, Air Quality, the Project would have less-than-significant impacts associated with the exposure of sensitive receptors to CO hot spots. Project-generated construction impacts associated with exceedance of SCAQMD maximum daily thresholds for $NO_x$ and VOCs and exceedance of LSTs for $NO_2$, $PM_{10}$, and $PM_{2.5}$ would remain significant even with incorporation of mitigation. Project-generated operational impacts associated with exceedance of SCAQMD maximum daily thresholds for $NO_x$ would remain significant even with incorporation of mitigation. The Project conflicts with Consistency Criterion No. 1 of the SCAQMD *CEQA Air Quality Handbook.* Therefore, the Project would result in significant and unavoidable impacts related to conflicts with an air quality plan, short-term construction impacts, localized construction impacts, and operational impacts. As a result, the Project would also result in cumulatively considerable impacts.

Alternative 3 would still result in air emissions that would be generated during construction and operation. Construction of this alternative would still require grading and site preparation, all of which generate air emissions. Given the smaller size of the building, this would translate to fewer vehicle and truck trips generated. Nevertheless, air quality impacts under Alternative 3 would be considered significant and unavoidable due to the vehicle and truck trips and the lack of feasible mitigation to reduce emissions from those trips to less-than-significant levels, even though a reduction would occur. Impacts from air quality for Alternative 3 are considered slightly reduced compared to those from the Project, but still significant and unavoidable.

Biological Resources

As discussed in Section 4.3 of the Draft EIR, Biological Resources, the Project would have less-than-significant impacts associated with riparian habitat or other sensitive natural communities, and the movement of native resident or migratory fish or wildlife species, established migratory wildlife corridors, or native wildlife nursery sites, or with approved local, regional, or state habitat conservation plans. With the incorporation of mitigation, the Project would also have less-than-significant impacts associated with candidate, sensitive, or special-status species, or federally protected wetlands. Impacts to biological resources can be mitigated to less-than-significant levels by incorporating mitigation measures, and no significant adverse impacts would remain after mitigation.

Under Alternative 3, construction of a smaller industrial warehouse would still occur and similar mitigation measures would be required. Overall, impacts to biological resources would be the same as the entire Project site would need to be graded to construct the smaller warehouse; therefore, development of the site would result in the same biological impacts as those of the Project.

*Cultural Resources*

As discussed in Section 4.4 of the Draft EIR, Cultural Resources, with the incorporation of mitigation, the Project would have less-than-significant impacts associated with historical resources, archaeological resources, unique paleontological resources, unique geologic features, and human remains. Impacts to cultural resources can be mitigated to less-than-significant levels by incorporating mitigation measures, and no significant adverse impacts would remain after mitigation.

Under Alternative 3, similar amounts of grading and ground disturbance would occur as for the Project. Alternative 3 would have site plans similar to those of the Project; the only difference between the two Projects would be the change in building scale and size. Therefore, impacts to cultural resources would be similar and would not be substantially reduced as a result of Alternative 3.

*Geology and Soils*

As discussed in Section 4.5 of the Draft EIR, Geology and Soils, with the incorporation of mitigation, the implementation of the Project would not conflict with any applicable plan, policy, or regulation adopted for the purposes of mitigating hazards associated with geology and soils. The Project would have a less-than-significant impact associated with strong seismic ground shaking and seismic-related ground failure.

Under Alternative 3, the same site would be developed with a 25% smaller industrial warehouse facility. Construction and operational activities would take place that could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking or seismic-related ground failure much like those associated with the proposed Project. Alternative 3 would not result in comparable impacts to geology and soils as compared to the Project.

Greenhouse Gas Emissions

As discussed in Section 4.6 of the Draft EIR, Greenhouse Gas Emissions, several Project elements would help reduce potential GHG emissions from operations of the Project; however, residual impacts would remain significant. With the incorporation of mitigation, impacts associated with GHG emissions would not be reduced to less-than-significant levels and would remain significant and unavoidable. Additionally, with the implementation of mitigation, the Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs and impacts would be less than significant.

Alternative 3 would still result in GHG emissions that would be generated during construction and operation. GHG impacts would be consistent with local plans and policies, as well as incorporating the same Project elements that would help to reduce potential GHG emissions from operations. Given the smaller building, this alternative would also result in fewer vehicle trips generated. Nevertheless, GHG impacts under Alternative 3 would be considered significant and unavoidable due to the vehicle trips and the lack of feasible mitigation to reduce emissions, even though a reduction would occur. Impacts from GHG emissions for Alternative 3 are considered slightly reduced compared to those from the Project because of the reduced square footage, but still significant and unavoidable.

*Hazards and Hazardous Materials*

As discussed in Section 4.7, Hazards and Hazardous Materials, with the implementation of mitigation, impacts to hazards related to air traffic and proximity to the March ARB Airport, as a result of the Project can be mitigated to less-than-significant levels. The Project would be in compliance with the *Citizen's Brochure for the 452d Air Mobility Wing AICUZ Study*, the *March ARB AICUZ*, and the *March ARB/Inland Port ALUCP*, and impacts would be less than significant. Construction of the Project would require relocation of the existing underground petroleum and natural gas line, which would be done in compliance with applicable state regulations. Therefore, there are no adverse significant impacts that would remain after mitigation.

Under Alternative 3, the same potential hazards would exist and the same mitigation would be required as the Project. Additionally, the relocation of the existing underground petroleum and natural gas lines would still be required under Alternative 3. However, since the reduction in industrial warehouse size would decrease the number of visitors and employees on the Project site by 25%, Alternative 3 would expose fewer people to potentially hazardous conditions. Therefore, impacts would be slightly reduced compared to the Project.

*Hydrology/Water Quality*

As discussed in Section 4.8, Hydrology/Water Quality, the Project would have less-than-significant impacts associated with water quality standards, waste discharge requirements, increased runoff of pollutants, depletion of groundwater supplies, interference of groundwater recharge, altering existing drainage patterns, or degrading water quality. The Project would be in compliance with all applicable federal, state, and local rules and regulations regarding water quality and hydrology. In addition, implementation of (1) the SWPPP in conformance with the Construction General Permit, (2) the WQMP in compliance with the New Development & Redevelopment Guidelines for Projects Under the March JPA, and (3) proposed drainage design according to the R*iverside County Flood Control and Water Quality District Hydrology Manual* collectively ensure impacts on hydrology and water quality would be less than significant.

Alternative 3 would also be required to comply with all applicable federal, state, and local regulations regarding water quality and hydrology and the reduction in the square footage would not remove these requirements. Similar BMPs would also be implemented to further reduce potential impacts related to stormwater flows and quality. Therefore, Alternative 3 would have comparable impacts on water quality and hydrology as the Project.

*Land Use and Planning*

As described in Section 4.9, Land Use and Planning, the Project includes a GP amendment to formally incorporate the 6.2-acre parcel (APN 297-100-045) into the March Joint Power Agreement Land Use Authority and designate the parcel as Industrial. The Project also includes a Change of Zone to assign both the 33.2-acre parcel (APN 297-100-013) and the 6.2-acre parcel (APN 297-100-045) the zoning designation of Industrial (I). The proposed land use designations and zoning would allow for the implementation of the industrial warehouse facility,

which are necessary to meet the need for more industrial space and meet the goals and objectives of the March JPA GP. The Project would be consistent with the goals and policies outlined in the March JPA GP, and impacts would be considered less than significant with mitigation incorporated. The Project is also in compliance with the March JPA Development Standards, and impacts would be less than significant.

Under Alternative 3, the March JPA GP Amendment and the Change in Zone would be implemented. Under, Alternative 3, the implementation of the industrial warehouse facilities would still occur, which would meet the need for more industrial space and meet most of the goals and objectives of the March JPA GP. Therefore, land use impacts would be the same as the Project.

*Public Services*

As discussed in Section 4.10, Public Services, the Project would result in less-than-significant impacts associated with fire protection.

Under Alternative 3, construction of an industrial warehouse building would occur, but the building square footage would be reduced by 25%, thus reducing the number of employees and visitors to the Project site. Because under Alternative 3 a similar use would be on the site as compared to the proposed Project, a similar request for fire protection services would be required. Under Alternative 3, the implementation of the industrial warehouse facilities would still occur, which would meet the need for more industrial space and meet most of the goals and objectives of the March JPA GP. Therefore, Alternative 3 would result in comparable impacts compared to the Project.

*Traffic*

As described in Section 4.11, Traffic, under the existing plus Project traffic conditions, impacts to study area intersections and freeway facilities, including off-ramps and segments, would be less than significant. With the incorporation of mitigation, impacts associated with roadway operations during the Existing plus Project traffic conditions would be less than significant.

Under the Opening Year Cumulative (2016) with Project traffic conditions, impacts to study area intersections and freeway facilities, including off-ramps and segments, would be less than significant. Within incorporation of mitigation, impacts associated with roadway operations during the Opening Year Cumulative (2016) with Project traffic conditions would also be less than significant.

Under the GP Buildout (2035) with the incorporation of mitigation, Project traffic condition impacts to study area intersections and freeway facilities, including off-ramps and segments, would be less than significant. In addition, with the incorporation of mitigation, impacts associated with Congestion Management Plans and emergency access would also be less than significant. In addition, impacts associated with alternative transportation facilities would be less than significant, and no mitigation measures would be required.

Under Alternative 3, the amount of traffic coming and going from the industrial

warehouse site would be reduced by 25%, proportionate with the reduction in the size of the building. There would be a decrease in the number of employees, customers, and visitors the warehouse could hold, which would lead to a decrease in traffic. The same design features, such as driveway locations, would still be incorporated even with the 25% reduction in square footage. Construction traffic is expected to be slightly reduced because the building would be smaller, but traffic would still result. As for operations, the reduced square footage would be expected to result in fewer trips from visitors, employees, and trucks, but the impacts are not expected to be significantly different or less than the proposed Project. Therefore, impacts associated with traffic as a result of Alternative 3 would be slightly reduced compared to the Project.

*Utilities and Service Systems*

As discussed in Section 4.12, Utilities and Service Systems, the Project would require the construction of new stormwater facilities; however the construction of those facilities would not result in significant impacts, as the impacts have been evaluated as part of the entire Project construction and implementation. Impacts related to construction of storm-water drainage facilities are less than significant. In addition, with the incorporation of mitigation, the Project's potential impacts associated with water supplies, wastewater treatment providers, and landfill capacity, and compliance with federal, state, and local statutes and regulation related to solid waste would be considered less than significant.

During construction of Alternative 3, the amount of construction waste might be slightly reduced since there would be less square footage in the warehouse building. Additionally, since this alternative would have 25% reduction in square footage than the Project, the amount of water supplies, wastewater treatment, and solid waste generated during operation would also be less. Therefore, Alternative 3 would have slightly reduced impacts on utilities and service systems compared to the Project.

*Energy Conservation*

As concluded in Section 4.13, Energy Conservation, there would be an increase in the amount of electricity, natural gas, and petroleum used during construction and operation of the Project; however, the Project includes features such as alternative modes of transportation that would help reduce the number of vehicle miles traveled generated by the Project operation. Additionally, bike racks would be installed so that employees can utilize biking as a mode of transportation, thus, reducing the amount of gasoline that would be consumed by Project operation. In addition, the Project has been designed to eliminate stacking and idling, maximize energy performance, and meet Title 24 requirements. The Project would not contribute to inefficient or wasteful consumption of electricity, natural gas, or petroleum, and impacts related to conflicts with existing energy standards would be less than significant. Further, the Project would not place significant demand on local or regional energy supplies or require a substantial amount of additional capacity. Therefore, impacts related to energy supplies and capacity would be less than significant.

Alternative 3 would also include an increase in the amount of electricity, natural gas, and petroleum used during construction and operation; however, since Alternative 3 would reduce

development by 25%, the amount of energy required would be less than that required by the Project. Therefore, Alternative 3 would have slightly reduced impacts on energy conservation compared to the Project.

Objectives and Feasibility: The following provides a list of the Project objectives and whether Alternative 3 meets each objective.

**Table 7-3**
**Summary of Alternative 3 Success at Meeting Project Objectives**

| Project Objective | Alternative Meets Objective? |
|---|---|
| 1. Implement the March JPA General Plan through development of land uses allowed by the Industrial land use designation and consistent with the standards and guidelines relevant to the Project site and proposed uses. | **Yes.** Alternative 3 would construct a new industrial land use consistent with the standards and guidelines relevant to that site and proposed uses allowed under the March JPA General Plan. |
| 2. Develop an industrial building with a high quality architectural design for the Project site, which is desirable to the community, enhances the Project's appeal to reputable businesses, and creates value for the surrounding area. | **Yes.** Alternative 3 would develop an industrial warehouse building with a high quality architectural design for the Project site, which would be desirable to the community, enhance the Project's appeal to reputable businesses, and create value for the surrounding area. |
| 3. Make efficient use of the vacant, approximately 39.4-acre Project site, that has access to available infrastructure for industrial development to provide jobs for residents within the March JPA Planning Area and its surrounding communities, thereby providing a balance on jobs-to-housing ratio within Riverside County. This would reduce the need for members of the existing local workforce to commute outside the area for employment. | **No.** While Alternative 3 would allow a comprehensively planned, integrated warehouse facility on the 39.4-acre site, the reduction in building size would reduce the amount of space available for additional operations and would eliminate some of the potential jobs for residents within the March JPA Planning Area and its surrounding communities. Additionally, the reduction in building size would also provide less equal jobs/housing balance both in the March JPA and Riverside County and would, therefore, provide less reduction in the need for members of the existing local workforce to commute outside the area for employment. |
| 4. Develop an industrial warehouse building that is compatible with nearby March ARB and is in compliance with the *March ARB/Inland Port ALUCP*, the *452d Air Mobility Wing AICUZ*, and | **Yes.** The reduction in building size as a result of this alternative would also decrease the mass, size, and scale of the building space, which would be in compliance with the *March ARB/Inland Port ALUCP*, the *452d Air* |

**Table 7-3**
**Summary of Alternative 3 Success at Meeting Project Objectives**

| Project Objective | Alternative Meets Objective? |
|---|---|
| *March ARB/Inland Port Airport Joint Land Use Study.* | *Mobility Wing AICUZ Study*, and *March ARB/Inland Port Airport Joint Land Use Study.* |
| 5. Develop an industrial warehouse building that takes advantage of the Project site's close proximity to the I-215 freeway and existing and planned transportation corridors to reduce traffic congestion on surface streets and to reduce concomitant air pollutant emissions from vehicle sources. | **Yes.** Alternative 3 would allow for the development of an industrial warehouse building that takes advantage of the site's close proximity to the I-215 and existing and planned transportation corridors. The close proximity to the I-215 freeway and transportation corridors along with the reduction in building size that would reduce the number of visitors and customers at the industrial warehouse would also reduce the traffic congestion on surface streets, the concomitant air pollutant emissions from vehicle sources, and the impacts to residential neighborhoods. Therefore, this Project objective would be met by Alternative 3. |
| 6. Facilitate goods movement for the benefit of local, regional, statewide, and nationwide economic growth. | **No.** Under Alternative 3, the reduction in building size would reduce the amount of space available for additional operations and would eliminate some of the potential of facilitating goods movement for the benefit of local, regional, statewide, and nationwide economic growth. |
| 7. Enhance the area's economy by developing a large property with an employment-generating land use with long-term economic viability. | **Yes.** Under Alternative 3, although development of the reduced industrial warehouse building would still require permanent jobs, it would eliminate some of the potential jobs for residents within the March JPA Planning Area and its surrounding communities. |

Findings: The Commission rejects this alternative on the following grounds, each of which provides sufficient justification for rejection of this alternative: (1) Alternative 3 would not meet two of the project objectives, and (2) Alternative 3 is considered economically infeasible due to its unfavorable cost-to-square foot ratio. Therefore, Alternative 3 is eliminated from further consideration. (Draft EIR, pp. 7-27 – 7.29.)

D. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

State CEQA Guidelines Section 15126.6(e)(2) indicates that an analysis of alternatives to a project shall identify an Environmentally Superior Alternative among the alternatives evaluated in an EIR. Alternative 1, the No Project Alternative, would result in the least environmental impacts, and therefore would be considered the Environmentally Superior Alternative. However, Section 15126.6(e)(2) of the CEQA Guidelines states that if the Environmentally Superior Alternative is the No Project Alternative, the EIR shall also identify an Environmentally Superior Alternative among the other alternatives.

Of the alternatives evaluated above, Alternative 3 was found to be environmentally superior over the Project (see Table 7-4 of the Draft EIR) because it had the most reductions in impacts from the Project. Alternative 3 was found to have improved, or better, impacts related to aesthetics, biological resources, cultural resources hazards, geology and soils, hazards and hazardous materials, transportation and traffic, utilities and service systems, and energy conservation. However, Alternative 3 does not meet all of the Project objectives. Therefore, Alternative 3 is eliminated from further consideration. (Draft EIR, pp. 7-29 – 7-30.)

**SECTION 10.** ADOPTION OF A STATEMENT OF OVERRIDING CONSIDERATIONS. The Commission hereby declares that, pursuant to State CEQA Guidelines Section 15093, the Commission has balanced the benefits of the Project against any unavoidable environmental impacts in determining whether to approve the Project. Pursuant to the State CEQA Guidelines, if the benefits of the Project outweigh the unavoidable adverse environmental impacts, those impacts may be considered "acceptable."

Having reduced the adverse significant environmental effect of the Project to the extent feasible by adopting the Mitigation Measures contained in the EIR, the MMRP, and this Resolution, having considered the entire administrative record on the Project, and having weighed the benefits of the Project against its unavoidable adverse impact after mitigation, the Commission has determined that each of the following social, economic, and environmental benefits of the Project separately and individually outweigh the potential unavoidable adverse impacts and render those potential adverse impacts acceptable based upon the following overriding considerations:

- The Project will implement the goals, objectives and policies of the March JPA General Plan through development of land uses allowed by the Industrial land use designation consistent with the standards and guidelines relevant to the Project site and proposed use.
- The Project will provide increased job opportunities for local residents through the provision of employment-generating businesses.
- The Project will develop an industrial building with a high quality architectural design for the Project site which is desirable to the community, enhances the Project's appeal to reputable businesses, and creates value for the surrounding area.
- The Project will make efficient use of the vacant, approximately 39.4-acre Project site, which has access to available infrastructure for industrial development, to provide jobs for residents within the March JPA Planning area and its surrounding communities, thereby providing a balance on the jobs to housing ratio within Riverside County. This would

reduce the need for the existing local workforce to commute outside the area for employment.

- The Project will develop an industrial warehouse building that is compatible with nearby March Air Reserve Base and is in compliance with the *March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, the 452d Air Mobility Wing Air Installation Compatible Use Zone Study, and March Air Reserve Base/Inland Port Airport Joint Land Use Study.*
- The Project will provide an industrial use in an area that takes advantage of the proximity to the I-215 freeway, as well as existing and planned transportation corridors in order to reduce traffic congestion on surface streets and concomitant air pollutant emissions from vehicle sources.
- The Project will provide employment opportunities that will enhance the area's economy.
- The Project will facilitate goods movement for the benefit of local, regional, statewide, and nationwide economic growth.
- The Project will enhance the area's economy by developing a large property with an employment-generating land use with long-term economic viability.

The Commission hereby declares that the foregoing benefits provided to the public through the approval and implementation of the Project outweigh the identified significant adverse environmental impacts of the Project that cannot be mitigated. The Commission finds that each of the Project benefits separately and individually outweighs all of those unavoidable adverse environmental effects identified in the EIR and therefore finds those impacts to be acceptable.

**SECTION 11.** CERTIFICATION OF THE EIR. The Commission finds that it has been presented with the EIR, which it has reviewed and considered, and further finds that the EIR is an accurate and objective statement that has been completed in full compliance with CEQA and the State CEQA Guidelines and that the EIR reflects the independent judgment and analysis of the Commission.

The Commission declares that no evidence of new significant impacts as defined by the State CEQA Guidelines section 15088.5 has been received by the Commission after circulation of the Draft EIR that would require recirculation.

Therefore, the Commission hereby certifies the EIR based on the entirely of the record of proceedings.

**SECTION 12.** ADOPTION OF A MITIGATION MONITORING AND REPORTING PROGRAM. Pursuant to Public Resources Code section 21081.6, the Commission hereby adopts the Mitigation Monitoring and Reporting Program attached to this Resolution as **Exhibit "A".** Implementation of the Mitigation Measures contained in the Mitigation Monitoring and Reporting Program is hereby made a condition of approval of the Project. In the event of any inconsistencies between the Mitigation Measures set forth herein and the Mitigation Monitoring and Reporting Program, the Mitigation Monitoring and Reporting Program shall control.

**SECTION 13.** LOCATION AND CUSTODIAN OF RECORDS. The documents and materials associated with the Project and the EIR that constitute the record of proceedings on which these findings are based are located at 14205 Meridian Parkway, Suite 140, Riverside, CA 92518. The Custodian of Record is The Custodian of Record is Carey Allen, Clerk, March Joint Powers Authority.

**SECTION 14.** NOTICE OF DETERMINATION. The Commission hereby directs staff to prepare and file a Notice of Determination with the Riverside County Clerk and the State Clearinghouse within five (5) working days of the approval of the proposed Project.

**SECTION 15.** EFFECTIVE DATE. This Resolution shall become effective upon its adoption.

PASSED, ADOPTED, AND APPROVED this 14th day of February, 2018.

Marion Ashley, Chairman
March Joint Powers Authority Commission

ATTEST:

I, Carey L. Allen, Clerk of the March Joint Powers Authority Commission, do hereby certify that the foregoing Resolution #JPA 18-02 was adopted by the March Joint Powers Commission of the March Joint Powers Authority at a regular meeting thereof held on the 14th day of February, 2018, by the following vote of the Commission:

| | |
|---|---|
| Ayes: | Jeffries, Cabrera, Rogers, Gardner, Baca, Melendrez, Vargas, Ashley |
| Noes: | None |
| Abstain: | None |
| Absent: | None |

Dated: February 14, 2018

Carey L. Allen, CMC
March Joint Powers Commission

EXHIBIT "A"

Mitigation Monitoring and Reporting Program

# EXHIBIT A

## MITIGATION MONITORING AND REPORTING PROGRAM

California Public Resources Code Section 21081.6 requires that, upon certification of an EIR, "the public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation."

This chapter contains the mitigation monitoring and reporting program for the Freeway Business Center Project (project or proposed project). This MMRP has been developed in compliance with Public Resources Code Section 21081.6 and Section 15097 of the CEQA Guidelines. The mitigation measures in the table are coded by alphanumeric identification consistent with the EIR. The following items are identified for each mitigation measure:

- **Mitigation Monitoring.** This section of the MMRP lists the stage of the proposed project during which the mitigation measure would be implemented and indicates who is responsible for implementing the mitigation measure (i.e., the "implementing party"). It also lists the agency that is responsible for ensuring that the mitigation measure is implemented and that it is implemented properly.
- **Reporting.** This section of the MMRP provides a location for the implementing party and/or enforcing agency to make notes and to record their initials and the compliance date for each mitigation measure.

The March Joint Powers Authority (JPA) must adopt this MMRP, or an equally effective program, if it approves the proposed project with the mitigation measures that were adopted or made conditions of project approval.

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**Table 10-1**
**Freeway Business Center Project Mitigation Monitoring and Reporting Program**

| Mitigation Measure | Monitoring Phase | Monitoring Method | Enforcement Agency & Responsible Agency | Verification of Compliance | | |
|---|---|---|---|---|---|---|
| | | | | *Initials* | *Date* | *Remarks* |
| *Air Quality* | | | | | | |
| **MM-AQ-1:** The grading contractor/general contractor shall submit a signed letter summarizing the methods achieving full compliance with the following mitigation measures, and March JPA shall ensure that the following measures be adhered to during Project grading, architectural coating, and construction to reduce emissions of volatile organic compounds (VOCs) and oxides of nitrogen ($NO_x$) from construction activities:<br>a. Heavy-duty diesel-powered construction equipment rated at greater than 50 horsepower shall be equipped with Tier 4 or better diesel engines, to the greatest extent feasible. An exemption from this requirement may be granted by March JPA if, to the greatest extent feasible, at least fifty (50) percent of the construction equipment is Tier 4, with the remaining construction equipment rated at Tier 3, provided with reasonable evidence, that Tier 4 rated construction equipment is not available.<br>b. The engine size of construction equipment shall be the minimum size.<br>c. The amount of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest amount of equipment is operating at any one time.<br>d. Construction equipment shall be maintained in tune per the manufacturer's specifications.<br>e. Catalytic converters shall be installed on gasoline-powered equipment over 50 horsepower.<br>f. Electric equipment shall be utilized in lieu of diesel-powered equipment, where feasible.<br>g. To address the impact relative to VOC emissions, Super-Compliant VOC-content architectural coatings (0 grams/liter to less than 10 grams/liter) shall be used during Project construction/application of paints and other architectural coatings to reduce ozone precursors. If paints and coatings with VOC content of 0 grams/liter to less than 10 grams/liter cannot be utilized, the developer shall avoid application of architectural coatings during the peak smog season: July, August, and September. The developer shall procure architectural coatings from a supplier in compliance with the requirements of SCAQMD's Rule 1113 (Architectural Coatings).<br>h. The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur preferably in the mid-morning, afternoon, and after work is done for the day. | (1) Prior to issuance of Building Permit<br>(2) On-going during construction activities | (1) Contractor/general contractor shall submit a signed letter summarizing the methods achieving full compliance | March JPA | | | |

**Table 10-1**
**Freeway Business Center Project Mitigation Monitoring and Reporting Program**

| Mitigation Measure | Monitoring Phase | Monitoring Method | Enforcement Agency & Responsible Agency | Verification of Compliance | | |
|---|---|---|---|---|---|---|
| | | | | *Initials* | *Date* | *Remarks* |
| **MM-AQ-2:** The grading contractor/general contractor shall submit a signed letter summarizing the methods achieving full compliance with the following mitigation measures and the JPA shall ensure that the following mitigation measures shall be incorporated to reduce impacts resulting from the exceedance of the South Coast Air Management District (SCAQMD) localized significance thresholds.<br><br>Consistent with SCAQMD Rule 403, it is required that fugitive dust generated by grading and construction activities be kept to a minimum with a goal of retaining dust on the site, by following the dust control measures listed below:<br><br>a. During clearing, grading, earthmoving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems shall be used to prevent dust from leaving the site and to create a crust after each day's activities cease.<br>b. During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas later in the morning, after work is completed for the day, and whenever winds exceed 15 miles per hour.<br>c. Soil stockpiled for more than 2 days shall be covered, kept moist, or treated with soil binders to prevent dust generation.<br>d. Speeds on unpaved roads shall be reduced to less than 15 miles per hour.<br>e. All grading and excavation operations shall be halted when wind speeds exceed 25 miles per hour.<br>f. Dirt and debris spilled onto paved surfaces at the project site and on the adjacent roadways shall be swept, vacuumed, and/or washed at the end of each workday.<br>g. If import/export of soil materials would be required, all trucks hauling dirt, sand, soil, or other loose material to and from the construction site shall be covered or a minimum 2 feet of freeboard shall be maintained.<br>h. At a minimum, at each vehicle egress from the project site to a paved public road, a pad consisting of washed gravel (minimum size: 1 inch) shall be installed and maintained in clean condition to a depth of at least 6 inches and extending at least 30 feet wide and at least 50 feet long (or as otherwise directed by SCAQMD).<br>i. Any additional requirements of SCAQMD Rule 403 shall be reviewed and complied with.<br>j. The construction contractor shall post readily visible signage in publicly accessible areas along the property lines of the Project site with a contact name and telephone number in the event that Project construction would generate nuisance levels of air pollutants in the surrounding community. Action shall be taken within 2 hours after notification to determine the cause of the objectionable emissions and take corrective action. | (1) Prior to issuance of Building Permit<br>(2) On-going during construction activities | (1) Contractor/ builder grading contractor/general contractor shall submit a signed letter summarizing the methods achieving full compliance | March JPA | | | |
| **MM-AQ-3:** The tenant will file an annual Traffic Demand Management Plan to encourage at least 30% of workers to carpool, or use buses or ride bikes to and from the Project site to reduce single-occupancy vehicle trips. March JPA shall request a copy of the ridership program for verification prior to issuance of occupancy permits. The tenant will notify all employees of the program prior to the start of employment and will implement a communication method to ensure personnel can identify potential carpooling program participants. Preferential parking spots will be provided to carpooling, hybrid, and electric vehicles. The tenant will post signs at the preferential parking spots, which will indicate that the parking spots are reserved for carpooling, hybrid, and electric vehicles only. Placards will be distributed to participants in the ridership program to be displayed on carpool vehicles. | (1) Prior to issuance of building permit<br>(2) Prior to issuance of Certificate of Occupancy | (1) Future tenants to file an annual Traffic Demand Management Plan<br>(2) March JPA shall request a copy of the ridership program for verification prior to issuance of occupancy permits | March JPA | | | |

**Table 10-1**
**Freeway Business Center Project Mitigation Monitoring and Reporting Program**

| Mitigation Measure | Monitoring Phase | Monitoring Method | Enforcement Agency & Responsible Agency | Verification of Compliance | | |
|---|---|---|---|---|---|---|
| | | | | *Initials* | *Date* | *Remarks* |
| MM-AQ-4: The tenant shall restrict idling emissions from trucks by using auxiliary power units and electrification. Each cold storage dock door shall provide electrification for transportation refrigeration unites (TRUs). | (1) Prior to issuance of Building Permit<br>(2) Prior to issuance of Certificate of Occupancy | (1) Review of Plans and Specifications<br>(2) The Project Tenant shall provide a signed letter to the March JPA verifying compliance with this requirement | March JPA | | | |
| MM-AQ- 5: All on-site indoor forklifts shall be powered by electricity. | (1) Prior to issuance of Building Permit<br>(2) Prior to issuance of Certificate of Occupancy | (1) Review of Plans and Specifications<br>(2) The Project Tenant shall provide a signed letter to the March JPA verifying compliance with this requirement | March JPA | | | |
| **MM-AQ-6:** All yard trucks shall be powered by either natural gas, electric, propane or diesel-fueled engines. If diesel-fueled engines are used for yard trucks, they will comply with the California Air Resources Board/U.S. Environmental Protection Agency Tier 4 Final Engine standards for off-road vehicles or better. | (1) Prior to issuance of Building Permit<br>(2) Prior to issuance of Certificate of Occupancy | (1) Review of Plans and Specifications -<br>(2) The Project Tenant shall provide a signed letter to the March JPA verifying compliance with this requirement | March JPA | | | |
| MM-AQ-7: The tenant shall minimize idling time of all vehicles and equipment to the extent feasible; idling for periods of greater than five (5) minutes shall be prohibited. Signage shall be posted at truck parking spots, entrances, and truck bays advising that idling time shall not exceed five (5) minutes per idling location. | (1) Prior to issuance of Building Permit<br>(2) Prior to issuance of Certificate of Occupancy | (1) Review of Plans and Specifications<br>(2) The Project Tenant shall provide a signed letter to the March JPA verifying compliance with this requirement | March JPA | | | |
| MM-AQ-8: As a condition of approval, no more than -15% of the warehouse space shall be dedicated for cold storage capabilities. | (1) Prior to issuance of Building Permit<br>(2) Prior to issuance of Certificate of Occupancy | (1) Review of Plans and Specifications<br>(2) The Project Tenant shall provide a signed letter to the March JPA verifying compliance with this requirement | March JPA | | | |
| *Biological Resources* | | | | | | |
| MM-BIO-1: Although the Project site was surveyed for Stephen's kangaroo rat and none were detected on the site, suitable habitat occurs within the Project site. Therefore, there is potential for the site to be occupied by Stephen's kangaroo rat by the time construction is ready to commence. March JPA shall require that a permitted Stephen's kangaroo rat biologist conduct a focused protocol-level survey for Stephen's kangaroo rat within suitable SKR habitat, within one year prior to the initiation of construction activities to determine presence/absence of the species on the Project site. The survey shall consist of five consecutive nights of trapping (or less if Stephen's kangaroo rat are identified). If the species is not found, no further action is required. If Stephen's kangaroo rat is identified, or it is assumed that the Project site is occupied by Stephen's kangaroo rat, the Project applicant | (1) Within one year prior to construction<br>(2) Prior to construction<br>(3) On-going during construction | (1) March JPA shall require that a permitted Stephen's kangaroo rat biologist conduct a focused protocol-level survey for Stephen's kangaroo rat within suitable SKR habitat to determine presence/absence of the species on the Project site | March JPA | | | |

**Table 10-1**
**Freeway Business Center Project Mitigation Monitoring and Reporting Program**

| | Mitigation Measure | Monitoring Phase | Monitoring Method | Enforcement Agency & Responsible Agency | Verification of Compliance | | |
|---|---|---|---|---|---|---|---|
| | | | | | *Initials* | *Date* | *Remarks* |
| | shall apply for a Certificate of Inclusion with the Riverside County Habitat Conservation Authority for incidental take of Stephen's kangaroo rat prior to commencement of Project activities. As such, the applicant shall pay a fee pursuant to an agreement with the Riverside County Habitat Conservation Authority to be calculated based on the total acres with the Project site that will be impacted (i.e., $500 per gross acre impacted). Alternatively, if Stephen's kangaroo rat is identified, the applicant may choose to obtain all necessary permits or clearances from the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife (CDFW). Such permits shall include feasible mitigation to reduce Stephen's kangaroo rat Project impacts to a level of less than significant under the California Environmental Quality Act, with compensation at a replacement ratio of no less than 1:1 occupied habitat. | | | | | | |
| MM-BIO-2: | Preconstruction surveys for burrowing owl shall be conducted in accordance with the most current CDFW protocol within 14 days of site disturbance to determine whether the burrowing owl is present at the site. Preconstruction surveys shall include suitable burrowing owl habitat within the project footprint and appropriate buffer as required in the most recent guidelines and where legal access to conduct the survey exists. If burrowing owls are not detected during the clearance survey, no additional mitigation is required. If located, occupied burrowing owl burrows shall not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by CDFW verifies through non-invasive methods that either the birds have not begun egg-laying and incubation or that juveniles from the occurred burrows are foraging independently and capable of independent survival. A 500-foot non-disturbance buffer (where no work activities may be conducted) will be maintained between Project activities and nesting burrowing owls during the nesting season, unless otherwise authorized by CDFW. If burrowing owl is detected during the non-breeding season (September 1 through January 31) or confirmed to not be nesting, a 160-foot non-disturbance buffer will be maintained between the Project activities and occupied burrow. Alternatively, a Burrowing Owl Relocation and Mitigation Plan may be prepared and implemented to relocate non-breeding burrowing owls from the Project site. The Plan will detail methods and guidance for passive relocation of burrowing owls from the Project site, provide monitoring and management of the replacement burrow sites, identify reporting requirements, and ensure that a minimum of two suitable, unoccupied burrows are available off site for every burrowing owl or pair of burrowing owls to be passively relocated. Construction work may proceed after owls have been excluded from the site following accepted protocol and approval of CDFW, and as approved by the March JPA. Results of the surveys and relocation efforts shall be provided to CDFW. | (1) Within 14 days prior to construction<br>(2) During construction (if burrowing owls are identified) | (1) Submittal of a Burrowing owl preconstruction surveys and documentation by qualified biologist | March JPA | | | |
| MM-BIO-3: | Although there is a low potential for birds to nest on the Project site, there is always a potential for birds to use the site after surveys are completed. The Migratory Bird Treaty Act and similar provisions under the California Fish and Game Code do not make a distinction on populations, but instead prohibit the "take" of any native bird. The March JPA shall ensure that vegetation clearing on the Project site would be conducted outside of the nesting season (February 1 through August 31). If avoidance of the nesting season is not feasible, then a qualified biologist shall conduct a nesting bird survey within 3 days prior to any disturbance of the site, including disking, demolition activities, and grading. If active nests of native species are identified, the biologist shall establish suitable buffers around the nests, and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests. Typically, established buffers are greater for raptors than songbirds and depend on the species, the nesting stage, and type of construction activity proposed. The buffer should be no less than 300 feet for raptors and no less than 150 feet for songbirds, unless specifically determined by a qualified biologist familiar with the nesting phenology of the nesting species. In | (1) Prior to issuance of Grading Permit<br>(2) At least 3 days prior to any disturbance of the site if avoidance of nesting season is not feasible | (1) Submittal of a letter from a qualified biologists to verify compliance with requirements | March JPA | | | |

**Table 10-1**
**Freeway Business Center Project Mitigation Monitoring and Reporting Program**

| | Mitigation Measure | Monitoring Phase | Monitoring Method | Enforcement Agency & Responsible Agency | Verification of Compliance | | |
|---|---|---|---|---|---|---|---|
| | | | | | *Initials* | *Date* | *Remarks* |
| | some cases, the buffer may need to be larger. There are no specific protocols for nesting bird surveys or for buffers once nests are found. The key is to ensure that there is no direct mortality of a native bird, which when nesting includes eggs and young. Implementation of this measure would ensure the Project is not in violation of the Migratory Bird Treaty Act and California Fish and Game Code. However, if the U.S. Fish and Wildlife Service and/or CDFW require a different survey approach, it would supersede that presented here. | | | | | | |
| MM-BIO-4: | In order to mitigate the impacts related to the jurisdictional features on the Project site being impacted by the Project which is under the jurisdiction of the U.S. Army Corps of Engineers, CDFW, and the Regional Water Quality Control Board, the Project applicant shall implement the mitigation required by the regulatory agencies. The March JPA shall require proof that the applicable 404, 401, and 1600 permits and/or clearances have been obtained prior to any disturbance of the jurisdictional features on site. All mitigation measures and conditions contained within the permits shall be implemented. As a minimum, the following shall be completed for mitigation for impacts to waters of the United States and jurisdictional streambeds. Mitigation options include on-site, off-site, or in lieu fee mitigation, or a combination, to replace the disturbed jurisdictional features at a minimum of 1:1 ratio, or as otherwise required by the respective permits. Avoided jurisdictional waters shall be fenced or flagged for avoidance. Best management practices shall be implemented to avoid indirect impacts to jurisdictional waters, including the following:<br>1. Vehicles and equipment will not be operated in ponded or flowing water except as described in the permits.<br>2. Water containing mud, silt, or other pollutants from grading or other activities will not be allowed to enter jurisdictional waters or be placed in locations that may be subjected to high storm flows.<br>3. Spoil sites will not be located within 30 feet from the boundaries of jurisdictional waters or in locations that may be subject to high storm flows, where spoils might be washed back into drainages.<br>4. Raw cement/concrete or washings thereof, asphalt, paint or other coating material, oil, or other petroleum products, or any other substances that could be hazardous to vegetation or wildlife resources, resulting from Project-related activities, will be prevented from contaminating the soil and/or entering avoided jurisdictional waters.<br>5. No equipment maintenance will occur within 100 feet of jurisdictional waters and no petroleum products or other pollutants from the equipment will be allowed to enter these areas or enter any off-site state-jurisdictional waters under any flow. | (1) Prior to issuance of Grading Permit<br>(2) During Construction | (1) Project applicant shall submit applicable 404, 401, and 1600 permits and/or clearances to the March JPA to ensure compliance<br>(2) Field Verification | March JPA, USACE, CDFW, and RWQCB | | | |
| | *Cultural Resources* | | | | | | |
| MM-CUL-1: | Prior to grading or ground-disturbing activities, the Project applicant shall retain a Secretary of the Interior-qualified and MJPA-approved archaeological monitor to be on site during ground-disturbing activities. In the unlikely event that potential historical resources, archaeological resources, or tribal cultural resources (TCRs) are encountered during ground-disturbing activities, Project construction should be temporarily redirected and/or suspended away from where the resource was found. The find shall be immediately evaluated by a qualified archaeologist in coordination with the Soboba and Pechanga Tribes. If the find is determined to be a historical or archaeological resource or a TCR, work may continue on other parts of the site while mitigation takes place pursuant to the Agreements mentioned below.<br>At least 30 days prior to ground-disturbing activities on the site, the Project applicant shall contact the Pechanga Tribe and Soboba Tribe individually and notify them of grading, excavation, and the | (1) At least 30 days prior to grading<br>(2) During ground-disturbing activity | (1) The Project applicant shall retain a Secretary of the Interior-qualified and MJPA-approved archaeological monitor to be on site during ground-disturbing activities.<br>(2) The Project applicant shall contact the Pechanga Tribe and Soboba Tribe individually and notify them of grading, excavation, and the monitoring program, and to | March JPA | | | |

**Table 10-1**
**Freeway Business Center Project Mitigation Monitoring and Reporting Program**

| | Mitigation Measure | Monitoring Phase | Monitoring Method | Enforcement Agency & Responsible Agency | Verification of Compliance | | |
|---|---|---|---|---|---|---|---|
| | | | | | *Initials* | *Date* | *Remarks* |
| | monitoring program, and to coordinate with the Tribes to develop Cultural Resources Treatment and Monitoring Agreements for each Tribe. Executed Monitoring Agreements and Treatment and Disposition Agreements shall be separate agreements with each Tribe. The Agreements shall outline the monitoring scope of the Tribes on the site, must address the treatment of cultural resources, and provide the methods, destination and responsibilities of the Tribes and applicant for any resources uncovered; 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 sites. If during Agreement coordination efforts the Tribes establish conflicting terms, the Tribes shall have 30 days to present the Applicant and the March JPA with resolution as to those conflicting terms. If the Tribes are unable to reach resolution, the Applicant shall proceed with the non-conflicting terms of each Agreement and, as to any conflicting terms, shall inform the March JPA that the Tribes were unable to reach resolution and shall select which from between the conflicting terms to implement. The Executed Agreements with the Tribes shall be provided to the March Joint Powers Authority (JPA) prior to ground-disturbing activities and issuance of grading permits. | | coordinate with the Tribes to develop Cultural Resources Treatment and Monitoring Agreements for each Tribe | | | | |
| **MM-CUL-2:** | Prior to beginning Project construction, the Project Archaeologist shall file a pre-grading report with the MJPA and review by the Pechanga and Soboba Tribes 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 MM-CUL-1, the archaeological monitor's authority to stop and redirect grading shall be exercised in consultation with the appropriate Tribes to evaluate the significance of any archaeological resources discovered on the property. Tribal monitors shall be allowed to monitor all grading, excavating, 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.<br>In the unlikely event that paleontological resource(s) are encountered during construction, all ground-disturbing activities within 50 feet of the discovery shall immediately halt, and construction shall be moved to other parts of the subject footprint. Upon encountering a large deposit of bone, salvage of all bone in the area will be conducted by a Riverside County-qualified paleontologist and in accordance with modern paleontological techniques. During monitoring, samples will be collected and processed to recover microvertebrate fossils. Processing may include wet screen washing and microscopic examination of the residual materials to identify small vertebrate remains.<br>All fossils collected during the Project will be prepared to a reasonable point of identification. Excess sediment or matrix will be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of all material collected and identified will be provided to the museum repository along with the specimens. A report documenting the results of the monitoring and salvage activities and the significance of the fossils will be prepared. All fossils collected during this work, along with the itemized inventory of these specimens, will be deposited in a museum repository approved by the March JPA for permanent curation and storage. | (1) Prior to issuance of grading permit<br>(2) On-going during grading activity | (1) The Project Archaeologist shall file a pre-grading report with the MJPA and review by the Pechanga and Soboba Tribes to document the proposed methodology for grading activity observation.<br>(2) A report documenting the results of the monitoring and salvage activities and the significance of the fossils will be prepared by the Project Archaeologist | March JPA | | | |
| **MM-CUL-3** | 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. | On-going during grading activity | (1) The landowner shall relinquish ownership of all Native American cultural resources | March JPA | | | |

**Table 10-1**
**Freeway Business Center Project Mitigation Monitoring and Reporting Program**

| Mitigation Measure | Monitoring Phase | Monitoring Method | Enforcement Agency & Responsible Agency | Verification of Compliance | | |
|---|---|---|---|---|---|---|
| | | | | *Initials* | *Date* | *Remarks* |
| **MM-CUL-4** All sacred sites, should they be encountered within the Project area, shall be avoided and preserved as the preferred mitigation, if feasible. If inadvertent discovery(ies) of subsurface archaeological resources are discovered during grading, the Project applicant, the Project Archaeologist, and the Tribes shall meet with the March JPA to assess the significance of such resources. If the Project applicant and the Tribes cannot agree on the significance or the miligation 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. | On-going during grading activity | (1) The Project applicant, the Project Archaeologist, and the Tribes shall meet with the March JPA to assess the significance of such resources. If the Project applicant and the Tribes cannot agree on the significance or the miligation 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. | March JPA | | | |
| **MM-CUL-5:** In the event that human remains are unearthed during excavation and grading activities, all activity shall cease immediately. Pursuant to State Health and Safety Code Section 7050.5, no further disturbance shall occur until the Riverside County coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the most likely descendant of the deceased Native American, who shall serve as consultant on how to proceed with the remains pursuant to applicable State Resources Codes. | On-going during construction activities | (1) The grading contractor and Mach JPA shall coordinate as necessary with Riverside County Coroner, Native American Heritage Commission, and the most likely descendent with respect to disposition and treatment of remains as provided in PRC 5097.98. | March JPA | | | |
| *Geology and Soils* | | | | | | |
| **MM-GEO-1:** Prior to pad certification, site inspections by a qualified geotechnical engineer shall be performed to verify that the findings and recommendations in NorCal Engineering's Soils Investigation report remain appropriate. The Project geotechnical engineer shall perform additional study and implement any revised recommendations should any unusual conditions different from the findings from the NorCal Engineering Soils Investigation report be encountered. The results of the additional studies and any revised recommendations prepared by the Project geotechnical engineer shall be provided to the March JPA for review and approval prior to building pad certification. | Prior to building pad certification | (1) Qualified geotechnical engineer shall perform site inspections to verify that the findings and recommendations in NorCal Engineering's Soils Investigation report | March JPA | | | |
| **MM-GEO-2:** Prior to the start of grading activities, any vegetation shall be removed and hauled from proposed grading areas. Existing vegetation shall not be mixed or disked into the soils on site. Any removed soils may be reutilized as compacted fill once any deleterious material or oversized materials (in excess of 8 inches) are removed. Grading operations shall be performed in accordance with the *Specifications for Placement of Compacted Fill* included in the Soils Investigation report. | Prior to construction (grading) | (1) Letter from grading contractor verifying compliance with this requirement<br>(2) Field verification | March JPA | | | |

**Table 10-1**
**Freeway Business Center Project Mitigation Monitoring and Reporting Program**

| Mitigation Measure | Monitoring Phase | Monitoring Method | Enforcement Agency & Responsible Agency | Verification of Compliance | | |
|---|---|---|---|---|---|---|
| | | | | *Initials* | *Date* | *Remarks* |
| **MM-GEO-3:** In order to address potential liquefaction issues and ground failure, the upper 12 to 36 inches of existing fill soils and any other low-density soils present shall be removed to competent native materials, the exposed surface scarified to a depth of 8 inches, brought to within 2% of optimum moisture content, and compacted to a minimum of 90% of the laboratory standard (ASTM: D-1557-07) prior to placement of any additional compacted fill soils and pavement. The upper 12 inches of soils beneath building and truck traffic slabs shall be compacted to a minimum of 95% relative compaction. Grading shall extend to a minimum of 5 horizontal feet outside the edges of foundations or equidistant to the depth of fill placed, whichever is greater. Care shall be taken to provide or maintain adequate lateral support for all adjacent improvements and structures at all times during the grading operations and construction phase. Adequate drainage away from the structures, pavement and slopes shall be provided at all times. | Prior to and on-going during construction | (1) Letter from grading contractor verifying compliance with this requirement<br>(2) Field verification | March JPA | | | |
| **MM-GEO-4:** In order to prevent ground failure, if placement of slabs-on-grade and pavement is not performed immediately upon completion of grading operations, additional testing and grading of the areas may be necessary prior to continuation of construction operations. Should adverse weather conditions occur which may damage the subgrade soils, additional assessment by the geotechnical engineer as to the suitability of the supporting soils may be needed. | Immediately upon completion of grading operations | (1) Letter from grading contractor verifying compliance with this requirement<br>(2) Field verification | March JPA | | | |
| **MM-GEO-5:** In order to prevent ground failure, due to the medium density of some of the upper native soils and the potential for differential settlement of structures supported on both compacted fill and native soils, it is recommended that all foundations be underlain by a uniform compacted fill blanket at least 2 feet in thickness. The fill blanket shall extend a minimum of 5 horizontal feet outside the edges of foundations or equidistant to the depth of fill placed, whichever is greater. | Ongoing during construction activities | (1) Letter from grading contractor verifying compliance with this requirement<br>(2) Field verification | March JPA | | | |
| **MM-GEO-6:** Prior to backfill of the existing drainage channel on the Project site, the area should be cleansed of any debris, organics, and low-density soils to prevent ground failure. Backfill shall only commence once the area has been approved as being excavated to competent native ground. The sides of the channel shall be benched a minimum of every 4 vertical feet of fill placed and at least 2 feet in to the sides of the channel. Benches shall be verified by the geotechnical engineer to assure competent native soils have been exposed in the benches. All fill soils shall be compacted to a minimum of 90% relative compaction. | Ongoing during construction activities | (1) Letter from grading contractor verifying compliance with this requirement<br>(2) Field verification | March JPA | | | |
| **MM-GEO-6:** Temporary unsurcharged excavations including utility trenches less than 4 feet in height may be excavated at vertical inclinations. Excavations over 4 feet in depth in the existing site materials may be trimmed at a 1 to 1 (horizontal to vertical) gradient for the entire depth of the cut. In areas where soils with little or no binder are encountered, where adverse geological conditions are exposed, or where excavations are adjacent to existing structures, shoring, slot-cutting, or flatter excavations may be required in order to prevent ground failure during construction. | Ongoing during construction activities | (1) Letter from grading contractor verifying compliance with this requirement<br>(2) Field verification | March JPA | | | |

## Table 10-1
## Freeway Business Center Project Mitigation Monitoring and Reporting Program

<table>
<tr><th rowspan="2">Mitigation Measure</th><th rowspan="2">Monitoring Phase</th><th rowspan="2">Monitoring Method</th><th rowspan="2">Enforcement Agency & Responsible Agency</th><th colspan="3">Verification of Compliance</th></tr>
<tr><th>Initials</th><th>Date</th><th>Remarks</th></tr>
<tr><td>MM-GEO-8: As a means to address potential ground failure, foundations may be designed utilizing the allowable soil bearing capacities for embedded depths of 18 inches into dense compacted fill materials with the corresponding widths as outlined below.<br><br>
<table>
<tr><th colspan="3">Allowable Soil Bearing Capacity (pounds per square foot)</th></tr>
<tr><th>Width (Feet)</th><th>Continuous Foundation</th><th>Isolated Foundation</th></tr>
<tr><td>1.5</td><td>2000</td><td>2500</td></tr>
<tr><td>2.0</td><td>2075</td><td>2575</td></tr>
<tr><td>4.0</td><td>2375</td><td>2875</td></tr>
<tr><td>6.0</td><td>2675</td><td>3175</td></tr>
</table>
Footings shall be situated on the recommended compacted fill blanket and shall not traverse from compacted fill to native soils due to the potential for differential in settlement of structures.<br>
The bearing value may be increased by 500 soil bearing capacity (pounds per square foot (psf)) for each additional foot of depth in excess of the 18-inch minimum depth, up to a maximum of 3,500 psf. Property line screen wall foundations shall extend a minimum of 18 inches in depth and at least 8 inches into medium dense native soils and may be designed using a reduced allowable soil bearing capacity of 1,500 psf. A one-third increase may be used when considering short term loading from wind and seismic forces.<br>
All continuous foundations shall be reinforced with a minimum of two no. 4 bars at the top and two no. 4 bars at the bottom. Isolated pad foundations shall be reinforced at the discretion of the Project structural engineer. An increase in steel reinforcement due to soil expansion or proposed loadings may be necessary and shall be determined by the Project engineers. A qualified representative from the Project's geotechnical firm shall observe foundation excavations prior to placement of reinforcement steel and concrete.</td><td>Prior to issuance of building permit</td><td>A qualified representative from the Project's geotechnical firm shall observe foundation excavations prior to placement of reinforcement steel and concrete.</td><td>March JPA</td><td></td><td></td><td></td></tr>
<tr><td>MM-GEO-9: In order to address ground failure potential, retaining wall design parameters shall adhere to the recommendations as outlined below.<br><br>
<table>
<tr><th>Surface Slope of Retained Materials (Horizontal to Vertical)</th><th>Equivalent Fluid Density (pound per cubic feet)</th></tr>
<tr><td>Level</td><td>30</td></tr>
<tr><td>5 to 1</td><td>35</td></tr>
<tr><td>4 to 1</td><td>38</td></tr>
<tr><td>3 to 1</td><td>40</td></tr>
<tr><td>2 to 1</td><td>45</td></tr>
</table>
Active earth pressures against retaining walls would be equal to the pressures of the fluid densities shown above. These values are for granular backfill material placed behind the walls at various ground slopes above the walls. If fine-grained soils are exposed behind the retaining walls, the Project geotechnical engineer shall verify the values and revise recommendations as necessary.</td><td>Project design</td><td>(1) Letter from grading contractor verifying compliance with this requirement for grading<br>(2) Field verification</td><td>March JPA</td><td></td><td></td><td></td></tr>
</table>

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**Freeway Business Center Project Mitigation Monitoring and Reporting Program**

| Mitigation Measure | Monitoring Phase | Monitoring Method | Enforcement Agency & Responsible Agency | Verification of Compliance | | |
|---|---|---|---|---|---|---|
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| **MM-GEO-10:** Concrete floor slabs-on-grade shall be a minimum of 5 and 6 inches in thickness in office and warehouse areas, respectively, and may be placed upon fill soils compacted to a minimum of 95% relative compaction in the upper 12 inches to address potential ground failure. An effective plasticity index of 30 may be used in slab design. Additional reinforcement requirements and an increase in thickness of the slabs-on-grade may be necessary based upon soils expansion potential and proposed loading conditions in the structures and should be evaluated further by the Project engineers and/or architect. | Project design | (1) Letter from grading contractor verifying compliance with this requirement for grading<br>(2) Field verification | March JPA | | | |
| **MM-GEO-11:** In order to prevent ground failure from soil moisture, a vapor retarder shall be utilized in areas which would be sensitive to the infiltration of moisture. This retarder shall meet requirements of ASTM E 96, Water Vapor Transmission of Materials and ASTM E. 1745, Standard Specification for Water Vapor Retarders used in Contact with Soils or Granular Fill Under Concrete Slabs. The vapor retarder shall be installed in accordance with procedures stated in ASTM E 1643, Standard Practice for Installation of Water Vapor Retarders Used in Contact with Earth or Granular Fill Under Concrete Slabs.<br>The moisture retarder may be placed directly upon compacted subgrade, although 1 to 2 inches of sand beneath the membrane is desirable. The subgrade upon which the retarder is placed shall be smooth and free of rocks, gravel, or other protrusions which may damage the retarder. Use of sand above the retarder is under the purview of the structure engineer; if sand is used over the retarder, it should be placed in a dry condition. | Ongoing during construction activities | (1) Letter from grading contractor verifying compliance with this requirement<br>(2) Field verification | March JPA | | | |
| **MM-GEO-12:** Subgrade soils shall be moistened to approximately 2% above optimum moisture levels to a depth of 18 inches immediately prior to pouring of concrete. All concrete slab areas to receive floor coverings shall be moisture tested to meet all manufacturer requirements prior to placement. | Ongoing during construction activities | (1) Letter from grading contractor verifying compliance with this requirement<br>(2) Field verification | March JPA | | | |
| **MM-GEO-13:** In order to prevent ground failure, trenches from installation of utility lines and other excavations may be backfilled with on-site soils or approved imported soils compacted to a minimum of 90% relative compaction. All utility lines shall be properly bedded and shaded with clean sand having a sand equivalency rating of 30 or more. These materials shall be thoroughly water jetted around the pipe structure prior to placement of compacted backfill soils. | Ongoing during construction activities | (1) Letter from grading contractor verifying compliance with this requirement<br>(2) Field verification | March JPA | | | |
| *Greenhouse Gas Emissions* | | | | | | |
| **MM-AQ-3** The tenant will file an annual Traffic Demand Management Plan to encourage at least 30% of workers to carpool, or use buses or ride bikes to and from the Project site to reduce single-occupancy vehicle trips. March JPA shall request a copy of the ridership program for verification prior to issuance of occupancy permits. The tenant will notify all employees of the program prior to the start of employment and will implement a communication method to ensure personnel can identify potential carpooling program participants. Preferential parking spots will be provided to carpooling, hybrid, and electric vehicles. The tenant will post signs at the preferential parking spots, which will indicate that the parking spots are reserved for carpooling, hybrid, and electric vehicles only. Placards will be distributed to participants in the ridership program to be displayed on carpool vehicles. | (1) Prior to issuance of building permit<br>(2) Prior to issuance of Certificate of Occupancy | (1) Future tenants to file an annual Traffic Demand Management Plan<br>(2) March JPA shall request a copy of the ridership program for verification prior to issuance of occupancy permits | March JPA | | | |

**Table 10-1**
**Freeway Business Center Project Mitigation Monitoring and Reporting Program**

| | Mitigation Measure | Monitoring Phase | Monitoring Method | Enforcement Agency & Responsible Agency | Verification of Compliance | | |
|---|---|---|---|---|---|---|---|
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| MM-AQ-7 | The tenant shall minimize idling time of all vehicles and equipment to the extent feasible; idling for periods of greater than five (5) minutes shall be prohibited. Signage shall be posted at truck parking spots, entrances, and truck bays advising that idling time shall not exceed five (5) minutes per idling location. | (1) Prior to issuance of Building Permit<br>(2) Prior to issuance of Certificate of Occupancy | (1) Review of Plans and Specifications<br>(2) The Project Tenant shall provide a signed letter to the March JPA verifying compliance with this requirement | March JPA | | | |
| MM-AQ-8 | As a condition of approval, no more than 15% of the warehouse space shall be dedicated for cold storage capabilities. | (1) Prior to issuance of Building Permit<br>(2) Prior to issuance of Certificate of Occupancy | (1) Review of Plans and Specifications<br>(2) The Project Tenant shall provide a signed letter to the March JPA verifying compliance with this requirement | March JPA | | | |
| MM-UTL-1 | Prior to certificate of occupancy, the Project shall demonstrate compliance with all provisions within the March Joint Powers Authority Ordinance No. JP 09-05 (Water Efficient Landscape Ordinance) including but not limited to:<br>1. Irrigation systems shall be designed, maintained, and managed to meet or exceed an average irrigation efficiency of 0.71.<br>2. All irrigation systems shall be designed to prevent runoff, over-spray, low head drainage, and other similar conditions where water flows off-site on to adjacent property, non-irrigated areas, walk, roadways, or structures. Irrigation systems shall be designed, constructed, installed, managed, and maintained to achieve as high an overall efficiency as possible.<br>3 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. | Prior to issuance of certificate of occupancy | Project applicant shall submit a signed letter verifying compliance with the March Joint Powers Authority Ordinance No. JP 09-05 | March JPA | | | |
| | *Hazards and Hazardous Materials* | | | | | | |
| MM-HAZ-1: | Prior to building permit issuance, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. | Prior to issuance of building permit | Landowner shall submit avigation easement to the March Inland Port Airport Authority | March JPA | | | |
| MM-HAZ-2: | Prior to building permit issuance, the March Joint Powers Authority shall require an acoustical analysis to ensure compliance that the office space on the Project site have sound attenuation features sufficient to reduce interior noise levels from exterior aviation-related sources to no more than 45 decibel (dB) Community Noise Equivalent Level (CNEL). | Prior to issuance of building permit | Project applicant shall submit acoustical analysis to March JPA | March JPA | | | |
| MM-HAZ-3: | Prior to building permit issuance, if any marking and/or lighting for aviation safety is proposed on the warehouse building, it shall be installed in accordance with Federal Aviation Administration (FAA) Advisory Circular 70/7460-1 K Change 2 and shall be maintained in accordance therewith for the life of the Project. | Prior to issuance of building permit | The Project Applicant shall provide a signed letter to the March JPA verifying compliance with this requirement | March JPA | | | |
| MM-HAZ-4: | Building (including any roof-mounted equipment) shall not exceed 48 feet above ground level, and the maximum elevation at the top point of the building does not exceed 1,585 feet above mean sea level. Should the specific coordinates, height, and top point elevation of the proposed warehouse building increase in height from what was reviewed and approved with the issuance of the Obstruction Evaluation Service letter by the FAA, further review would be required by the Riverside County Airport Land Use Commission and the FAA. | Prior to issuance of grading permit | The Project Applicant shall provide a signed letter to the March JPA verifying compliance with this requirement | March JPA | | | |

## Table 10-1
## Freeway Business Center Project Mitigation Monitoring and Reporting Program

| Mitigation Measure | Monitoring Phase | Monitoring Method | Enforcement Agency & Responsible Agency | Verification of Compliance | | |
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| **MM-HAZ-5:** Prior to grading permit issuance, an FAA Form 7460-2 would be required for any temporary construction equipment used during construction activities exceeding 48 feet in height. | Prior to issuance of grading permit | The Project Applicant shall submit FAA Form 7460-2 to the FAA | March JPA | | | |
| **MM-HAZ-6:** Within 5 days after construction of the Project reaches its greatest height, a 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 FAA. This requirement would also be applicable in the event the Project is abandoned. | Within 5 days after construction | Project applicant shall submit FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration and e-file with the FAA | March JPA | | | |
| **MM-HAZ-7:** Vegetation in and around the Project retention basins that would attract bird species that would be incompatible with airport operations shall not be utilized in Project landscaping. Trees shall be spaced so as to prevent any contiguous canopies. No seed, berry, or fruit frees are permitted at the Project site. | Prior to issuance of grading permit | The Project Applicant shall provide a signed letter to the March JPA verifying compliance with this requirement | March JPA | | | |
| **MM-HAZ-8:** In order to ensure proper functioning of the Project drain system to avoid potential hazards to March Air Reserve Base flights, an additional Best Management Practice (BMP) shall be added to the Project Water Quality Management Plan, which shall require that the applicant execute and record a covenant similar to the Water Quality Management Plan and Urban Runoff Best Management Practice Transfer, Access and Maintenance Agreement between March JPA and Sun Life Assurance Company of Canada (Document No. 2014-0030862), which shall be recorded prior to issuance of a certificate of occupancy. A copy of the recorded agreement and BMP shall be provided to the Riverside County Airport Land Use Commission. The BMP shall include the following:<br>a. The property owner or its designated representative shall monitor the conditions of the detention basins and promptly inspect such basins following completion of each "significant" rain event and the 48-hour period thereafter.<br>b. If any standing water remains in a basin that is not beneath a rock, gravel, or other layer following the completion of the "significant" rain event and the 48-hour period thereafter, the property owner of its designated representative shall arrange to have such standing water either removed or covered within the next two business days following the conclusion of the 48-hour period.<br>c. In the event that the standing water situation recurs on a regular basis following the 48-hour detention period, the detention basin may no longer be draining as originally designed to prevent standing water from rising above a rock, gravel, or other layer (for example, due to a rise in groundwater levels or other circumstance beyond the property owner's control). In that situation, the property owner or its designated representative shall promptly engage a licensed civil engineer to prepare a design plan to assure that such condition does not persist for more than 48 hours following the conclusion of a "significant" rain event. The required engineering design solution shall be implemented promptly, but no later than 180 days following its approval by all applicable authorities, providing that, until such time as the engineered design solution is implemented, the property owner or its designated representative will maintain the detention basins such that after 48 hours following a significant rain event, the water levels are below a rock, gravel, or other layer. | Prior to issuance of certificate of occupancy | Project applicant shall execute and record a covenant | March JPA | | | |
| **MM-HAZ-9:** Prior to grading permit issuance for work within 30 feet to either side of underground pipelines and the former warehouse on the Project site (to be determined via geophysical survey to identify the exact locations), the Project applicant shall submit to the March JPA and County of Riverside Department of Environmental Health for approval, a Phase II Environmental Site Assessment (ESA) including subsurface soil and soil vapor testing conducted consistent with California Department of Toxic Substances Control (DTSC) | Prior to issuance of grading permit | Project applicant shall submit a Phase II ESA to March JPA and County of Riverside Department of Environmental Health | March JPA | | | |

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| Mitigation Measure | Monitoring Phase | Monitoring Method | Enforcement Agency & Responsible Agency | Verification of Compliance | | |
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| guidance documents. The Phase II testing will confirm the presence or absence of on-site contamination associated with past uses on the Project site, including potential leaks from the underground pipelines and the historic storage of hazardous substances and petroleum products at the former warehouse used by the Air Force (see 2001 Phase I ESA prepared by Phase One Inc. included as an attachment to 2014 Phase 1 ESA in Appendix G). The pipelines historically operate(d) at the site include a 16-inch diameter natural gas pipeline that traverses the northern portion of the site, a 30-inch diameter natural gas pipeline that transverses the central portion of the site, a 6-inch diameter high pressure petroleum pipeline that traverses a small portion of the northeast corner of the site, and a Four Corners Pipeline Company easement on the northern portion of the site, as well the historic storage of hazardous substances and petroleum products under the former warehouse used by the Air Force (see 2001 Phase I ESA prepared by Phase One Inc. included as attachment to 2014 Phase 1 ESA in Appendix G).<br><br>The Phase II soil and soils vapor investigation results will be compared to two types of regulatory levels:<br><br>1. Federal and State of California Hazardous Waste Levels – Detected soil concentrations will be evaluated to determine if any hazardous wastes exist at the site. Federal hazardous waste levels are specified in 40 Code Federal Regulations Parts 260 through 273 and administered by the U.S. Environmental Protection Agency. California hazardous waste levels are specified in the California Code of Regulations, Title 22 in the California Hazardous Waste Control Law.<br><br>2. Human Health Protective Screening Levels – Detected soil concentrations will be compared to the U. S. Environmental Protection Agency's Region 9 industrial use Regional Screening Levels for industrial use for soils, and soil vapor results will be compared to the California Office of Environmental Health Hazard Assessment's Industrial use California Human Health Screening Levels.<br><br>Any soils qualifying as hazardous waste will be delineated, removed and properly disposed of off-site. Prior to this removal, a Remedial Action Workplan (RAW) will be prepared and approved by the DTSC. March JPA will work cooperatively with the applicant to facilitate DTSC's review of the RAW. The RAW will include a Community Health and Safety Plan (CHASP) describing the methods used to ensure that excavation and transportation activities at the Site are carried out in a safe manner, protective of human health. Mitigation measures described in the RAW and CHASP will include the establishment of secured contaminant reduction and decontamination zones, stockpile covering, dust control measures and on-site and fence line monitoring during excavation and hauling activities.<br><br>Any soil or soil vapor that exceeds the human health protective screening levels will either be remediated on site to levels protective of human health or removed from the site for proper off site disposal. Prior to this remediation or removal, a Remedial Action Workplan (RAW) will be prepared and approved by the DTSC. March JPA will work cooperatively with the applicant to facilitate DTSC's review of the RAW. If on-site remediation is the selected remedy, mitigation measures will be described in the RAW and will include the establishment of secured areas that are undergoing remediation and proper permitting of any treatment technologies through the DTSC or the South Coast Air Quality Management District. If excavation and off-site disposal is conducted, a | | | | | | |

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| CHASP will be prepared, describing mitigation measures including the establishment of secured contaminant reduction and decontamination zones, stockpile covering, dust control measures and on-site and fence line monitoring during excavation and hauling activities. | | | | | | |
| *Land Use and Planning* | | | | | | |
| **MM-AQ-1 through MM-AQ-8** | See Air Quality, above, for implementing period of MM | See Air Quality, above, for implementing party of each MM | See Air Quality, above, for enforcing agency of each MM | | | |
| **MM-BIO-1 through MM-BIO-3** | See Biological Resources, above, for implementing period of MM | See Biological Resources, above, for implementing party of each MM | See Biological Resources, above, for enforcing agency of each MM | | | |
| **MM-CUL-2 and MM-CUL-2** | See Cultural Resources, above, for implementing period of MM | See Cultural Resource, above, for implementing party of each MM | See Cultural Resource, above, for enforcing agency of each MM | | | |
| **MM-GEO-1 through MM-GEO-13** | See Geology and Soils, above, for implementing period of MM | See Geology and Soils, above, for implementing party of each MM | See Geology and Soils, above, for enforcing agency of each MM | | | |
| **MM-HAZ-1 through MM-HAZ-9** | See Hazards and Hazardous Materials, above, for implementing period of MM | See Hazards and Hazardous Materials, above, for implementing party of each MM | See Hazards and Hazardous Materials, above, for enforcing agency of each MM | | | |
| **MM-TRANS-1 through MM-TRANS-4** | See Traffic, below, for implementing period of MM | See Traffic, below, for implementing party of each MM | See Traffic, below,, for enforcing agency of each MM | | | |
| **MM-UTL-1** | Prior to issuance of certificate of occupancy | Project applicant shall submit a signed letter verifying compliance with the March Joint Powers Authority Ordinance No. JP 09-05 | March JPA | | | |
| *Traffic* | | | | | | |
| **MM-TRANS-1:** 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. The traffic control plan shall include provisions for construction times and control plans to allow motorist, bicyclist, pedestrian, and bus access throughout construction. The traffic control plan shall include provisions to ensure emergency vehicle passage at all times, and includes signage and flagmen when necessary. The traffic control plan shall include provisions for coordinating with local school hours and emergency service providers regarding construction times. | Prior to issuance of grading permits | Project applicant submit the traffic control plan for review and approval by March JPA | March JPA | | | |
| **MM-TRANS-2:** Prior to issuance of occupancy permits, the lane geometry along the Project's Alessandro Boulevard frontage shall be modified implement the southern half of the Cities of Moreno Valley's and Riverside's Alignment Study cross-section on Alessandro Boulevard (including the 6-foot bike lane that is shown in Figure 3 of VRPA Technologies' April 29, 2016 Responses to Comments memorandum) and add a right turn lane to facilitate traffic turning right onto Old 215 Frontage Road. A 6-foot bike lane shall be provided between the right turn lane and the outside through lane. | Prior to issuance of occupancy permits | Project applicant shall submit a signed letter verifying compliance with this mitigation | March JPA | | | |

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| **MM-TRANS-3:** Prior to issuance of occupancy permits, the Project shall construct improvements to Old 215 Frontage Road to provide its ultimate half-section width as a Minor Arterial Highway (88-foot right-of-way with a 68-foot paved width) along the Project's frontage on Old 215 Frontage Road. The Project shall also incorporate any improvements along the Project's frontage as required by the final conditions of approval for the Project and applicable City of Moreno Valley standards. | Prior to issuance of occupancy permits | Project applicant shall construct improvements | March JPA | | | |
| *Utilities and Service Systems* | | | | | | |
| **MM-UTL-1:** Prior to certificate of occupancy, the Project shall demonstrate compliance with all provisions within the March Joint Powers Authority Ordinance No. JP 09-05 (Water Efficient Landscape Ordinance) including but not limited to:<br>1) Irrigation systems shall be designed, maintained, and managed to meet or exceed an average irrigation efficiency of 0.71.<br>2) 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. 3) 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. | Prior to issuance of certificate of occupancy | Project applicant shall submit a signed letter verifying compliance with the March Joint Powers Authority Ordinance No. JP 09-05 | March JPA | | | |
| **MM-UTL-2** Prior to Project approval, the Project applicant shall obtain an interagency agreement between WMWD and ECSD so that ECSD can provide sewer services to the Project site. | Prior to Project approval | Project applicant shall obtain interagency agreement | March JPA | | | |
| **MM-UTL-3:** Although not required to reduce significant impacts, 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. The RCWMD-approved plan will be attached to all construction plans and distributed to all construction contractors. Once construction is complete, the applicant will be responsible for preparing a Waste Recycling Report that demonstrates that the Project recycled a minimum of 50% of its construction and demolition waste. The waste recycling report must be submitted to and approved by the RCWMD prior to issuance of occupancy permits. | Prior to issuance of building permits | Project applicant shall complete a Construction Waste Recycling Plan and submit to RCWMD | March JPA | | | |
| **MM-UTL-4:** Although not required to reduce significant impacts, prior to issuance of building permits, the applicant shall submit building plans to the RCWMD and obtain approval from the RCWMD for compliance with the Riverside County Design Guidelines for Refuse and Recyclables Collection and Loading Areas, which include specifications for recyclable storage space, location and access, signage, protection and security, compatibility, and overall compliance with federal, state, and local laws. | Prior to issuance of building permits | Project applicant shall submit building plans to RCWMD | March JPA | | | |

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# MARCH JOINT POWERS COMMISSION
## OF THE
## MARCH JOINT POWERS AUTHORITY

## *MJPA - Public Hearing*
## *Agenda Item No. 9a*

**Meeting Date:** February 14, 2018

**Action:** **CONSIDER THE FOLLOWING ACTIONS AS THEY PERTAIN TO PROFICIENCY 215 LLC'S REQUESTS INVOLVING THE 39.4-ACRE FREEWAY BUSINESS CENTER PROJECT, LOCATED AT THE SOUTHWEST CORNER OF ALESSANDRO BOULEVARD AND OLD 215 FRONTAGE ROAD: 1) ADOPT RESOLUTION #JPA 18-02 ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS, CERTIFYING THE FREEWAY BUSINESS CENTER FINAL ENVIRONMENTAL IMPACT REPORT (SCH # 201503105), AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE FREEWAY BUSINESS CENTER PROJECT; 2) ADOPT RESOLUTION #JPA 18-03, ADOPTING GENERAL PLAN AMENDMENT GP 15-01 AND PLOT PLAN PP 14-02, SUBJECT TO CONDITONS OF APPROVAL FOR THE DEVELOPMENT OF THE FREEWAY BUSINESS CENTER PROJECT; 3) INTRODUCE AND WAIVE THE FIRST READING OF ORDINANCE #JPA 18-01, ADOPTING A CHANGE OF ZONE, CZ 14-01, ASSIGNING THE ZONING DESIGNATION OF INDUSTRIAL TO THE PROJECT SITE, CONSISTENT WITH THE GENERAL PLAN DESIGNATION OF INDUSTRIAL FOR AN APPROXIMATELY 709,083 SQUARE FOOT INDUSTRIAL WAREHOUSE BUILDING ON 39.4-ACRES FOR THE DEVELOPMENT OF THE FREEWAY BUSINESS CENTER PROJECT; AND 4) DIRECT STAFF TO FILE A NOTICE OF DETERMINATION PURSUANT TO THE MARCH JPA LOCAL CEQA GUIDELINES**

**Preparation Date: February 8, 2018**

**Motions:**

1) Adopt Resolution #JPA 18-02, Adopting a Statement of Overriding Considerations, certifying the Freeway Business Center Final Environmental Impact Report (SCH #201503105), and adopting a Mitigation Monitoring and Reporting Program for the Freeway Business Center project; and

2) Adopt Resolution #JPA 18-03 Adopting General Plan Amendment GP 15-01 and Plot Plan PP 14-02, subject to Conditions of Approval for the development of the Freeway Business Center Project; and

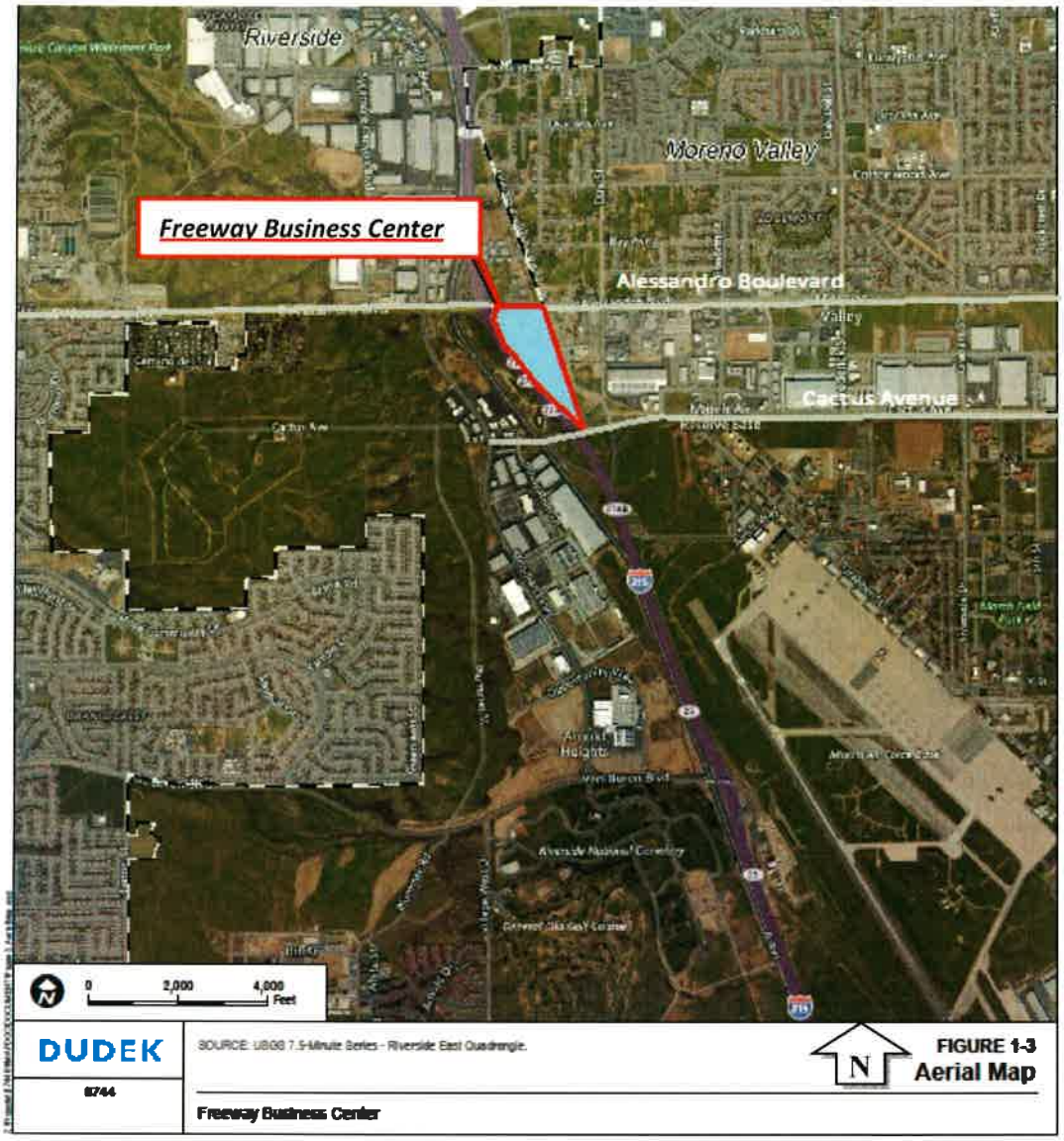
3) Introduce and waive the first reading of Ordinance #JPA 18-01, Adopting a Change of Zone, CZ 14-01, Assigning the Zoning Designation of Industrial to the Project Site, consistent with the General Plan designation of Industrial for an approximately 709,083 square foot Industrial warehouse building on 39.4-acres for the development of the Freeway Business Center project; and

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

**Applicant:** Proficiency 215 LLC

**Proposed Project:**

On September 4, 2014, Proficiency 215 LLC, (the "Applicant") submitted applications to develop an industrial warehouse building, on a vacant parcel within the West March Planning Sub-area of the March JPA Planning Area. The proposed "Freeway Business Center", is located at the southwest corner of Alessandro Boulevard and Old 215 Frontage Road, in unincorporated Riverside County, California, under the jurisdiction of the March JPA. The Project site consists of two parcels designated as Assessor's Parcel Number 297-100-013 (33.2-acres) and 297-100-045 (6.2-acres). The site is bounded by Alessandro Boulevard to the north, the Cactus Avenue on-ramp for Interstate 215 Freeway (I-215) to the south, Old 215 Frontage Road to the east, and I-215 to the west.




The proposed Project consists of a General Plan Amendment, Change of Zone and Plot Plan, summarized below:

*General Plan Amendment (GPA 15-01):* The Project site is composed of APN 297-100-013 (33.2-acres currently designated for Industrial development as identified in the March JPA General Plan) within the March JPA Planning Area, and APN 297-100-045 (6.2-acres), a parcel that was formerly County of Riverside right-of-way. The latter 6.2-acre property is the subject of the General Plan Amendment.

In February 2015, the March JPA formally incorporated the 6.2-acre lot into the March JPA's Land Use Authority. As such, the proposed GP Amendment implements the March JPA's action by assigning the March JPA's GP designation of Industrial (I) to the parcel, and facilitates an industrial development on the Project site consistent with the intent of the Joint Powers Agreement. The primary purpose of the Industrial land use designation is to provide for manufacturing, research and development, warehousing and distribution, and multi-tenant industrial uses, as well as certain supporting administrative and professional offices and commercial activities on a limited basis.

**Preparation Date: February 8, 2018**

*Change of Zone (CZ 14-01):* Parcels APN 297-100-045 (6.2-acres) and APN 297-100-013 (33.2-acres) associated with the Project Site are not currently zoned. The proposed Change of Zone would assign the zoning designation of Industrial (I) to both parcels, consistent with the GP designation of Industrial (I).

*Plot Plan (PP 14-02):* The proposed Plot Plan would authorize the construction of an approximately 709,083 square foot industrial warehouse building including ground floor office space and mezzanine office space. As part of the Project, several utility lines, including underground petroleum and natural gas lines, would require relocation

**March JPA General Plan Consistency**

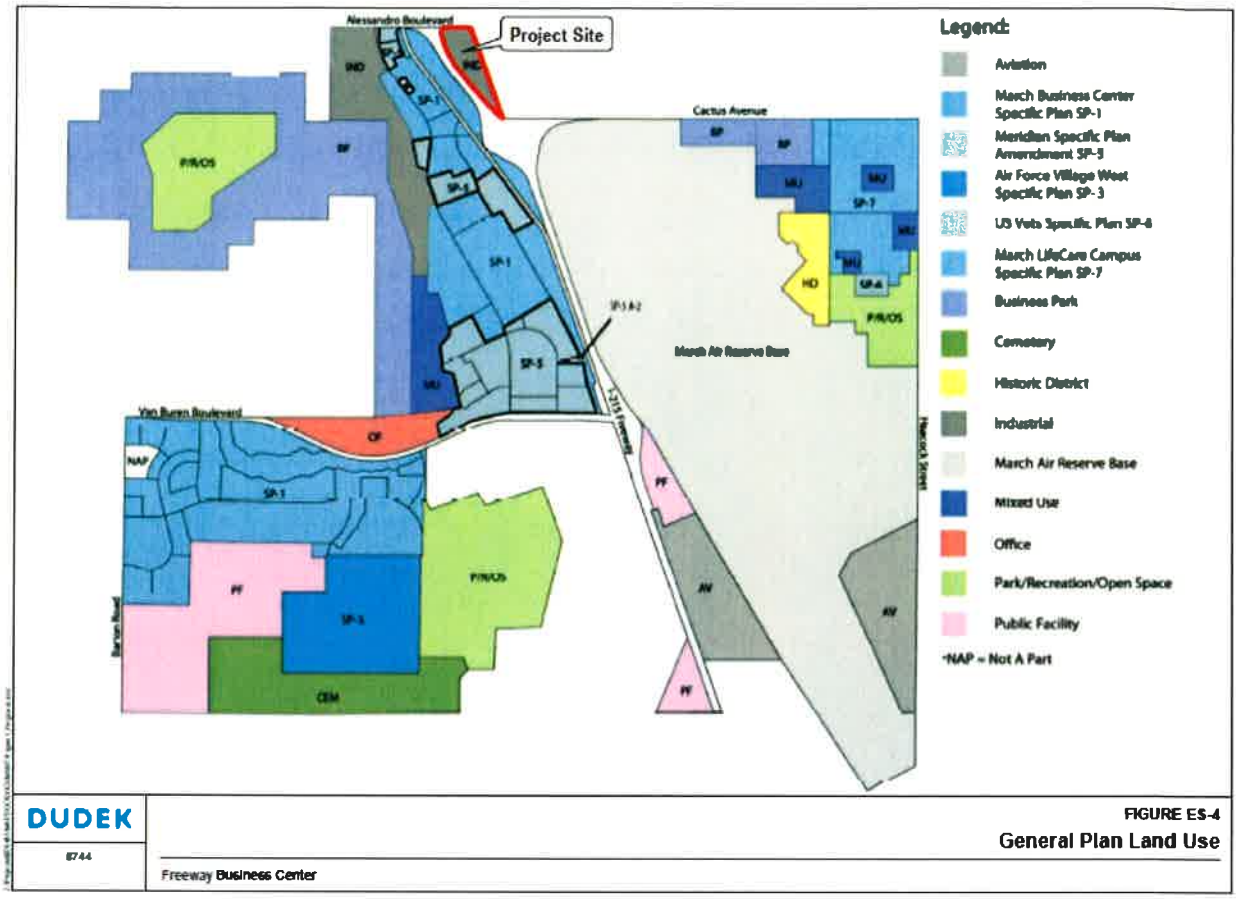
In 1993, the federal government mandated the realignment of March Air Force Base (MAFB) and a substantial reduction in its military use. In April 1996, MAFB was re-designated an Air Reserve Base (ARB). Approximately 4,400-acres of land that had historically supported MAFB was no longer needed to support 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 JPA General Plan Land Use Element***

The General Plan includes six General Plan Elements, including Land Use and Transportation, along with goals and policies as they relate to land use and development. The General Plan Land Use Element delineates the general location and distribution, extent of existing and proposed land uses for March JPA, and development criteria for development intensity. The goals and policies associated with the Land Use Element focus on creating 38,000 jobs within the excessed former March Air Force Base, maintaining a balance between commerce and industry, providing compatible land uses with the airport and the surrounding residential area, and promoting high quality development while minimizing land use conflicts. The proposed General Plan designation (shown below) for the 39.4-acre project site is Industrial.

***-General Plan Amendment (GPA 15-01)***

The Project site is comprised of two parcels: APN 297-100-013 (33.2-acres) and APN 297-100-045 (6.2-acres). APN 297-100-013 is designated Industrial (I) in the March JPA General Plan (GP), and is therefore not a part of the proposed GP Amendment. However, APN 297-100-045 was transferred into the March JPA jurisdiction on February 10, 2015, and currently has no GP designation under the March JPA GP. Therefore, the Project site is being designated as Industrial (I) under the proposed GP Amendment (see proposed GP Land Use Map below) to implement the Project and in accordance with the March JPA's overall goals and policies for the development of the March JPA Planning Area.




The primary purpose of the Industrial land use is to provide for manufacturing, research and development, warehousing and distribution, multi-tenant industrial uses, and certain supporting administrative and professional offices and commercial activities on a limited basis. The proposed amendment is consistent with the objectives of the General Plan through developing predominately Industrial land uses in the MJPA Project area. The proposed development is expected to generate up to an estimated 518 additional jobs, helping to implement the goals of bringing 38,000 jobs to the reuse area. The request also complies with the objectives of the 2005 Air Installation Compatibility Use Zone (AICUZ) study and the March ARB March Inland Port Comprehensive Land Use Plan (CLUP). The following General Plan policies table is provided to demonstrate the Projects compliance with the existing General Plan policies.

**Freeway Business Center Project Consistency with March JPA General Plan**

| Policy Number | General Plan Policy | Project | Project Consistency/ Inconsistency |
|---|---|---|---|
| Policy 1.1 | Provide for a mix of land uses which implement the Base Master Reuse Plan for March AFB; offer a variety of employment opportunities; and capitalizes, enhances and expands upon existing physical and economic assets of the Planning Area. | The proposed industrial warehouse building would provide temporary jobs during short-term construction and up to an estimated 518 permanent jobs during Project operations, in an area that is not suited for dense occupancy, and would otherwise not provide employment opportunities. | The Project would be consistent with this policy, with the execution of the Covenant for Real Property. |
| Policy 1.2 | Develop and maintain a system of land use designations and zoning districts | The Project applicant proposes an industrial warehouse building in a location | The Project would be consistent with |

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| | which will provide locations for commercial, business park, manufacturing, aviation, public, and open space uses, and which actuates compatible and synergistic land uses. | that would be compatible for industrial development, with the approval of the proposed GP Amendment to APN 297-100-045. | this policy with the approval of the proposed GP Amendment. |
| 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 can be supported by existing and planned circulation, and existing infrastructure with implementation of Transportation and Traffic Mitigation Measures. Public facilities would be able to provide services to the Project site. | The Project would be consistent with this policy with implementation of Transportation and Traffic Mitigation Measures. |
| Policy 1.5 | Provide for a variety of industrial uses, including heavy manufacturing, light manufacturing, warehousing, and distribution, transportation-related, and research and development. | The Project includes a GP Amendment to APN 297-100-045 to allow development of an approximately 709,083 square-foot industrial warehouse building. | The Project would be consistent with this policy with the approval of the proposed GP Amendment. |
| Policy 1.6 | Locate and group commercial and industrial uses which are oriented toward regional service/market areas to promote utilization of regional transportation facilities and development-supporting infrastructure. | The Project applicant proposes an approximately 709,083-square-foot industrial warehouse building with close proximity to the I-215 freeway, a regional transportation facility. Existing commercial/service uses are to the north and east of the Project site. Utilities are available to support the Project development. | The Project would be consistent with this policy. |
| Policy 1.9 | Plan for compatible land uses within the aircraft noise impact contours depicted in the Air Installation Compatible Use Zones (AICUZ) Report for the airfield use. | The Project is located in APZ I and APZ II areas of Zone B1, which allows for the uses proposed by the Project.<br>In order to ensure that the proposed office space has sound attenuation features sufficient to reduce interior noise levels from exterior aviation-related sources to no more than 45 decibels (dB) Community Noise Equivalent Level (CNEL), an acoustical analysis is required to ensure compliance | The Project would be consistent with this policy with implementation of Hazards and Hazardous Materials Mitigation Measures |
| 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. | The Project applicant proposes an industrial warehouse building in a location that is surrounded by existing industrial development and is directly adjacent to I-215. Additionally, the 33.2 acre, APN 297-100-013, portion of the Project site is consistent with the March JPA GP Industrial Land Use designation, and does not conflict or compete with other land uses. The Project includes a GP Amendment of Industrial (I) for the 6.2 acre, APN 297-100-045, in order to be consistent with the rest of the Project site. | The Project would be consistent with this goal with the approval of the proposed GP Amendment. |
| Policy 2.1 | Avoid conflicts and incompatibilities between land uses through the use of landscaped setbacks and buffers, site design, site orientation, architectural features, walls or fences, density/intensity reductions, reduced hours of operation for commercial and industrial uses, shielding of lighting, and the like. | The Project would be developed in accordance with the March JPA Development Code that would ensure the Project meets the setback requirements, height restrictions, site and building design parameters, site orientation, etc. that would be compatible with adjacent and surrounding land uses. | The Project would be consistent with this policy. |

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| Policy 2.2 | Encourage and facilitate the transition of facility reuse and land uses to conforming land uses. | The Project applicant proposes an industrial warehouse building in a location which is currently vacant directly adjacent to the I-215 freeway. APN 297-100-013 of the Project site is consistent with the March JPA GP Industrial Land Use designation. The Project includes a GP Amendment of Industrial (I) for APN 297-100-045 of the Project site in order to be consistent with the rest of the Project site. | The Project would be consistent with this policy with the approval of the proposed GP Amendment. |
| Policy 2.3 | Support land uses that provide a balanced land use pattern of the Planning Area, and discourage land uses that conflict or compete with the services and/or plans of adjoining jurisdictions. | The Project applicant proposes an industrial warehouse building in a location that is surrounded by existing industrial development and commercial/service. Additionally, APN 297-100-013 of the Project site is consistent with the March JPA GP Industrial Land Use designation, and does not conflict or compete with other land uses. The Project includes a GP Amendment of Industrial (I) for APN 297-100-045 of the Project site in order to be consistent with the rest of the Project site. The existing public facilities would be able to provide services to the Project. | The Project would be consistent with this policy with the approval of the proposed GP Amendment. |
| Goal 3 | Manage growth and development to avoid adverse environmental and fiscal effects. | The Project would be developed in accordance with the March JPA Development Code, consistent with the anticipated buildout of the March JPA GP. The Project site is an infill site, which is surrounded by existing development, and there are no adverse environmental or fiscal effects. | The Project would be consistent with this goal. |
| Policy 3.1 | Manage growth so that its rate does not exceed the ability of March JPA or service districts to provide for an acceptable level of public facilities and services. | Public facilities and services are available to the Project site, and the Project would neither burden nor exceed the capacity of the service providers. | The Project would be consistent with this policy. |
| Policy 3.3 | Use finance mechanisms such as benefit assessment districts, development fees, and maintenance districts to ensure new development within the Planning Area constructs the public facilities and fiscally supports the public services necessitated by the development. | The Project applicant shall pay all the necessary development and fair share fees for maintenance, street lights, street cleaning, landscape, and traffic signalization that may be associated with development of the Project. | The Project would be consistent with this policy. |
| 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. | The March JPA GP Land Use Map identifies the mix of uses to promote compatibility within the area. The Project applicant proposes an industrial warehouse building in a location that is surrounded by existing industrial development. Additionally, APN 297-100-013 of the Project site is consistent with the March JPA GP Industrial Land Use designation. The Project includes a GP Amendment of Industrial (I) for APN 297-100-045 of the Project site in order to be consistent with the rest of the Project site. Compliance with the March JPA Development Code and design review | The Project would be consistent with this policy with the approval of the proposed GP Amendment. |

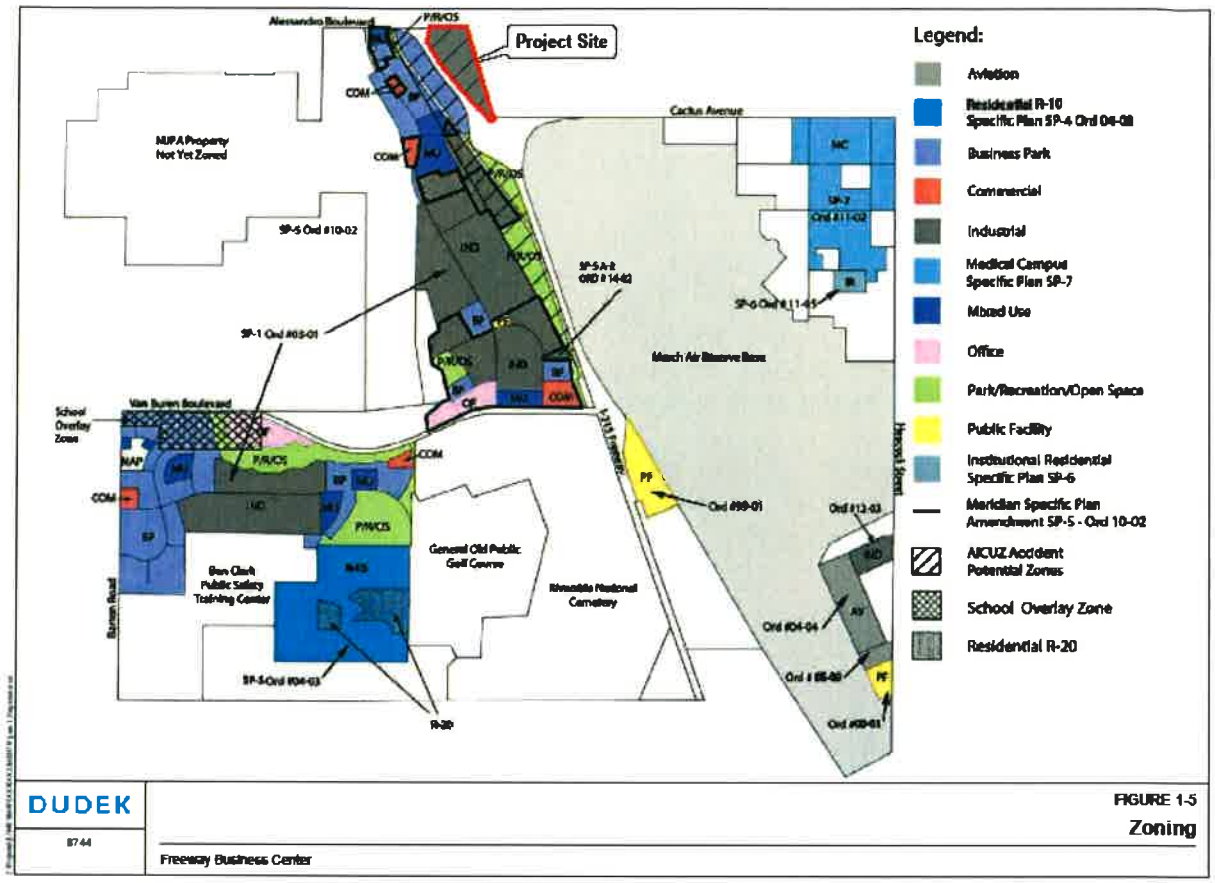
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| | | and approval by Joint Powers Authority would present an attractive development. | |
| Policy 4.7 | Develop and enhance the economic climate and create a balanced business community to serve the work force, commerce, and industry of the region. | The Project would provide an industrial warehouse building whose ultimate use would create employment and help serve the goods movement needs of the region. | The Project would be consistent with this policy. |
| Goal 5 | Maximize and enhance the tax base and generation of jobs through new, reuse, and joint use opportunities. | Development of the Project would increase the property value of the site and would provide temporary jobs during short-term construction and up to an estimated 518 permanent jobs during Project operations. | The Project would be consistent with this goal with the execution of the Covenant for Real Property. |
| Policy 5.1 | Support the development and establishment of new employment centers and economic development activities that contribute to an improved tax base. | Development of the Project would increase the property value of the site and would provide temporary jobs during short-term construction and up to an estimated 518 permanent jobs during Project operations. | The Project would be consistent with this policy with the execution of the Covenant for Real Property. |
| 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. | Development of the Project would introduce new industrial space, increase the property value of the site and provide temporary jobs during short-term construction and up to an estimated 518 permanent jobs during Project operations. | The Project would be consistent with this policy with the execution of the Covenant for Real Property. |
| Policy 5.6 | Encourage employers in the March JPA Planning Area to hire from the local communities when seeking to fill employment positions. | The Project proponent would try to seek local hires from local communities when seeking contractors during short-term construction and long-term employment positions during Project operations. | The Project would be consistent with this policy. |
| Goal 6 | Support the continued Military Mission of March Air Reserve Base, and preservation of the airfield from incompatible land use encroachment. | The Project site is located in the APZ I and APZ II areas of Zone B1 and would conform to the March ARB/Inland Port ALUCP. Industrial warehouse uses in APZ I and APZ II are desirable given their lower occupancy uses compared to retail and commercial uses. The Project is compatible if all intensity provisions (25 occupants per square area in APZ I and 50 occupants per square area in APZ II) are complied with. | The Project would be consistent with this goal. |
| Policy 6.2 | Plan for compatible land uses within the Clear Zone, APZ I and APZ II, as depicted in the Air Installation Compatible Use Zones (AICUZ) Report for the airfield use. | The Project site is located in the APZ I and APZ II areas of Zone B1 and would conform to the March ARB/Inland Port ALUCP. Industrial warehouse uses in APZ I and APZ II are desirable given their inherently low occupancy uses. The Project is compatible if all intensity provisions (25 occupants per square area in APZ I and 50 occupants per square area in APZ II) are complied with. | The Project would be consistent with this policy. |
| Policy 6.3 | Ensure that plans and development do not interfere, conflict, or degrade the military mission of March ARB. | The Project would conform to the March ARB/Inland Port ALUCP which takes into account the military mission of March ARB, provided intensity limits identified in the Covenant for Real Property are adhered to, specifically, 25 occupants per square area in APZ I and 50 occupants per square area in APZ II, within portions | The Project would be consistent with this policy. |

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|---|---|---|---|
| | | of the building | |
| 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. | The Project would conform to the March ARB/Inland Port ALUCP which takes into account the APZ I and II location of this site. The issues related to the location have been considered and addressed in the design of the Project. Additionally, mitigation measures Hazards and Hazardous Materials Mitigation Measures would be implemented to ensure that the Project does not conflict with the long-term needs of the March ARB, provided intensity limits identified in the Covenant for Real Property are adhered to, specifically, 25 occupants per square area in APZ I and 50 occupants per square area in APZ II, within portions of the building. | The Project would be consistent with this policy with implementation of Mitigation Measures for Hazards and Hazardous Materials |
| Policy 6.7 | Ensure that land uses adhere to floor area ratios applicable under California Department of Transportation (Caltrans) guidelines for airports. | The Project conforms to the floor area ratios as adopted in the March ARB/Inland Port ALUCP which are more restrictive than the Caltrans guidelines for airports. | The Project would be consistent with this policy. |
| Policy 6.8 | Ensure that land uses adhere to both military and civilian Part 77 conical surface criteria, relative to height restrictions. | The Project submitted an FAA 7460-1 application through ALUC to ensure compatibility. On May 29, 2015, the FAA concluded that Project does not exceed obstruction standards and would not be a hazard to air navigation. Within 5 days after construction of the Project reaches its greatest height, an FAA Form 7460-2 shall be completed by the Project proponent or his/her designee and e-filed with the FAA. | The Project would be consistent with this policy with implementation of Hazards and Hazardous Materials Mitigation Measures. |

*Change of Zone (CZ 14-01)*

The proposed Change of Zone would assign the zoning designation of Industrial (I) to both parcels, consistent with the March JPA General Plan designation of Industrial (I). The zoning designation request will be consistent with the Proposed General Plan Amendment and would allow the orderly development of Industrial uses, consistent with the March JPA General Plan objectives. As identified in the General Plan discussion, the chief motivating factors for the requested zoning (which matches the General Plan designation) is to retain the Industrial land use designation for compatibility reasons. These objectives are consistent with the General Plan policies identified in the table above.

**Proposed Zoning Map**




*Plot Plan (PP 14-02)*

The proposed Plot Plan includes the construction of a speculative industrial warehouse building on 39.4-acres, at the southwest corner of Alessandro Boulevard and Old 215 Frontage Road, within the West March Planning Sub-area of the March JPA Planning Area, County of Riverside. Specifically, the proposed Project includes the construction of an approximately 709,083 square foot industrial warehouse building. The proposed building would consist of 694,083 square feet of warehouse space, approximately 7,000 square feet of ground floor office space and 3,000 square feet of mezzanine office space at the northeastern end of the building, and approximately 5,000 square feet of ground floor office space planned for the southwestern end of the building. The building would be approximately 44 feet in height.

In addition, the Project will require the relocation of several utility lines, including underground petroleum and natural gas lines. The underground petroleum line is operated by Kinder-Morgan and provides JP-8 fuel to March Air Reserve Base. Relocation of the petroleum line is proposed in a manner that will assure uninterrupted fuel supply to the Base. The project site will be constructed in a single phase with all ancillary landscape and parking to be constructed during the initial phase. Although the building is intended to be used as an industrial warehouse facility, an end user has not yet been identified. Specific details regarding future operation of the facility are not currently available.

**Compliance with MJPA Industrial Site Development Standards:**

| Proposed Development | | |
|---|---|---|
| **Development Standard** | **Minimum/Maximum Required** | Plot Plan 14-01 **Proposed Development** |
| **Building Area:** | N/A | 709,083 sq. ft. |
| **Gross Site Area:** | 217,800 sq. ft. (Minimum 5-Acres) | 1,709,058.8 sq. ft. (39.23-Acres) |
| **Number of Buildings:** | N/A | 1 Building |
| **Floor Area Ratio (Max):** | 60% | 41.48% |
| **Setbacks – Required:** | FY-20', SY Street-20' SY Interior-3', RY-3' | FY-70', SY Street-70' SY Interior-30', RY-56' |
| **Landscape Required:** | N/A | 12.14% |
| **Maximum Building Height:** | 35'[1] | 44'-3" |
| **Parking:** | 249 | 394 |

[1] *Increased height up to 80 feet is permitted where all building setbacks meet or exceed the proposed building height, and subject to FAA Part 77 clearance.*

**Project Design:**

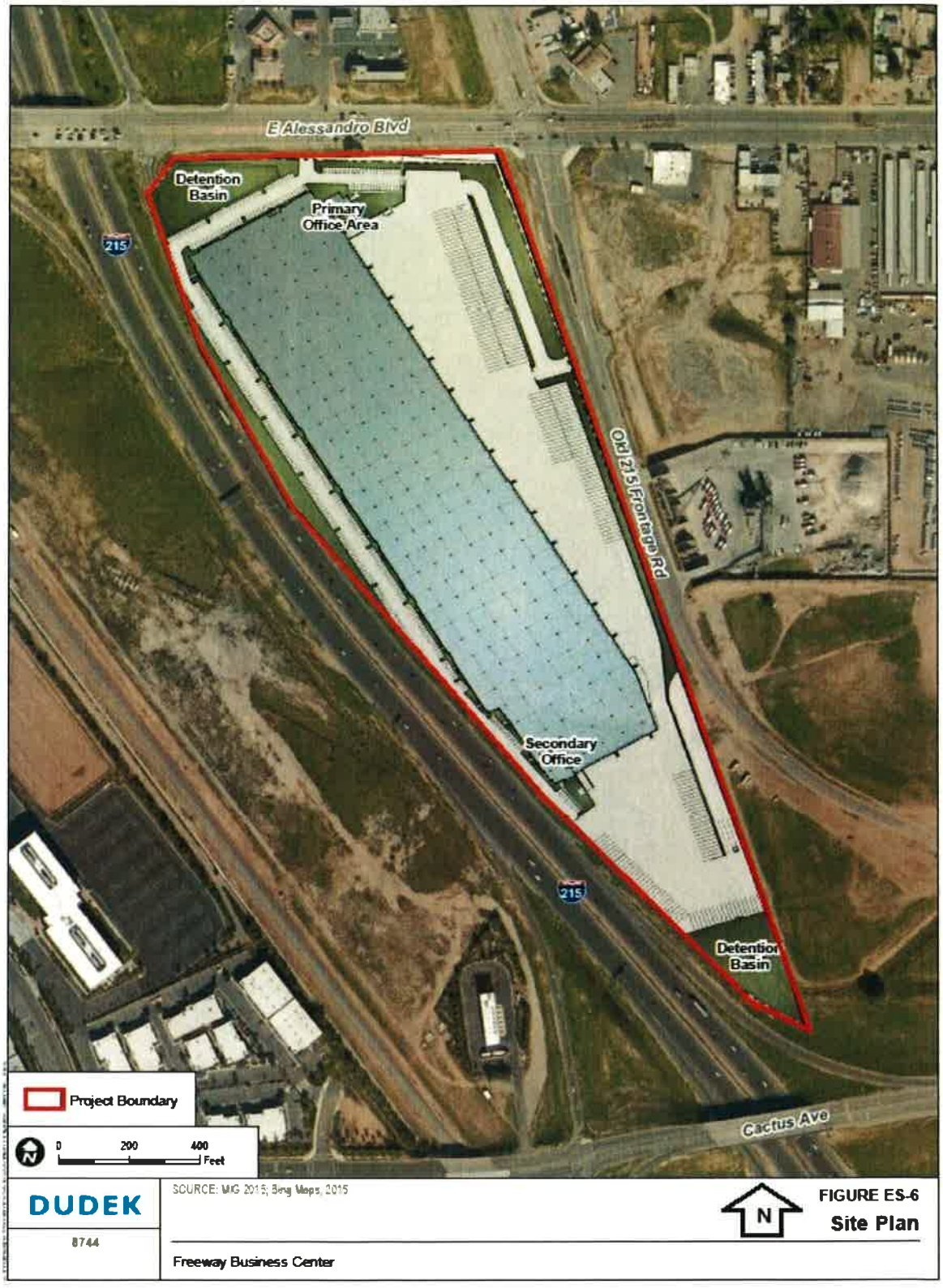
The Project has been designed to be architecturally compatible with surrounding development and the aesthetic character of the area and the March JPA Planning Area. The Project would comply with the March JPA's development standards and guidelines to ensure visual compatibility. Development standards include site area, lot dimensions, building height, building setbacks, and parking requirements in order to establish the relationship between building mass and scale.

The Project would convert the existing, undeveloped site to an industrial warehouse building with parking, circulation, and landscaping. Since the surrounding area is currently developed with primarily industrial uses and commercial uses along the I-215 freeway, the Project would add to the existing developed visual character of the site and surrounding vicinity with the construction of an industrial warehouse building.

Operation of the proposed Project would introduce an industrial warehouse building in an area that has no unique or special visual qualities and is adjacent to a freeway. The proposed industrial use would complement the industrial-type uses around the Project site (e.g., along Old 215 Frontage) and thus would not substantially degrade the existing visual character or quality of the Project area. Development of similar uses and buildings are common in the I-215 corridor in the area. Additionally, truck loading areas would be screened appropriately from the I-215.

The Project will have three points of access, one driveway along Alessandro Boulevard and two driveways along Old 215 Frontage Road. The driveway at Alessandro Boulevard is expected to serve as an entrance for passenger car access onto the project site. The driveways along Old 215 Frontage Road will serve as the primary entrances for trucks. In addition, a six foot wide bike lane shall be provided along Alessandro Boulevard. The Plot Plan, as conditioned, complies with the requirements of the March JPA Development Code – Industrial Development Standards

**Project Site Plan:**




**Preparation Date: February 8, 2018**

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

| Project Data | |
|---|---|
| **Site Area** | 1,709,058 sq. ft.<br>39.23 acres |
| **Building Area:**<br>**Warehouse Area**<br>**Primary 1st Floor Office/NE Corner**<br>**Primary 2nd Floor Office/NE Corner**<br>**Secondary 1st Floor Office/SW Corner** | <br>694,081 sq. ft.<br>7,000 sq. ft.<br>3,000 sq. ft.<br>5,000 sq. ft. |
| **Parking Provided** | 394 Parking Spaces (for Automobiles)<br>12 Bike Parking Spaces |
| **Loading Dock Positions** | 109 Docks |
| **Truck Trailer Parking** | 237 Parking Spaces |

The proposed building height, setbacks, parking and landscape requirements are compliant with the Development Code requirements. Employee parking, carpool, and bicycle parking spaces provided on the proposed site plan (Sheet A1-1-P) meet the parking standards required for Industrial uses. In addition, as conditioned, the facility will provide two electric auto charging parking spaces and four parking spaces for electric vehicles.

***Architecture/Color Palette:***
The proposed industrial building architectural design would be a concrete tilt-up building including glass, reveals, metal shading devices, score lines, bands of color, recessed openings, and other architectural design elements to create visual interest with significant articulation in panel heights to break up the building expanse. The primary colors of the building would be Winter Bird (off-white) with accents of Zeppelin (tan-light accent color) and Mansard Stone (deeper taupe-dark accent color) with significant blue reflective glass features and anodized mullions. The concrete tilt-up screen walls will feature the same primary colors of the industrial 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 Chinese Pistache, Thornless Palo Verde, Shoestring Acacia, Chilean Mesquite, African Sumac and Pink Dawn Chitalpa trees, along with accent hedges, shrubs and groundcover 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 March JPA Development Code.

***Exterior Lighting:***
Given the proximity to the airport, all on-site lighting provides fully shielded fixtures (no light emitted above horizon), high pressure or low-pressure sodium lighting, maximum 750 watts, maximum fixture height of 25' above finished grade, and maximum lighting of 0.5 candle/foot$^2$ at the property line. Another option would be to provide LED lighting, with an intensity below 3,000 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 JPA Development Code.

**March ARB/IP Airport Land Use Plan:**

The March ARB/Inland Port Airport Land Use Compatibility Plan (ALUCP) was prepared for and adopted by the Riverside County Airport Land Use Commission (RCALUC) on November 13, 2014. The purpose of the March ARB/Inland Port ALUCP is to promote compatibility between March ARB/Inland Port and the land uses that surround the joint-use airport. The March ARB/Inland Port ALUCP regulates future development of new residential dwellings, commercial structures, and other noise or risk-sensitive uses within the Airport Influence Area based on factors enumerated in the ALUCP, including but not limited to noise, overflight, safety, and airspace protection.

Regarding the Project site, it is located in Zone B1 (Figure 4.7-1, Mead & Hunt 2010, 2014). Zone B1 encompasses areas of high noise and high accident potential risk within the inner portion of the runway approach and departure corridors. In Zones B1 flood control facilities are to hold water for no more than 48 hours following a storm and be completely dry between storms (FAA Advisory Circular 150/5200-33B).

Prohibited uses within Zone B1 include new dwellings, structures with more than 2-stories, children's schools, day care centers, libraries, hospitals, congregate care facilities, hotels/motels, restaurants, places of assembly, hazardous materials manufacture/storage, noise-sensitive outdoor nonresidential uses (spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters), critical community infrastructure facilities (including power plants, electrical substations, and public communications facilities), and hazards to flights (e.g., tall objects). Aboveground storage of more than 6,000 gallons of non-aviation flammable materials per tank is prohibited. The maximum average occupancy is 25 people per acre in Accident Potential Zone I and 50 people per acre in Accident Potential Zone II.

On April 9, 2015, the Riverside County Airport Land Use Commission (RCALUC) determined that the General Plan Amendment, rezoning request and Plot Plan for the Freeway Business Center Project, were conditionally consistent with the March ARB/IP Airport Compatibility Plan. The RCALUC Commission approved conditions which are incorporated into the March Joint Powers Commission's Conditions of Approval for the Project and outlined in Resolution #JPA 18-03.

**March ARB Air Installation Compatibility Use Zone Study (AICUZ)**

The purpose of the *2005 452d Air Mobility Wing Air Installation Compatible Use Zone Study* is to promote compatible land development in areas exposed to aircraft noise and accident potential. Recommendations (e.g., height control of structures near flight paths) from the study should be considered in development projects' planning processes to prevent incompatibilities that might compromise March ARB's ability to fulfill its mission requirements and assist the residents of the surrounding cities to avoid safety hazards.

Land use guidelines set forth by the United States Air Force AICUZ program reflect land use recommendations for clear zones, accident potential zones, and applicable noise zones. The guidelines recommend land uses that are compatible with airfields while allowing maximum beneficial use of adjacent properties. This study contains recommendations developed to assist local governments in determining land uses that are compatible with airport environs.

The Project site is located in the APZ I and APZ II areas of Zone B1 (Mead & Hunt 2010, 2014) (Figure 4.7-1). The usage intensity within the APZ I area is limited to an average of 25 persons per acre and the APZ II area is limited to an average of 50 persons per acre. Zone B1

encompasses areas of high noise and high accident potential risk within the inner portion of the runway approach and departure corridors.

The majority of the Project site is located within the 65 decibel (dB) Community Noise Equivalent Level (CNEL) contour from operations associated with aircraft departing from and/or landing at the March ARB, and the southerly portion of the Project site is located within the 70 CNEL contour.

On June 30, 2016, the March JPA received a letter from March ARB regarding this project. The letter did not identify concerns with the land uses, but rather with specific development issues including: intensity restrictions in APZ I and II, use of non-reflective paints, coverings and other materials in construction, prohibition of solar panels, storing of hazardous materials, tree vegetation (which is requested not to bear masts for roosting or fruit for consumption), and review and approval of the site drainage system. These items were incorporated into project Conditions of Approval, mitigation measures and the proposed Covenant addressing property intensity (persons/acre) of the proposed Project.

The Air Force Instructions (AFI) / Department of Defense (DOD) Instructions includes guidelines for land use compatibility guidelines for Clear Zones, APZs and aircraft noise. The land use guidelines are based on the Federal Highway Administration's *Standard Land Use Coding Manual (SLUCM)*. The SLUCM designation (SLUCM No. 63.7) for the proposed Project is Warehouse and Storage Services. This land use is compatible in APZ I and APZ 2. This use designation includes restrictions that limit occupants, including employees of industrial buildings or structures, to 25 an acre in APZ I and 50 an acre in APZ II.

**Covenant Affecting the Freeway Business Center Project**

The project site is located within both APZ I and APZ II. As such, both criteria have been reviewed and analyzed as part of the review process for the Project. To ensure compliance with the density restrictions, and as a condition of approval, the applicant proposes to enter into a covenant in order to ensure that there is compliance with the density cap and density restrictions for the Project site. The Covenant is a condition of approval and included in Resolution #JPA 18-03. As described in the covenant, the applicant has agreed to comply with the density restrictions and density cap by limiting occupancy of the Project to 518 occupants. The covenant provides the following two limitations on occupancy of the Project: (1) Overall, the occupancy of the Project cannot exceed 518 occupants, and (2) The APZ limitations (set out below) cannot be exceeded in any acre of the building.

In the case that the square footage of the building decreases, the density cap will also decrease. The covenant limits areas within APZ I to 25 occupants per square area (area measuring 208 feet by 208 feet) within portions of the building and areas within APZ II as 50 occupants per square area within portions of the building. The density restrictions cannot be exceeded within any of the 208 foot by 208 foot squares. Further, any building expansion is prohibited, including an increase in the building mezzanine area, without further review by March JPA, Airport Land Use Commission, and March Air Reserve Base (ARB) representatives, as well as consent and approval provided through an amendment to the agreed upon covenant. In order to ensure compliance with the conditions of the covenant, the applicant will fund quarterly inspections of the Project development at its sole expense. Adhering to the covenant intensity restrictions will be a condition of Project approval.

In the event the applicant or its successors in interest fail to comply with the conditions of the covenant, March JPA is entitled to proceed with revocation proceedings in accordance with Section 9.02.0260 of the March JPA Development Code. Under Section 1.4 of the proposed Covenant, the Covenant inures to benefit of March JPA's successors and assigns. As a result, should March JPA ever cease to exist, its successor in interest will be able to enforce the provisions of the Covenant.

**Final EIR for the Freeway Business Center:**

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.

The Freeway Business Center Final EIR was prepared to inform decision makers and the public of the potential significant environmental effects associated with the Project. The purpose of this Final EIR is to focus the discussion on those potential effects on the environment which the lead agency has determined may be significant. In addition, feasible mitigation measures are recommended, when applicable, that would reduce significant environmental impacts or avoid significant environmental impacts.

March JPA circulated a Notice of Preparation (NOP) and Initial Study seeking environmental input on the proposed Project from March 4, through April 3, 2015. The agency determined that an EIR should be prepared because the Project could have a significant effect on the environment in the following areas: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Public Services, Transportation and Traffic, Utilities and Service Systems, and Energy Conservation. Based on the Initial Study, the March JPA further determined that impacts to Agricultural Resources, Mineral Resources, Noise, Population and Housing, and Recreation would be less than significant and thus was not further analyzed in the Draft EIR.

Twelve (12) comment letters were received in response to the NOP. In accordance with State CEQA Guidelines sections 15082(c) and 15083, March JPA held a duly noticed Scoping Meeting on March 19, 2015. The Scoping Meeting included verbal comments in support of the Project. None of the comments received changed the issue areas that the Initial Study determined would be discussed in the Draft EIR. All of the issues and concerns raised in the comments have been fully addressed and analyzed in the Draft EIR.

A Notice of Availability and Draft Environmental Impact Report (Draft EIR) was circulated, incorporating comments received in response to the NOP from May 10, through June 23, 2016. During the 45-day public comment period, March JPA consulted with and requested comments from all responsible and trustee agencies, and other regulatory agencies. The Authority received thirteen (13) written comment letters on the Draft EIR, including an acknowledgement from the State Clearinghouse that March JPA has complied with the CEQA

environmental review requirements. An overview regarding the findings, mitigation measures, and significance of environmental impacts is listed below.

The Final EIR found that the Project would result in significant and unavoidable impacts to Air Quality and Greenhouse Gas. All other resource areas were found to be less than significant impacts or less than significant with mitigation. Information regarding the Freeway Business Center Final EIR is available on the March JPA website at www.marchjpa.com.

**Freeway Business Center**
**Summary of Environmental Resources and Level of Impact**

| Environmental Resource | Level of Impact before Mitigation | Proposed Mitigation | Significance After Mitigation |
|---|---|---|---|
| Aesthetics | Less Than Significant | N/A | N/A |
| **Air Quality** | **Potentially Significant** | 1. Grading, Architectural Coating and Emissions from Construction Activities<br>2. Traffic Demand Management Plan<br>3. Idling Emissions from Trucks<br>4. On-Site Indoor Fork Lifts<br>5. Powering of Yard Trucks<br>6. Idling Time of Vehicles and Equipment<br>7. Cold Storage Warehouse Space | **Significant and Unavoidable** |
| Biological Resources | Potentially Significant | 1. Stephen' Kangaroo Rat Survey<br>2. Burrowing Owl Survey<br>3. Nesting Bird Survey<br>4. Jurisdictional Features | Less Than Significant |
| Cultural Resources | Potentially Significant | 1. Archaeological Monitoring<br>2. Pre-Grading Report<br>3. Relinquish Ownership of Cultural Resources<br>4. Avoidance and Preservation of Sacred Sites<br>5. Paleontological Monitoring | Less Than Significant |
| Geology and Soils | Potentially Significant | 1. Site Inspection<br>2. Removal of Vegetation<br>3. Soil Removal to Competent Native Materials<br>4. Additional Testing and Grading<br>5. Uniform Compacted Fill Blanket<br>6. Debris Removal<br>7. Temporary Unsurcharged Evacuations<br>8. Foundation Bearing Capacities<br>9. Retaining Wall Design Parameters<br>10. Sabs on Grade<br>11. Vapor Retarder<br>12. Moistening of Subgrade Soils<br>13. Trenching | Less Than Significant |
| **Greenhouse Gas Emissions** | **Potentially Significant** | 1. Transportation Demand Management Plan<br>2. Idling Time of Vehicles and Equipment<br>3. Cold Storage Warehouse Space<br>4. Compliance with MJPA Water Efficient Landscape Ordinance (#JPA 09-05) | **Significant and Unavoidable** |
| Hazards and Hazardous Materials | Potentially Significant | 1. Avigation Easement Conveyance<br>2. Acoustical Analysis<br>3. Installation of Marking/Lighting for Aviation Safety<br>4. Building Height<br>5. FAA Form 7460-2, Temporary Construction Equipment<br>6. FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration<br>7. Vegetation/Tree Planting Restrictions<br>8. Functioning of Project Drain System<br>9. Phase II Environmental Site Assessment | Less Than Significant |

**Preparation Date: February 8, 2018**

**Freeway Business Center**
**Summary of Environmental Resources and Level of Impact**

| Environmental Resource | Level of Impact before Mitigation | Proposed Mitigation | Significance After Mitigation |
|---|---|---|---|
| Hydrology and Water Quality | Less Than Significant | N/A | N/A |
| Land Use and Planning | Potentially Significant | Refer to Proposed Mitigation Measures for:<br>1. Air Quality<br>2. Biological Resources<br>3. Cultural Resources<br>4. Geology and Soils<br>5. Hazards and Hazardous Materials<br>6. Transportation and Traffic, and<br>7. Utilities and Service Systems | Less Than Significant |
| Public Services | Less Than Significant | N/A | N/A |
| Transportation and Traffic | Potentially Significant | 1. Traffic Control Plan Preparation<br>2. Lane Geometry Modification<br>3. Improvements to Old 215 Frontage Road | Less Than Significant |
| Utilities and Service Systems | Potentially Significant | 1. Compliance with MJPA Water Efficient Landscape Ordinance (#JPA 09-05)<br>2. Interagency Agreement WMWD/ECSD<br>3. Construction Waste Recycling Plan | Less Than Significant |
| Energy Conservation | Less Than Significant | N/A | N/A |

## Tribal Consultation

Government Code Section 65352.3 requires local governments to consult with California Tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting and/or mitigating impacts to cultural places. Senate Bill (SB) 18 and Assembly Bill (AB) 52 requires local (city and county) governments to consult with California Native American tribes to aid in the protection of traditional tribal cultural places ("cultural places") through local land use planning. The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places.

These consultation requirements apply to adoption and amendment of both general plans (defined in Government Code §65300 et seq.) and specific plans (defined in Government Code §65450 et seq.). The intent of AB 52 is to provide a formal consultation process for California tribes as part of the CEQA and equates significant impacts on "tribal cultural resources" with significant environmental impacts (Public Resources Code (PRC) Section 21084.2). AB 52 only applies to projects that have a Notice of Preparation or Notice of Negative Declaration/Mitigated Negative Declaration filed after July 1, 2015. Since the NOP was filed on March 4, 2015, well before AB 52 took into effect, AB 52 process does not apply to the Project. The project involves a general plan amendment for 6.2 acres of the project site (APN 297-100-045-8); therefore, SB 18 applies to the project.

Ten tribes in Riverside County were contacted for consultation. Of the ten tribes contacted, three tribes requested consultation. The consultation process and the CEQA (Initial Study) analysis and findings found impacts to cultural resources can be mitigated to less-than-significant levels by incorporating mitigation measures. No significant adverse impacts would remain after mitigation.

**Attachments:**

1. Resolution #JPA 18-02, Adopting a Statement of Overriding Considerations, Certifying the Freeway Business Center Final Environmental Impact Report (SCH #201503105), and Adopting a Mitigation Monitoring and Reporting Program for the Freeway Business Center Project.
    - *Exhibit A: Mitigation Monitoring and Reporting Program*

2. Resolution #JPA 18-03, Adopting General Plan Amendment GP 15-01 and Plot Plan PP 14-02, for the Development of the Freeway Business Center, Subject to Conditions of Approval, for the Development of the Freeway Business Center Project
    - *Exhibit A: General Plan Map*
    - *Exhibit B: Site Plan, Building Elevations, Grading Plan, Landscape Plan*
    - *Exhibit C: Conditions of Approval*
    - *Exhibit D: Covenant*

3. Ordinance #JPA 18-01, Adopting a Change of Zone, CZ 14-01, Assigning the Zoning Designation of Industrial to the Project Site, consistent with the General Plan designation of Industrial for an approximately 709,083-square-foot industrial warehouse building on 39.4 acres for the development of the Freeway Business Center Project.
    - *Exhibit A: March JPA Zoning Map*

4. Notice of Determination.

5. March Air Reserve Base Comment Letter – November 15, 2016.

6. Freeway Business Center Final EIR & Appendices are available at www.march jpa.com

**RESOLUTION # JPA 17-04**

**A RESOLUTION OF THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY ADOPTING AN ADDENDUM TO THE CERTIFIED SUBSEQUENT ENVIRONMENTAL IMPACT REPORT FOR THE MERIDIAN SPECIFIC PLAN AMENDMENT (SCH # 2009071069)**

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

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

**WHEREAS**, pursuant to the California Environmental Quality Act (Pub. Resources Code, § 21000 *et seq.*) ("CEQA") and the State CEQA Guidelines (Cal. Code of Regs., tit. 14, § 15000 *et seq.*), in 2003 the March JPA adopted the March Business Center Specific Plan and certified the March Business Center Specific Plan Final Environmental Impact Report ("FEIR") (SCH # 2002071089), to guide land use decisions within 1,290 acres of the March Air Reserve Base planning area; and

**WHEREAS**, in 2010 the March JPA certified the Subsequent Environmental Impact Report ("SEIR") for the Meridian Specific Plan Amendment (SP-5) (SCH # 2009071069), which implemented revisions to a 257.7 acre portion of the larger March Business Center Specific Plan's North Campus area, including revisions to land use and development regulations and land use designations; and

**WHEREAS**, Greens Hospitality, Incorporated ("Applicant") proposes the development of 14.41 acres within Planning Area 7 of the Meridian Specific Plan Amendment (SP-5), including the commercial development of 10 lots totaling approximately 219,695 square feet for hotel, retail, mixed use, and restaurant uses ("Project"); and

**WHEREAS**, a Master Conditional Use Permit (CUP 16-01), Plot Plan (PP 16-02), Specific Plan Amendment (SPA 16-01 A3), Tentative Tract Map (TM 37116), and Variance (V 16-01) collectively constitute the "Project" for purposes of the California Environmental Quality Act (Pub. Resources Code, § 21000 *et seq.*) ("CEQA"); and

**WHEREAS**, in accordance with CEQA and the State CEQA Guidelines, the March JPA staff has prepared an Initial Study to identify the potentially significant environmental effects of the proposed Project, attached hereto as Exhibit "A" and incorporated herein; and

**WHEREAS**, the Initial Study indicated that all potential environmental impacts of the Project were fully analyzed and mitigated to the extent possible in the certified SEIR; and

**WHEREAS**, on the basis of the Initial Study, staff determined that an Addendum to the certified SEIR should therefore be prepared for the Project's proposed minor technical changes; and

**WHEREAS**, none of the circumstances specified in Public Resources Code section 21166 or State CEQA Guidelines section 15162 have occurred and thus the preparation of a subsequent or supplemental EIR or negative declaration in conjunction with the approval of the Project is not required by CEQA; and

**WHEREAS**, the Addendum, attached hereto as Exhibit "B" and incorporated herein, to the certified SEIR was prepared pursuant to CEQA, the State CEQA Guidelines, and the March JPA's Local CEQA Guidelines; and

**WHEREAS**, pursuant to State CEQA Guidelines section 15164, subdivision (c), the Addendum is not required to be circulated for public review, but can be attached to the certified SEIR; and

**WHEREAS**, on April 12, 2017, the March Joint Powers Authority Commission ("Commission") conducted a duly-noticed public hearing at which time all persons wishing to testify in connection with the Addendum or the Project were heard and the Addendum and Project were comprehensively reviewed; and

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

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

**SECTION 1.** Recitals. The above recitals are true and correct and incorporated herein as findings of fact.

**SECTION 2.** Compliance with the California Environmental Quality Act. As the decision-making body for the Project, the Commission of the March JPA has reviewed and considered the FEIR, the SEIR, the Addendum to the SEIR, the Initial Study, any oral or written comments received, and the administrative record prior to making any decision on the Project. The Commission finds that the Addendum and Initial Study 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 3.** Findings on the Necessity for a Subsequent or Supplemental Environmental Impact Report. Based on substantial evidence set forth in the record, including but not limited to, the FEIR, the SEIR, the Addendum, the Initial Study, and all related information presented to the Commission, the Commission finds that the Project necessitates only minor modifications to the certified SEIR. Therefore, pursuant to State CEQA Guidelines section 15164, an addendum to the SEIR is the appropriate document.

The Commission further finds that the preparation of a subsequent or supplemental EIR is not required for the proposed Project because the Project (including Master Conditional Use Permit (CUP 16-01), Plot Plan (PP 16-02), Specific Plan Amendment (SPA 16-01 A3), Tentative Tract Map (TM 37116), and Variance (V 16-01)):

(a) does not constitute a substantial change that will require major revisions of the SEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of the previously identified significant effects; and

(b) does not constitute a substantial change with respect to the circumstances under which the Project is undertaken that will require major revisions of the SEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of the previously identified significant effects; and

(c) does not contain new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the SEIR was certified, that shows any of the following: (i) the Project will have one or more significant effects not discussed in the SEIR; (ii) significant effects previously examined will be substantially more severe than shown in the SEIR; (iii) 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 lead agency declined to adopt such measures; or (iv) mitigation measures or alternatives considerably different from those analyzed in the SEIR would substantially reduce one or more significant effects on the environment, but which the lead agency declined to adopt.

**SECTION 4.** Findings on Environmental Impacts. Based on the Addendum, the Initial Study, the administrative record, and having considered the SEIR and the FEIR and all written and oral evidence presented to the Commission, the Commission finds that all environmental impacts of the Project have been addressed within the certified SEIR and the Initial Study. The Commission finds that no new or additional mitigation measures or alternatives are required. The Commission further finds that there is no substantial evidence in the administrative record supporting a fair argument that the Project may result in any significant environmental impacts beyond those analyzed in the certified SEIR. The Commission finds that the Addendum contains a complete, objective, and accurate reporting of the environmental impacts associated with the Project and reflects the independent judgment and analysis of the Commission.

**SECTION 5.** Adoption of the Addendum to the Certified Subsequent Environmental Impact Report. The Commission hereby approves and adopts the Addendum prepared for the Project.

**SECTION 6.** Notice of Determination. The Commission directs March JPA staff to prepare, execute, and file a Notice of Determination with the Riverside County Clerk within five (5) working days of the passage and adoption of this Resolution.

**SECTION 7**. Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings are based are located at the Office of the Planning Manager, March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518.

**SECTION 8**. Execution of Resolution. The Chair of the Commission of March JPA shall sign this Resolution and the Clerk of March JPA shall attest and certify to the passage and adoption thereof.

**SECTION 9**. Effective Date. This Resolution shall be effective upon its adoption.

**PASSED, APPROVED, AND ADOPTED** this 12th day of April, 2017.

Mike Gardner, Chairman
March Joint Powers Authority Commission

ATTEST:

I, Cindy Camargo, Acting Clerk of the March Joint Powers Commission, do hereby certify that the foregoing Resolution #JPA 17-04 was adopted by the March Joint Powers Commission of the March Joint Powers Authority at a regular meeting thereof held on the 12th day of April, 2017, by the following vote of the Commission:

Ayes: Rogers, Jeffries, Vargas, Baca, Melendrez, Gutierrez, Ashley, Gardner
Noes: None
Abstain: None
Absent: None

Dated: April 12, 2017

Cindy Camargo, Acting Clerk
March Joint Powers Authority Commission

**EXHIBIT A**
Initial Study

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:** Veterans Plaza, Unit 4, Lot 4

2. **Lead Agency Name and Address:**

   March Joint Powers Authority
   14205 Meridian Parkway, Suite 140
   Riverside, CA 92518

3. **Contact Person and Phone Number:** Jeffrey M. Smith, Senior Planner 951-656-7000

4. **Project Location:** Vacant land at the northeastern corner of Van Buren Boulevard and Opportunity Way, Riverside, CA 92518 (Figures 1 through 3).

5. **Project Sponsor's Name and Address:**

   Greens Hospitality Incorporated – Atman Kadakia
   9289 Research Drive
   Irvine, CA 92618

6. **General Plan Designation:** Commercial (per the Meridian Specific Plan Amendment SP-5)

7. **Zoning:** Commercial

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 historically supported March AFB were no longer needed to support the ARB and 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 Environmental Impact Report (EIR) were prepared for the JPA planning area, which includes the March ARB. These documents were adopted and certified in 1999. In 2003, the March Business Center Specific Plan and Focused Environmental Impact Report (FEIR) (SCH# 2002071089) were adopted/certified to guide land use decisions within a 1,290-acre portion of the planning area and established a North and South Campus on either side of Van Buren Boulevard (see Figure 3). Since 2003, development has been ongoing on the 662-acre North Campus, which is located between Alessandro Boulevard to the north and Van Buren Boulevard to the south. Numerous parcels in the North Campus are developed and occupied while others are in various stages of development or are vacant. No development has occurred on the 628 acres within the South Campus.

   Since the adoption of the March Business Center Specific Plan in 2003, the Specific Plan area has been referred to and marketed as "Meridian." In 2010, the Meridian Specific Plan Amendment (SP-5) ("Meridian SP-5") was prepared to amend the 2003 March Business Center Specific Plan. A 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 FEIR, and to accommodate the development of the Sysco Distribution Facility on Lot 16. The Meridian SP-5 focused on the undeveloped lots in the North Campus (which comprised 257.7 acres) and no amendments were proposed for the South Campus. The Project site is located on 14.41 acres in the North Campus and is part of the Meridian SP-5, Planning Region C, Planning Area 7, Unit 4 Lot 4.

   The following is a summary of the environmental impacts and level of significance for each resource area analyzed in the Meridian Specific Plan Amendment (SP-5) SEIR ("Meridian SEIR" or "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

The following planning and environmental documents that also guide redevelopment within the Meridian SP-5 area include the following:

- General Plan of the March JPA (September 1999)
- Master Environmental Impact Report for the General Plan of the March JPA (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)
- March JPA Development Code (November 2012)

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 14.41-acre undeveloped proposed Project ("Project") site is subject to the land use regulations in the adopted Meridian SP-5, which identifies the site for commercial development, including retail stores, restaurants, and administrative, financial, service, and government offices at key intersections of major arterial roads or at major off-ramps from Interstate 215 (I-215). The Meridian SP-5 permits the development of general retail establishments, automotive service stations, and restaurant (sit down and fast-food) by-right within the Commercial land use and zoning designation. Hotel/motel uses and any development in the commercial district that exceeds 25,000 square feet of gross floor area are allowed with a Master Conditional Use Permit. Freeway signage at the Project site is regulated by the March Business Center Design Guidelines, which permits freeway signage up to a maximum height of 45 feet and maximum sign area of 150 square feet. The Project site is currently graded and street, water, sewer, and storm drain improvements are in place within Opportunity Way and Van Buren Boulevard, adjacent to the site. These improvements were authorized as part of the approval of the Meridian SP-5 and completed in 2012.

The Meridian SEIR evaluated operational impacts and identified mitigation measures based on the total amount of external traffic trips generated with buildout of the 1,290-acre Meridian SP-5. External trips were estimated for each of the undeveloped Planning Areas. As a result, Planning Areas 1, 3, 5, 6, and 7 each have an established "budget" of external daily trips that is used to determine if additional impacts would occur as remaining vacant properties develop. If it is demonstrated that the amount of external trips would not exceed the previously analyzed amount of trips for that Planning Area, then subsequent analysis of potential traffic impacts is not necessary. The proposed Project is within Planning Area 7. Planning Area 7 includes five undeveloped properties (U4-3, -4, -5, -6, and -7); however, U4-3 has been approved for development and estimated to generate 1,585 trips. As a result, Planning Area 7 has a remaining 14,579 external average daily trips within its traffic "budget" for the remaining four undeveloped properties that was approved with the Meridian SEIR in 2010.

The Project includes the commercial development of 10 lots totaling about 219,695 square feet for hotel, retail, mixed use, and restaurant uses (see Table 1 and Figures 4 through 6d) within Planning Area 7 of the Meridian SP-5. Construction equipment would be at least Tier 3 compliant. In order to approve the Project, a Specific Plan Amendment, Master Conditional Use Permit, Variance, and a Tentative Map are needed, as they were not part of the project analyzed in the Meridian SEIR. A description of each of the requested permits as they apply to the Project is provided below.

**Specific Plan Amendment (SP5-A3)**. The Meridian SP-5 prohibits the development of the Project site for hotel uses due to the site's location near the March Air Reserve Base/Inland Port Airport. Specifically, the Project site is within Compatibility Zone B2 per the Riverside County Airport Land Use Commission (ALUC) Compatibility Plan, which is a high noise zone. The adopted Meridian SP-5 prohibits the development of hotel uses within the B2 Compatibility Zone; however, since adoption of the Meridian SP-5, the ALUC Compatibility Plan was updated and included an exception for the areas within the Meridian SP-5. As adopted, the 2014 ALUC Compatibility Plan allows hotel development within the Project site provided that hotel development does not involve more than 100 people per acre, a maximum of 250 people per single acre, or a maximum of three aboveground habitable floors. Conference rooms are prohibited, with the exception of small meeting rooms of up to 50 people. The proposed Specific Plan Amendment would modify the language in the existing Meridian SP-5 to be consistent with the adopted ALUC Compatibility Plan.

**Master Conditional Use Permit (CUP 16-01)**. The Meridian SP-5 requires a Master Conditional Use Permit to allow hotel uses in excess of 25,000 square feet. The Project includes two proposed hotels on lots 1 and 7 and are labeled as Buildings A and B (see Figure 4). Lot 1 includes a 161-room hotel with 86,568 square feet and Lot 7 includes a 90-room hotel with 47,760 square feet. Because the proposed hotel uses exceed 25,000 square feet each, approval of the Master Conditional Use Permit is required. This request also authorizes the gas canopy and convenience store as an automotive service station. Finally, the Master Conditional Use Permit also analyzes a reduction in site parking, submitted through a detailed parking analysis.

**Variance (V 16-01)**. Signage associated with the Project includes freeway signage in the northeast corner of the Project site (see Figure 4). The proposed signage would be 60 feet in height and 500 feet in total square footage area, which exceeds the currently adopted March Business Center Design Guidelines restrictions of 45 feet in height and 150 square feet in area. Approval of a Variance would allow the signage as proposed. One of the three (3) allowed freeway signs provided for the Meridian development to be constructed at 60 feet and 500 square feet of signage.

**Tentative Tract Map (No. 37116)**. Project entitlements include a Tentative Tract Map to subdivide the site into 10 legal lots ranging between 0.85 acre and 2.83 acres in size. Table 1 depicts each of the 10 proposed lots, their proposed building size, building height, and a brief description of the proposed uses.

**Plot Plan (PP 16-02)**. A Plot Plan is required to depict the proposed site layout, including building locations and setbacks, parking configuration, landscaping improvements, signage, driveways, and phasing. As depicted on Figures 4, 5a, and 5b, buildings would generally be located on the edges of the site and buffered from Opportunity Way and Van Buren Boulevard by landscaping. The Project would be developed over two phases, beginning with the development of fast food restaurants, a gas station/convenience store with 16 gas pumps, and a mixed-use building with fast food, restaurant, and retail uses in the southwestern corner of the site during Phase 1. Phase 2 would include the development of both hotels, two retail buildings, and a restaurant in the northern and eastern portions of the Project site. As shown on Figure 4, a total of four driveways are planned, including three along Opportunity Way and one along Van Buren Boulevard. As shown on Figures 6a through 6d, building heights would range between 26.5 feet and 50 feet. Proposed buildings would be single-story, with the exception of the two hotels, which would be developed as three-story buildings. A total of 606 parking stalls are included for the Project. As proposed, the Plot Plan was analyzed using a "Building Code and Parking Spaces/Vehicle Occupancy" methodology to determine compliance with Meridian Specific Plan SP-5 airport compatibility provisions with the Riverside County Airport Land Use Plan provisions, for each building in Phases 1 and 2. As submitted on the Plot Plan, it was determined that development planned for Phase I is consistent with the compatibility provisions. Although submitted and presented, the final building site layout/design for the development of Phase 2 have not been confirmed. At the time of final building site layout/design is determined, the project Applicant will submit to the March JPA staff the required density calculations, identifying compliance with Meridian Specific Plan SP-5 A3 airport compatibility provisions and the Riverside County Airport Land Use Plan provisions, for each individual site/ building within Phase 2

10. **Surrounding Land Uses and Setting:** (Briefly describe the project's surroundings.)

The Project site is currently vacant and mass graded. Surrounding uses include industrial development and vacant graded lots to the west; a vacant graded parcel entitled for business park use to the north; the South

Channel Detention Basin, rail line, and I-215 to the east; and a cemetery to the south (see Figure 3).

11. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**

As the Project is located directly west of a regional drainage facility that is maintained by the Riverside County Flood Control District (District), the District's approval would be required as part of the entitlement process. A National Pollutant Discharge Elimination System (NPDES) permit would be required to be obtained from the Santa Ana Regional Water Quality Control Board (RWQCB).

**Table 1. Project Description and Phasing**

| Building Letter | Lot Number | Lot Size (acres) | Building Size (sf) | Maximum Building Height (feet) | Description |
|---|---|---|---|---|---|
| **Phase 1** | | | | | |
| D | 2 | 0.94 | 6,000 | 26.5 | Mixed-use building with fast food, restaurant, and retail uses, four tenants |
| E | 10 | 1.61 | 3,800 | 26.5 | Gas station/convenience store with 16 gas pumps, single tenant |
| F | 9 | 0.85 | 2,420 | 26.5 | Fast food restaurant building, single tenant |
| G | 8 | 1.28 | 3,550 | 26.5 | Fast food restaurant building, single tenant |
| L | 3 | 1.00 | 6,000 | 26.5 | Restaurant, single tenant |
| *Phase 1 Subtotal* | - | *5.68* | *21,770* | - | - |
| **Phase 2** | | | | | |
| A | 1 | 2.83 | 86,568 | 50 | 161-room hotel and three-stories |
| B | 5 | 1.62 | 47,760 | 50 | 90-room hotel and three-stories |
| C | 7 | 2.20 | 50,097 | 31.5 | Retail building, four tenants |
| J | 6 | 1.11 | 7,500 | 26.5 | Retail building, four tenants |
| K | 4 | 0.96 | 6,000 | 26.5 | Restaurant, single tenant |
| *Phase 2 Subtotal* | - | *8.72* | *197,925* | - | - |
| ***Total*** | - | ***14.41*** | ***219,695*** | | - |

Source: Greens Group, 2016.

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 and Forestry Resources | ☐ Air Quality |
| ☐ Biological Resources | ☐ Cultural Resources | ☐ Geology / Soils |
| ☐ Greenhouse Gases | ☐ 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 |

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 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 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 _____

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.

The Meridian 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 consists of 10 commercial buildings including hotels, restaurants, retail, and a gas station and associated parking on a lot zoned for commercial development. Although the Project would require a Specific Plan Amendment to modify language to be consistent with the Riverside County ALUC Compatibility Plan, a Tentative Map to divide the site into 10 lots, a Master Conditional Use Permit to permit hotel development in excess of 25,000 square feet and to allow the service station and shared parking analysis, and a Variance to deviate from existing freeway signage requirements, the proposed Project would not generate significant impacts not previously analyzed in the Meridian SEIR. 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.

| 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:**

a) Within the vicinity of the Project site, Alessandro Boulevard, Barton Street, and Van Buren Boulevard are recognized as scenic corridors by the March JPA General Plan. The Project site is located approximately 1.9 miles south of Alessandro Boulevard and 2.2 miles east of Barton Street and is not visible from either. The Project site is adjacent and north of Van Buren Boulevard and the site is and would continue to be visible from Van Buren Boulevard. Policy 6k of the March JPA General Plan states to "assure an enhanced gateway treatment on the north side of Van Buren Boulevard across from Riverside National Cemetery that complements the cemetery entrance." A CUP is requested to permit hotel uses in excess of 25,000 square feet and a variance is requested to exceed freeway signage height and total sign area. As a result, views from Van Buren Boulevard would include larger hotel uses and a larger freeway sign compared to what was analyzed in the Meridian SEIR. While these approvals were not considered with the Meridian SEIR, the proposed Project would be subject to the landscaping and design requirements outlined in the approved Meridian Design Guidelines, which were developed to help implement the March JPA General Plan, including Policy 6k. Compliance with the landscaping and design requirements is included as Mitigation Measure I-1 in the 2003 FEIR, which is referenced in the Meridian SEIR as applicable and would also apply to the proposed Project. Also, impacts on the scenic corridor designation of Van Buren Boulevard related to commercial development of the Project site were considered in the Meridian SEIR and concluded to be less than significant. The proposed land uses and type of development proposed for the current Project have not changed substantially and there are no new significant impacts associated with the proposed Project from what was analyzed in the Meridian SEIR.

b) The Project 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 and none would be affected. There are no eligible or designated scenic highways within view of the Project site. The nearest eligible state scenic highway is a portion of I-215 located approximately eight miles to the south of the proposed Project near Perris, and the nearest officially designated state scenic highway is a portion of State Route (SR-) 38, located about 20 miles northeast of the Project (Caltrans 2016). Due to distance, the Project site is not visible from either highway location. There are no new impacts associated with the proposed Project from what was analyzed in the Meridian SEIR.

c) The existing visual character and quality of the Project site and surrounding areas is primarily related to commercial and industrial development along I-215 along with vacant graded lots that are anticipated for development with the exception of a cemetery south of the proposed Project site and Van Buren Boulevard, which exhibits a different visual character. The Project would result in the change of a vacant, graded dirt lot with a commercial development similar to most of the surrounding areas. In relation to the cemetery, the proposed landscaping along the north side of

Van Buren Boulevard (along the south side of the Project site, see Figure 5b) would include street trees similar to those along the south side of Van Buren Boulevard where the cemetery is located. While the existing visual character and quality of the Project site would change, the conclusions of the Meridian SEIR determined that commercial land uses on the Project site would not result in a significant impact to the existing visual character and quality of the site and surrounding areas. The Project includes a request for a variance to the permitted sign requirements and includes a freeway sign 60 feet in height and 500 feet in total square footage area that would exceed the currently adopted March Business Center Design Guidelines restrictions for freeway signs to 45 feet in height and 150 square feet in area. If the requested Variance and the proposed Project is approved, the approval would require a confirmation by the March JPA Planning Director that the proposed freeway sign is visually compatible and complimentary to the proposed development. Further, the Project as a whole includes a commercial development, consistent with the designations analyzed in the Meridian SEIR and as a result, the proposed height and size of the freeway sign would not substantially degrade the existing visual character of quality of the site. There are no new impacts associated with the proposed Project from what was analyzed in the Meridian SEIR.

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 the light fixture, 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 Project lighting would comply with the requirements of the approved Meridian Design Guidelines. Therefore, no new impact not previously addressed in the Meridian SEIR would result. No further environmental review is required.

**Mitigation Measures:**

All Meridian SEIR mitigation measures and mitigation measures from the FEIR that are referenced in the Meridian SEIR pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measure I-1, which is referenced in the Meridian SEIR and is part of the 2003 FEIR, would be applicable to the proposed Project. As discussed above, the proposed Project would not result in any additional impacts related to aesthetics; accordingly, no additional mitigation measures beyond those identified or referenced in the Meridian SEIR that are applicable to the Project are required.

| Issues: | | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced Impact |
|---|---|---|---|---|---|
| II. | AGRICULTURE AND FORESTRY 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:**

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, consistent with the conclusions in the Meridian SEIR. There are no new impacts associated with the proposed Project from what was analyzed in the Meridian SEIR.

b) The Project site and surrounding area do not contain agricultural resources or land under the Williamson Act contract, consistent with the conclusions in the Meridian SEIR. There are no new impacts associated with the proposed Project from what was analyzed in the Meridian SEIR.

c, d, & e) The Project site and surrounding area do not contain forest land. There are no new impacts associated with the proposed Project from what was analyzed in the Meridian SEIR.

**Mitigation Measures:**

No potentially significant impacts related to agriculture and forestry resources were identified in the SEIR, and, thus, no corresponding mitigation measures for agricultural and forest resources are included in the SEIR. The analysis herein did not identify any additional associated impacts resulting from 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:**

a) The air quality analysis in the Meridian SEIR addressed compliance with the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP). The proposed Project would include similar emissions sources previously analyzed within the Meridian SP-5 area (e.g., emissions associated with commercial land uses) and would be required to comply with the applicable SCAQMD Rules and Regulations. Additionally, all vehicles would be required to comply with the California Air Resources Board (ARB) emissions standards. The Meridian SP-5 was found to be in conformance with these applicable regulations. Because the proposed Project would not increase the overall intensity of development analyzed in Meridian SEIR, which was found to be in compliance with applicable air quality plans, there would be no new conflicts with the applicable AQMP. No further environmental review is required.

b) The Project is located within the Riverside County portion of the South Coast Air Basin (SCAB), which is designated under National Ambient Air Quality Standards (NAAQS) as an extreme non-attainment area for ozone and particulate matter less than or equal to 2.5 microns ($PM_{2.5}$). The SCAB is a federal attainment/maintenance area for carbon monoxide (CO), particulate matter less than or equal to 10 microns ($PM_{10}$), and nitrogen dioxide ($NO_2$). The Riverside County portion of the SCAB is in federal attainment for sulfur dioxide ($SO_2$) and lead. Under the California Ambient Air Quality Standards (CAAQS), the SCAB is designated as a non-attainment area for ozone (both the 1- and 8-hour standards), $PM_{10}$, and $PM_{2.5}$. The Riverside County portion of the SCAB is in attainment of the CAAQS for CO, $NO_2$, $SO_2$, and lead.

The Meridian SEIR analyzed potential impacts of stationary and mobile emission sources for designated land uses within the Meridian SP-5. The analysis addressed specific on-site 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 undeveloped lots (including the proposed Project), such as truck refrigerated units, emergency generators, forklifts, yard goats, boilers, fuel station(s), and fuel storage facilities. Emissions from stationary and mobile sources within the Meridian SP-5 collectively formed an emissions "budget" for planned and assumed development within the Meridian SP-5. The Meridian SP-5's external vehicle trips traffic generation is also within a traffic "budget," which is considered to estimate mobile source emissions at the project-level relative to the entire Meridian Specific Plan. The number of trips anticipated to be generated during operations of the proposed commercial uses is anticipated to be within the number of trips previously analyzed in the SEIR (see the traffic discussion in Section XVI, below), and would not result in new air quality impacts.

To further support the conclusion that no new impacts are anticipated beyond those evaluated in the Meridian SEIR, an Air Quality Supplemental Letter was prepared by Ldn Consulting, Inc. in October 2016 (Appendix A). The Meridian SEIR air quality analysis in 2010 relied upon URBEMIS modeling software, which has since been replaced by CalEEMod. CalEEMod takes into account the added requirements for fuel efficiency and the development of cleaner burning motors for mobile sources. In order to compare the daily operational emissions anticipated at the Project site (Unit 4, Lot 4 of the Meridian Specific Plan) per the approved Meridian SEIR and the proposed Project, CalEEMod software was used to model each development of the proposed Project site as described in the Meridian SEIR and as described under the proposed Project. As shown below in Table 2, total daily project emissions from the approved Meridian SEIR would be similar to those associated with the proposed Project, with the exception of NOx, which would not exceed the SCAQMD threshold under the proposed Project. NOx emissions under the proposed Project would be less than significant, which is a reduced impact when compared to the Meridian SEIR. The emissions estimated in Table 2 for the Meridian SEIR also include the operation of three natural gas-fired boilers at 9 million metric British Thermal Units (BTUs) per hour, in addition to a mix of refrigeration, space heating, space cooling, water heating, and related sources[1]. Specifically, the proposed Project would require the use of eight smaller boilers to serve the two hotels. Each smaller boiler is estimated to produce 0.2 million metric BTUs per hour each, for a total of 1.6 million metric BTUs per hour. As such, the 1.6 million metric BTUs per hours associated with the proposed boilers under the proposed Project would not exceed the 9 million metric BTUs per hour evaluated in the Meridian SEIR. Because the proposed Project would not have greater impacts on air quality when compared with the approved Meridian SEIR, the proposed Project would not result in new air quality impacts.Emissions from the construction phase of the Specific Plan assumed an initial phase involving rough 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 Project site was graded under this initial phase of construction. The second phase of construction for the Project site would involve fine grading and paving. 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 in the Meridian SEIR. Furthermore, equipment used during construction is anticipated to be more efficient (at least Tier 3 compliant), which would further reduce estimated construction emissions when compared to the project analyzed in 2010, which assumed less efficient equipment. The Meridian SEIR identified significant unmitigated air quality impacts associated with the implementation of Specific Plan as a whole, and findings of overriding considerations were adopted by the March JPA despite implementation of Mitigation Measures IV.C-1-1 through IV.C-1-15, IV.C-1-19, and IV.C-1-20, which would apply to a commercial development (other mitigation measures in the Meridian SEIR apply to industrial development which is not a part of the proposed Project). Given the discussion above, the proposed Project would not result in any additional or substantially more severe air quality impacts in comparison to what was assessed in the Meridian SEIR. No further environmental review is required.

[1] The Meridian SEIR reported three boilers at 9,000 million metric BTUs; however, it is more likely that three boilers at 9 million metric BTUs was the intended assumption.

**Table 2. Total Daily Pollutant Generation (Lb/Day) Comparison of Meridian SP-5 SEIR and the Proposed Project**

| | ROG | NOx | CO | SOx | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|---|---|
| SCAQMD Threshold | 55 | 55 | 550 | 150 | 150 | 55 |
| *Meridian SEIR* | | | | | | |
| Summer | 43.13 | **69.47** | 286.95 | 0.33 | 22.28 | 7.16 |
| Winter | 42.92 | **72.11** | 279.51 | 0.31 | 22.3 | 7.18 |
| *Exceed Threshold?* | No | **Yes** | No | No | No | No |
| *Proposed Project* | | | | | | |
| Summer | 33.98 | 52.74 | 205.59 | 0.53 | 34.19 | 9.85 |
| Winter | 33.37 | 54.35 | 208.92 | 0.5 | 34.2 | 9.85 |
| *Exceed Threshold?* | No | No | No | No | No | No |

c) Cumulative impacts on non-attainment criteria pollutants were addressed in the findings of overriding considerations adopted by the March JPA despite implementation of Mitigation Measures C-1 through C-14 from the FEIR, which were repeated in the Meridian SEIR. The Project would not cause additional or substantially more severe significant environmental effects beyond those analyzed in the Meridian SEIR; therefore, no further environmental review is required.

d) The Project is located within a vacant, graded portion of the Meridian Specific Plan, near industrial, business park, mixed-use, and office land uses within the Meridian Specific Plan boundary. The nearest sensitive residential receptor, the Orangecrest residential development, is located approximately one mile from the Project site. The Meridian 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 SEIR, the background excess cancer risk levels are above the significant risk thresholds and considered significant and unmitigable and no available mitigation measures were included in the Meridian SEIR. The findings of overriding considerations adopted by the March JPA address this significant and unmitigable impact to these residences. Based on these considerations, 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 commercial development for tenant and hotel uses and does not propose to include any uses that typically would generate offensive odors; however, Mitigation Measure IV.C-4-1 from the Meridian SEIR would be required. The Project would not cause additional or substantially more severe significant environmental effects beyond those analyzed in the Meridian SEIR; therefore, no further environmental review is required.

**Mitigation Measures:**

All Meridian SEIR mitigation measures and mitigation measures from the FEIR that are referenced in the Meridian SEIR pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measures C-1 through C-14 from the FEIR and Mitigation Measures IV.C-1-1 through IV.C-1-15, IV.C-1-19, IV.C-1-20, and IV.C-4-1 from the SEIR would be applicable to the proposed Project. The analysis did not identify any additional or substantially more severe impacts related to air quality resulting from the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SEIR are 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, and 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:**

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 AFB, which was also found to be consistent with CEQA in January 2000 by the California Department of Fish and Wildlife (CDFW; formerly California Department of Fish and Game), addressed the federally endangered and threatened Stephen's kangaroo rat (SKR), least Bell's vireo (LBV), and mountain plover. LBV, SKR, and 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 would be affected. In 2009, the USFWS prepared a BO (FWS-WRIV-09B-221-09F1185) that addressed the increased population of LBV in the Specific Plan area. The riparian forest located in the southwestern portion of the Specific Plan is occupied by LBV. The Meridian SP-5 was determined to impact 3.0 acres of LBV habitat at full buildout. 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 SEIR incorporated numerous mitigation measures to avoid and/or minimize potential impacts to LBV and its habitat. In accordance with Mitigation Measure D-3 of the FEIR (which is also referenced in the Meridian SEIR) and Mitigation Measure IV.D.1-1 of the Meridian SEIR, vegetation clearing would be required to be conducted outside of the LBV nesting/breeding season to 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 BO that the Meridian Specific Plan, which includes the proposed Project, is not likely to jeopardize the continued existence of the LBV.

Habitat for the Western burrowing owl was identified within the Meridian SP-5 area. This species is listed by the State as a Species of Special Concern. The Meridian SEIR outlines measures to minimize impacts to burrowing owls including pre-construction surveys and passive relocation measures. The Project would be required to conduct pre-construction surveys for burrowing owls, per Mitigation Measure IV.D.1-2 of the Meridian SEIR. Should burrowing owls be detected during pre-construction surveys, passive relocation measures would be implemented to ensure that impacts would be less than significant. Upon implementation of the Meridian SEIR mitigation measures identified above, impacts to sensitive species and habitats as a result of the proposed Project would be less than significant. There are no new or substantially more severe impacts as a result of the proposed Project; therefore, no further environmental review is required.

c) There are no Section 404 jurisdictional "waters of the U.S" identified within or adjacent to the Project site; therefore, no riparian, marsh, vernal pools, or coastal environments would be impacted by the development. The proposed Project was rough graded in 2010 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 and mitigated at that time. Therefore, there are no jurisdictional areas located within the Project site and no impacts would occur as a result of the Project. There are no new or substantially more severe impacts as a result of the proposed Project; therefore, no further environmental review is required.

d) The Project 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 would not substantially interfere with the movement of native or resident migratory species or their corridors, or impede the use of native wildlife nursery sites. There are no new or substantially more severe 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 1999 BO 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 or substantially more severe impacts as a result of the proposed Project. No further environmental review is required.

**Mitigation Measures:**

All Meridian SEIR mitigation measures and mitigation measures from the FEIR that are referenced in the Meridian SEIR pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measures D-3, IV.D.1-1, and IV.D.1-2 from the SEIR would be applicable to the proposed Project. The analysis did not identify any additional or substantially more severe impacts related to biological resources resulting from the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SEIR are 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:**

a-d) As determined in Section IV.J, *Cultural Resources*, of the Meridian SEIR, the Project is not anticipated to significantly impact historic, archaeological, or paleontological resources as none have been identified within the Project area. The site has been mass graded and future ground disturbance would be limited to fine grading, trenching, and paving. In the unlikely event that archaeological or paleontological resources are encountered at the time of final grading, during Project construction, or atany 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 Mitigation Measures L-1, IV.J-2-1 through IV.J-2-6 and IV.J-4-1 from the Meridian SEIR, which requires cultural encounters to be investigated by an archaeologist or paleontologist, notification of the Pechanga Tribe at least 30 days prior to construction, filing of a pre-grading report, a promise to relinquish all ownership of Native American cultural resources, avoiding sacred sites if encountered, and conferring with the March JPA if inadvertent discoveries are made. The Coroner would be notified if human remains are located as required by the Public Resources Code and Health & Safety Code. There are no new or substantially more severe impacts as a result of the proposed Project. No further environmental review is required.

**Mitigation Measures:**

All Meridian SEIR mitigation measures and mitigation measures from the FEIR that are referenced in the Meridian SEIR pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measures L-1, IV.J-2-1 through IV.J-2-6 and IV.J-4-1 from the SEIR would be applicable to the proposed Project. The analysis did not identify any additional impacts related to cultural resources resulting from the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SEIR are 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:**

a–e) The Meridian 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 site). The Meridian SP-5 is located on soils made up of Cieneba-Rockland-Fallbrook association and is located about 13 miles to the north and east of the Elsinore-Whittier fault and seven miles to the south and west of the San Jacinto fault. There are no active faults in the Meridian SP-5 area. This association has a low to medium shrink/swell potential. The Meridian SEIR indicated that the Project site is not located within an Alquist-Priolo Fault Zone and the possibility of significant fault rupture on

the site is considered to be low. The SEIR also noted that the potential for liquefaction and seismically induced dynamic soil settlement is low and that there is low potential for expansion or liquefaction. The relatively dense and cohesive nature of the underlying alluvium results in low susceptibility of seismically induced hazards. There appears to be no threat of landslide or substantial soil erosion, as the Project is not located within an area prone to landslides and the underlying soil has been previously stabilized.

As discussed in the Meridian SEIR, the Meridian SP-5 would be served by a sewer system, so septic systems or alternative waste water disposal systems would not be required. As specified in the Meridian SEIR Mitigation Measures K-1 through K-3 and K-5, the proposed Project shall be constructed in accordance with the Uniform Building Code (UBC) and California Building Code (CBC), as well as the preliminary geotechnical investigation conducted for the Project and the grading requirements contained within the March JPA Development Code. With implementation of the Meridian SEIR mitigation measures, the proposed Project would not introduce new impacts not previously analyzed in the Meridian SEIR. Thus, no further environmental review is required.

**Mitigation Measures:**

All Meridian SEIR mitigation measures and mitigation measures from the FEIR that are referenced in the Meridian SEIR pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measures K-1 through K-3 and K-5 from the SEIR would be applicable to the proposed Project. The analysis did not identify any additional impacts related to geology and soils resulting from the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SEIR are required.

| Issues: | | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced Impact |
|---|---|---|---|---|---|
| VII. | GREENHOUSE GAS EMISSIONS. Would the project: | | | | |
| a) | Generate greenhouse gas (GHG) 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:**

a & b) The Meridian SEIR analyzed GHG emissions for Specific Plan development as a whole and concluded that even with GHG reduction measures, impacts would remain significant and unavoidable. Since the SEIR adoption in 2010, additional regulatory requirements have been enacted that apply to GHG emissions during construction and operation, including Executive Order S-14-08, Title 24 Standards (2013), Assembly Bill 341, and the Advanced Clean Car Program. Each of these recent regulations is intended to reduce the generation of GHG emissions. Also, as discussed above under Section III, *Air Quality*, modeling for air quality and GHG emissions has changed since 2010, and CalEEMod has replaced URBEMIS with modelling emissions. Due to the changes in regulatory requirements and the methodology for quantifying GHG emissions, a Greenhouse Gas Supplemental Letter was prepared by Ldn Consulting, Inc. in October 2016 (Appendix B) that compares GHG emissions associated with development of the Project site under the Meridian SEIR and as proposed using CalEEMod modeling software. The results of this analysis determined that operational emissions associated with development of the Project site under the approved Meridian SEIR would result in about 6,988 metric tons per year of $CO_2e$ (carbon dioxide equivalent) and the Project as proposed would generate about 6,207 metric tons per year of $CO_2e$ once reductions are considered per current regulations (i.e., the Advanced Clean Car Program). As a result of current regulations, the proposed Project would result in less GHG emissions compared to the project analyzed in 2010.

The proposed Project would be developed within the Meridian SP-5 area and would not introduce new land uses or result in a net increase in operational trips that differ from those evaluated in the SEIR. Project-related GHG emissions would be associated with construction activities, as well as emissions generated by operational activities (e.g., electricity, natural gas, water use, etc.) and vehicular trips generated by truck traffic and employee trips. The proposed Project's impacts related to GHG emissions would be consistent with the impacts analyzed under the Meridian SEIR, and the amount of GHG emissions would not exceed those anticipated in the Meridian SEIR. As such, the proposed project would not result in emissions that would adversely affect state-wide attainment of GHG emission reduction goals as described in applicable regulations such as Executive Order S-14-08. Construction emissions using URBEMIS are largely the same in 2016 as compared to results derived from accepted modeling practices using the latest, approved CalEEMod modeling software. The overall construction emissions and use intensities for the entire Meridian SP-5 would not significantly increase with the proposed construction on Unit 4 Lot 4, since the environmental analysis in the Meridian SEIR was prepared with the ability to shift development throughout the Meridian SP-5 area, as long as the total amount of external traffic trips remained within the overall amount of external traffic assumed in the Meridian SEIR. Construction emissions, therefore, would not likely increase and were not modeled for the proposed Project. Furthermore, construction equipment would be more efficient than the equipment assumed in the Meridian SEIR and be at least Tier 3 compliant, which will further reduce estimated construction emissions from those reported in the Meridian SEIR. While the total GHG emissions produced during construction of the Project would not exceed those previously analyzed in the Meridian SEIR, impacts would remain significant and unavoidable for the Specific Plan as a whole as disclosed in the Meridian SEIR. The proposed Project would be required to implement those mitigation measures from the FEIR and SEIR that would reduce GHG emissions, including Mitigation Measures C-1 through C-9, which include operational requirements to reduce vehicle trips (i.e., trip reduction plans for companies, compressed workweek schedules, and encouraging alternative fuel vehicles), Mitigation Measures C-12 through C-14, which restrict vehicle idling and require drought-tolerant landscaping, Mitigation Measures H-4 and H-5, which reduce solid waste generation, Mitigation Measure H-7, which requires meeting "purple" pipe standards for reclaimed water systems, Mitigation Measure H-5, which requires adherence to the Uniform Building Code and State building requirements in effect when development is proposed, and Mitigation Measures IV.L-1.1 through IV.L-1.26, which identify alternative transportation requirements, recycling programs, landscape requirements, and other design features for future development that will contribute to energy efficiency. Because the proposed Project would not result in new or substantially more severe GHG emissions impacts in comparison to the GHG emissions impacts assessed in the SEIR, no further environmental review is required.

**Mitigation Measures:**

All Meridian SEIR mitigation measures and mitigation measures from the FEIR that are referenced in the Meridian SEIR pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measures C-1 through C-9, C-12 through C-14, H-4, H-5, H-7, K-5, and IV.L-1.1 through IV.L-1.26 from the SEIR would be applicable to the proposed Project. The analysis did not identify any additional impacts related to GHGs resulting from the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SEIR are required.

| Issues: | | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced 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:**

a & b) The proposed Project consists of development of 10 buildings, including a gas station, retail stores, restaurants, hotels, parking areas, and associated landscaping. Once the Project is constructed, hazardous materials would be limited to those associated with landscaping maintenance such as fertilizers and pesticides, as well as uses associated with the gas station operations. Because the landscaping materials would be used in very limited quantities, they are not considered a hazard to the public. For the gas station and other hotel/commercial operations on the Project site, future Project operations that use, generate, or store hazardous materials would be required to comply with the applicable federal, state, and local health and safety regulations regarding these substances to avoid impacts to the public or environment. Per Mitigation Measure IV.E.1-1 of the Meridian SEIR, a risk management plan (RMP) would be prepared and implemented for operations that would store, handle, or use hazardous materials in excess of state and/or federal threshold quantities. The RMP must include hazard assessment, release prevention training, and emergency response planning components, as described further in Section IV.E, *Hazards and Hazardous Materials*, of the Meridian SEIR. The proposed Project would not introduce any new impacts not previously covered in the Meridian SEIR, nor would it substantially increase the severity of previously identified impacts related to hazards and hazardous materials. No further environmental review is required.

c) The Project site is not located within one-quarter mile of a school. The closest school, Amelia Earhart Middle School, is about 1.75 miles east of the Project site. As a result, no impacts are anticipated. There are no new or substantially more severe impacts as a result of the proposed Project. No further environmental review is required.

d) According to Section IV.E of the Meridian SEIR, the Project site is not identified on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. As of November 2016, there are no listed hazardous materials sites within or adjacent to the proposed Project. There are no new or substantially more severe impacts as a result of the proposed Project. No further environmental review is required.

e) The Project site is located about 0.33 mile west of the March Air Reserve Base/Inland Port Airport and is subject to the March Air Reserve Base ALUC Plan, which was adopted in November 2014. The ALUC Plan was adopted by the Riverside County Airport Land Use Commission to guide future development in proximity to the airport to promote land use compatibility and to reduce potential hazards and conflicts with neighboring areas. Per the ALUC Plan, the Project site is located within Compatibility Zone B2, and the ALUC Plan includes a list of prohibited uses and other development conditions within this zone. Specifically, prohibited uses in Compatibility Zone B2 include children's schools, day care centers, libraries, hospitals, congregate care facilities, hotels/motels, and places of assembly. Buildings within the B2 zone must not exceed three aboveground habitable floors, must not include noise-sensitive outdoor nonresidential land uses (i.e., sports stadiums, amphitheaters, or drive-in theaters), critical community infrastructure facilities (i.e., power plants, electrical substations, or public communications facilities), or other hazards to flight (i.e., tall objects, visual, and electronic forms of interference, or activities known to attract birds). Other development conditions within the Compatibility Zone B2 related to safety hazards include airspace review for objects greater than 35 feet in height.

While the proposed Project does not include residential development, two hotels are included as part of the proposed Project, which are restricted in the Compatibility Zone B2. However, the ALUC Plan Compatibility Map identifies the Project site as within a "Site-Specific Exceptions" area, and Section 2.7(a)(4) states that "the Meridian exception area specifically allows development of a hotel or hotels..." provided that there is a maximum of 100 people per acre, a maximum of 250 people per single acre, and a maximum of three aboveground habitable floors. Also, the two hotels are not located in the same area and would not be located within a single acre. As a result, a maximum of 250 people per single acre would not be exceeded. Finally, no conference rooms are proposed for either hotel (though small meeting rooms are planned) and the proposed Project would not exceed any of the conditions for hotel development on the Project site. As the proposed project will be developed in multiple phases, the final building site layout/design for the development of Phase 2 have not been confirmed. At the time of final building site layout/design is determined, the project Applicant will submit to the March JPA staff the required density calculations, identifying compliance with Meridian Specific Plan SP-5 A3 airport compatibility provisions with the Riverside County Airport Land Use Plan provisions, for each individual site and building in Phase 2. The Federal Aviation Administration and March JPA Planning Staff will review the proposed Project to ensure that airport hazards are addressed.

There are no new or substantially more severe impacts as a result of the proposed Project. No further environmental review is required.

f) The Project site is not located within the vicinity of a private airstrip. As a result, there are no new or substantially more severe impacts as a result of the proposed Project and further environmental review is not required.

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 local 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 SEIR, Meridian SP-5 is consistent with the March Area Emergency Resource Guide because the construction and operation of individual projects within the Specific Plan area would not result in a physical interference with emergency routes. Moreover, primary access to all roads within the Meridian SP-5 would be maintained during construction of the proposed Project. The proposed Project would not introduce any new or substantially more severe impacts not previously covered in the Meridian SEIR. Therefore, no further environmental review is required.

h) According to the Western Riverside County Wildfire Susceptibility Map, the Meridian SP-5 is not located within a fire hazard zone. Additionally, the proposed Project is located on a previously graded lot within an area that is planned to be developed with commercial uses. Vacant, graded land borders the site to the east and north. Van Buren Boulevard and Meridian Parkway occur south and west of the site, respectively. The Burlington Northern Santa Fe (BNSF) railway and I-215 exist further east of the site. The Project would not generate any new or more severe impacts related to exposure of people or structures to wildland fire hazards not previously analyzed in the Meridian SEIR. Therefore, no further environmental review is required.

**Mitigation Measures:**

All Meridian SEIR mitigation measures and mitigation measures from the FEIR that are referenced in the Meridian SEIR pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measure IV.E.1-1 from the SEIR would be applicable to the proposed Project. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SEIR are required.

| Issues: | | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced 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:**

a) As described in Section IV.F, *Hydrology/Water Quality*, of the Meridian SEIR, the Santa Ana RWQCB is responsible for regulating stormwater discharges and maintaining the quality of water resources within the northwestern portion of Riverside County, including the Project site. Construction activities, storm drain systems, and point-source discharges associated with individual projects within the Specific Plan area would be required to obtain authorization by the Santa Ana RWQCB and coverage under a NPDES permit, per Section 402 of the Clean Water Act as referenced in the Meridian SEIR as Mitigation Measure F-3. The proposed Project would include the construction of impermeable surfaces (i.e., pavement and structures), and would be required to obtain a NPDES permit to address water quality impacts. Prior to issuance of the NPDES permit, the Project applicant would prepare a Stormwater Pollution Prevention Plan (SWPPP), consistent with the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit).The SWPPP would incorporate best management practices (BMPs) similar to those described in the Meridian SEIR that would be employed to prevent stormwater pollutants from leaving the Project site during construction (e.g., gravel bags, silt fence, fiber rolls, etc.). Additionally, the Project would be required to prepare a Project Specific Water Quality Management Plan (WQMP) in accordance with the RWQCB Order No. R8-2010-0033. Finally, implementation of design, source control, and/or treatment BMPs recommended in the Meridian SEIR and implementation of Mitigation Measures F-1 and F-2 from the Meridian SEIR, which require the provision of detention basins and improvements to storm drain systems, would further reduce potential impacts to water quality during construction and would avoid violations of water quality standards.

Non-point source surface water from impervious surfaces within the Project site may contain contaminants or increased sediment loads that would increase pollution within the local storm drain system. According to the Tentative Map for the Project, implementation of the proposed Project would involve the construction of 10 buildings totaling 219,695 square feet, as well as impervious surfaces for parking areas, sidewalks, and walkways. Stormwater runoff would drain into the retention basin located at the southeast corner of the site. This basin would detail and treat storm water prior to discharging off site. 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 addressed in the Meridian SEIR. Therefore, no further environmental review is required.

b) Although the proposed Project does not involve the extraction of groundwater, the introduction of impervious surfaces within a graded, vacant site would reduce percolation and recharge of groundwater on site. As described above, stormwater would be collected and discharged into the existing East Regional Detention Basins located east of the site. The detention basins, as analyzed in the Meridian SEIR, would allow percolation and recharge of groundwater, and would avoid impacts. Therefore, no further environmental review is required.

As discussed in the Meridian SEIR, appropriate BMP associated with the required NPDES permit and other applicable existing federal and state regulations regarding water quality would be adhered to by the Specific Plan and associated individual projects, as required through the SWPPP. Therefore, impacts to groundwater from the proposed Project would be less than significant, consistent with the groundwater analysis in the Meridian SEIR.

c and d) As previously discussed, the Project 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 and runoff would continue to drain to the existing East Regional Detention Basins. These basins would 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 off site. Also, the site does not include any streams or rivers that could be altered by the proposed Project. Therefore, impacts to the drainage pattern and issues related to flooding would be less than significant and consistent with those analyzed in the Meridian SEIR. 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 Construction General Permit and implement BMPs to minimize storm water runoff during construction. In addition, the New Development & Redevelopment Guidelines for Projects Under the March JPA (January 9, 2008) include post-construction management requirements to control storm water runoff. Implementation of a SWPPP 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. Because this conclusion is consistent with the conclusion of runoff impacts from the Meridian SEIR, 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 and consistent with those analyzed in the Meridian SEIR. No further environmental review is required.

g) The proposed Project is not included in a floodplain as determined by the Federal Emergency Management Agency (FEMA) and the Project does not include any housing; therefore, no flood hazard would occur with Project implementation. No further environmental review is required.

h) Refer to Response IX. (g), above. Implementation of the proposed Project is not within a designated floodplain and would not subject structures to a 100-year flood hazard area.

i) As indicated in the Meridian SEIR, the Specific Plan area, including the Project site, 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) As indicated in the Meridian SEIR, the Specific Plan area, including the Project site, is located approximately 75 miles from the Pacific Ocean and is not downstream of a large body of water. Therefore, there is no risk of exposure to inundation by seiche or tsunami. No further environmental review is required.

**Mitigation Measures:**
All Meridian SEIR mitigation measures and mitigation measures from the FEIR that are referenced in the Meridian SEIR pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measure F-1 through F-3 from the SEIR would be applicable to the proposed Project. As discussed above, the proposed Project would not result in any additional impacts related to hydrology and water quality; accordingly, no additional mitigation measures beyond those identified in the Meridian SEIR are required.

| Issues: | | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced 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:**

a) The proposed Project is located within the Meridian Specific Plan area (as most recently amended by Meridian SP-5) and is zoned as Commercial. 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, as no residential communities, commercial corridors, or community facilities are located adjacent to the Specific Plan area. No impact would occur, which is consistent with the impact determination included in the Meridian SEIR.

b) The Meridian SEIR concluded that the Meridian SP-5, which includes the Project site, is consistent with regionally relevant plans, including the Southern California Association of Government's Regional Transportation Plan (RTP) and Growth Visioning Principles and Senate Bill 375. Furthermore, given the fact that the Meridian SP-5 did include new land use designations, the SEIR concluded that the Meridian SP-5 was consistent with the March JPA General Plan and the Specific Plan (March JPA 2010), as well as the March JPA Development Code (March JPA 2010).

The proposed Project site is within Compatibility Zone B2 of the March Air Reserve Base ALUC Plan, which was most recently updated in 2014. The previously adopted ALUC Plan had restricted hotel use within Compatibility Zone B2 and the Meridian SP-5 included similar restrictions to achieve consistency between the two plans. The 2014 ALUC Plan was revised to specifically allow hotel development within the proposed Project site, with the provision that hotel development cannot involve more than 100 people per acre, a maximum of 250 people per single acre, or a maximum of three aboveground habitable floors. Conference rooms are also prohibited, with the exception of small meeting rooms of up to 50 people. It was determined that if concentrations of people were limited as specified, that a land use incompatibility on the proposed Project site would not occur. As discussed above under Section VIII, *Hazards and Hazardous Materials*, the proposed Project would not involve more than 100 people per acre, a maximum of 250 people per single acre, and would include three aboveground habitable floors. Specific Plan Amendment (SP5-A3) is needed to modify language to permit hotel use within Compatibility Zone B2 to be in conformance with the adopted 2014 ALUC Plan. This text change would result in consistency between the two plans and would remedy the existing conflict between the two adopted plans. Project approval would not result in conflicts between the ALUCP Plan and the Meridian Specific Plan. As stated in the Project Description discussion, the Plot Plan was analyzed using a "Building Code and Parking Spaces/Vehicle Occupancy" methodology to determine single acreage and maximum acreage compliance with Meridian Specific Plan SP-5 airport compatibility provisions with the Riverside County Airport Land Use Plan provisions, for each building in Phases 1 and 2. As submitted on the Plot Plan, it was determined that development planned for Phase 1 is consistent with the compatibility provisions. Phase 2 development complies with the Parking Space/Vehicle Occupancy methodology, but not the Building Code method. Although submitted and presented, the final building site layout/design for the development of Phase II have not been confirmed. In accordance with the applicants Project Narrative, when the final building site layout/design is determined, the project

Applicant will submit to the March JPA staff the required density calculations, identifying compliance with Meridian Specific Plan SP-5 A3 airport compatibility provisions and the Riverside County Airport Land Use Plan provisions, for each individual site and building in Phase 2.

The proposed Project also includes a variance (V 16-01) to the sign requirements to allow a sign 60 feet in height and 500 square feet in area, which would exceed the March Business Center Design Guidelines that restrict freeway signage to 45 feet in height and 150 square feet in area. A variance, or deviation, from these requirements is allowed per the Meridian SP-5 if a determination is made by the March JPA Planning Director that an increase is needed to improve the compatibility of the sign with the architecture of the development where the sign is to be located. If the March JPA Planning Director approves the requested variance (V 16-01) based on these findings of compatibility, there would be no conflict with the March Business Center Design Guidelines.

No other changes or deviations to the Meridian SP-5 are requested and no other conflicts with the applicable planning documents addressed in the Meridian SEIR would occur. Therefore, impacts would be less than significant, consistent with the conclusions of land use impacts in the Meridian SEIR. Because there are no new impacts than what was analyzed in the previously certified Meridian SEIR, no further environmental review is required.

c) The proposed Project is not located within or adjacent to a designated habitat conservation plan or natural community conservation plan area such as the Western Riverside MSHCP. Therefore, no conflict to a habitat conservation plan would occur.

**Mitigation Measures:**
No potentially significant impacts related to land use and planning were identified in the SEIR as they pertain to the Project site, and, thus, no corresponding mitigation measures for land use and planning from the SEIR are applicable. The analysis herein did not identify any additional associated impacts resulting from 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 |
|---|---|---|---|---|---|
| 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:**

a and b) As identified in the Meridian SEIR, no significant mineral deposits have been identified within the Meridian SP-5 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 areas within the Meridian SP-5. No further environmental review is required.

**Mitigation Measures:**

No potentially significant impacts related to mineral resources were identified in the SEIR as they pertain to the Project site, and, thus, no corresponding mitigation measures for mineral resources from the SEIR are applicable. The analysis herein did not identify any additional associated impacts resulting from 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 |
|---|---|---|---|---|---|
| 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:**

a) As previously discussed, the Project includes the construction of 10 commercial buildings and associated parking and landscaping areas within an area designated for commercial development in the Meridian SP-5. As described in Section IV.H of the Meridian SEIR, potential noise increases associated with the Specific Plan Amendment would be within the levels permitted by the March JPA Development Code, as well as the City and County of Riverside noise standards. Noise associated with the proposed Project is anticipated to primarily be from vehicles. The proposed uses would be consistent with those identified in the Meridian SEIR, and the noise generated by the truck and passenger trips associated with the Project are not anticipated to exceed the trips or noise levels identified in the SEIR (see Appendix C). Therefore, the proposed Project would not result in new noise-related stationary or vehicular impacts not considered in the Meridian SEIR.

As discussed in the Meridian SEIR, short-term noise impacts associated with demolition, excavation, earth moving, and construction activities would be considered less than significant 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 proposed improvements

would result in new short-term noise impacts or increase the severity of impacts previously analyzed in the Meridian SEIR. Therefore, no further environmental review is required.

b) The proposed Project is not anticipated to involve heavy manufacturing, drilling, or other subterranean activities that would generate excessive groundborne vibration or elevated noise levels associated with such activities. In addition, construction activities associated with the proposed Project are not anticipated to involve pile driving or blasting; therefore, a less-than-significant impact related to groundborne vibration would occur. Impacts related to blasting or groundborne vibration would not be more severe than those previously analyzed in the Meridian SIER. No further environmental review is required.

c) Refer to Response XII. (a), above. The proposed Project would be consistent with the Meridian SEIR as it relates to noise generated by the additional truck and passenger trips associated with the proposed commercial uses. The noise levels associated with increased truck and passenger trips from the Project would be consistent with those previously analyzed in the Meridian SEIR, and no further environmental review is required.

The Project is located within the ALUC Plan within a high noise area and is located approximately one mile from the nearest sensitive noise receptor, which includes single-family housing to the west (Orangecrest residential development). Due to the distance of sensitive noise receptors from Project-related noise sources, as well as the dominant background noise emissions resulting from aircraft operations from the nearby March Air Reserve Base/Inland Port Airport and vehicles along I-215, Project-related increases in ambient noise levels would be less than significant with the incorporation of Mitigation Measures J-2 through J-7 from the 2003 FEIR that are referenced in the Meridian SEIR, as well as Mitigation Measures IV.H-1-1 through IV.H-1-4 from the Meridian SEIR. The 2003 FEIR measures require noise control on construction equipment, period review of noise impacts on sensitive receptors by March JPA staff, sound attenuation, sufficient separation of noise uses, and identification of truck routes outside of residential areas. The Meridian SEIR measures require compliance with the March JPA Development Code, and outdoor and indoor noise level compliance with the State of California Noise Compatibility Chart for outdoor areas and 45 dBA for indoor areas. With incorporation of these mitigation measures, the Meridian SEIR was concluded to result in less than significant impacts related to permanent increases in noise. The proposed Project would be consistent with permanent noise impacts analyzed in the Meridian SEIR and no further environmental review is required.

d) Refer to Response XII. (a), above. In accordance with the March JPA Development Code, construction activities would be limited to the daytime hours and construction equipment would be equipped with sound muffling features to assure that construction equipment does not create a significant temporary increase in ambient noise levels in the project vicinity above those existing without the project. The proposed Project would not introduce new noise impacts not previously covered in the Meridian SEIR. Therefore, no further environmental review is required.

e) According to the Meridian SEIR, the Project is located within a 65 to 70 Community Noise Equivalent Level (CNEL) noise contour area for the nearby March Air Reserve Base/Inland Port Airport. Hotel/lodging uses could be exposed to March ARB noise levels exceeding 60 dBA CNEL. As required in Mitigation IV.H.1-1 in the SEIR, a site- and building-specific acoustical report for the two proposed hotels would be required prior to obtaining a building permit to demonstrate interior noise levels would not exceed the 45 dBA CNEL criteria. Also, the proposed Project would include a text change within the proposed Specific Plan Amendment to allow hotel use provided hotel development does not exceed 100 people per acre, a maximum of 250 per single acre, or a maximum of three floors aboveground. This text change is proposed to achieve consistency with the adopted 2014 ALUCP, and would not result in a new impact related to exposing residents and workers to excessive noise levels. Therefore, no significant impacts relative to airport noise and the proposed commercial land uses would occur. No further environmental review is required.

f) The proposed Project is not located within the vicinity of a private airstrip. Therefore, no impact would occur.

**Mitigation Measures:**

All Meridian SEIR mitigation measures from the FEIR that are referenced in the Meridian SEIR pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measures J-2 through J-7, IV.H-1-1 through IV.H-1-4 from the SEIR would be applicable to the proposed Project. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SEIR are required.

| Issues: | | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced 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:**

a) The proposed Project does not include housing. As previously discussed, the Project proposes the construction of 10 buildings served for commercial purposes in a commercial zoning designation. Though short-term, construction-related jobs would be generated during Project construction, it is assumed that these jobs would come primarily from the local labor pool. Jobs generated by operation of the proposed businesses would be consistent with the job growth analyzed in the Meridian SEIR. The Meridian SEIR concluded that the Meridian SP-5, including the proposed Project, would have an overall net benefit, as the current jobs/housing ratio imbalance within Riverside County would be reduced. Based on these considerations, the proposed Project would not result in a substantial increase in population growth or create new or additional impacts beyond those previously identified in the Meridian SEIR.

b & c) The Project site is a vacant lot that has been previously graded and cleared and as such, does not contain housing that would need to be replaced elsewhere. The proposed Project would not remove or otherwise displace housing or people. Accordingly, no replacement housing is required as part of the Project and no impact would occur.

**Mitigation Measures:**

No potentially significant impacts related to population and housing were identified in the SEIR, and, thus, no corresponding mitigation measures for population and housing are included in the SEIR. The analysis herein did not identify any additional associated impacts resulting from 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 |
|---|---|---|---|---|---|
| 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:**

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. The closest fire stations are the Towngate Fire Station No. 6 located approximately three miles north of the Project site at 22250 Eucalyptus Avenue, and the Woodcrest Fire Station No. 8 located approximately 5.7 miles west of the Project site at 16533 Trisha Way. Per the Development Agreement with the Master Developer for the Meridian SP-5, a station is proposed to be built on a two-acre site on the northeast corner of Meridian Parkway and Opportunity Way within the Meridian SP-5. While land for this two-acre site has been identified, there is no specific development proposal to construct the planned fire station at this time. The Project does not substantially differ from the previously approved uses for this site, and the proposed Project would not result in the need for additional fire protection services or generate significant impacts not previously analyzed in the Meridian SEIR. The existing fire facilities available to serve the proposed Project are adequate and not dependent upon operation of the planned fire station. 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 Perris substation is located approximately two miles northeast of the Project site at 22850 Calle San Juan De Los Lagos, and the Moreno Valley substation is located approximately 7.7 miles southeast of the Project site at 137 North Perris Boulevard. 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 new impacts that were not previously analyzed in the Meridian 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 10 buildings for commercial purposes in a commercial zoning designation. As such, school services would not be impacted since there is no increase in population connected with implementation of the Project. No impact would occur and no further environmental review is required.

- Parks: The development of 10 buildings within the commercial zoning designation does not require the construction or expansion of recreation facilities as the proposed commercial use would not cause an increase in population that would require allocation of parks or recreational services. Moreover, the proposed Project would not result in impacts not previously addressed in the Meridian SEIR. No impact would occur and no further environmental review is required.

**Mitigation Measures:**
No potentially significant impacts related to public services were identified in the SEIR, and, thus, no corresponding mitigation measures for public services are included in the SEIR. The analysis herein did not identify any additional associated impacts resulting from 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 |
|---|---|---|---|---|---|
| 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:**

a & b) As a commercial use, the proposed Project would not generate the need for new or expanded parks or recreational facilities since an increase in population requiring allocation of such facilities is not anticipated with implementation of the Project. Moreover, the proposed Project would not result in impacts, similar to the conclusions within the previously evaluated Meridian SEIR. Therefore, no impact would occur and no further environmental review is required.

**Mitigation Measures:**

No potentially significant impacts related to recreation were identified in the SEIR, and, thus, no corresponding mitigation measures for recreation are included in the SEIR. The analysis herein did not identify any additional associated impacts resulting from 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 |
|---|---|---|---|---|---|
| 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:**

a & b) The Meridian SEIR identified several impacts on intersections, roadways, and freeway segments within the surrounding roadway network and included several mitigation measures to reduce impacts; however, impacts were concluded to remain significant and unavoidable. Mitigation from the 2003 FEIR included Measures B-1 through B-12, which require fair share contributions towards cumulative traffic impacts, construction of several traffic

improvements, monitoring of traffic volumes at least every five years, the provision of a future multi-modal transportation center in the North Campus, parking requirements, inclusion of bicycle facilities, compliance with road improvement standards, implementation of Transportation Demand Strategies, cooperation with the Riverside Transportation Agency for bus service, and signage discouraging truck traffic on residential streets. These measures were referred to in the Meridian SEIR, as well as several new mitigation measures, including Mitigation Measures IV.B-1-2, through IV.B-1-4, which require intersection improvements to be achieved through payment of fair-share contributions, as well as ensuring the traffic "budget" is not exceed. Mitigation Measures IV.B-1-1 and IV.B-1-5, which require a project sponsor to fully fund construction, do not apply to the proposed Project because the external trip threshold of 44,966 daily trips would not be met. Mitigation Measures IV.B-1-6 and IV.B-1-7, which pertain to land dedication for Van Buren Boulevard and future improvements at the I-215/Van Buren Boulevard interchange, have been satisfied and do not apply to the proposed Project.

A traffic consistency memo was prepared by Kimley Horn and Associates for the proposed Project, as documented in a memorandum dated August 5, 2016 (Appendix C). The purpose of the traffic consistency memo was to assess the Project's consistency with applicable traffic planning documents and determine if the Project would result in changes to the traffic volumes anticipated in the traffic study update prepared in August 2013. The traffic study update was prepared after the Meridian SEIR as part of the ongoing monitoring of traffic (per Mitigation Measure B-3 from the 2003 FEIR) as properties within the North Camps are developed. As described under Item 9, Description of Proposed Project, a traffic "budget" has been established for the Meridian SP-5, and allocates 14,579 external daily trips to the proposed Project site. The traffic consistency memo in Appendix C provides additional description and analysis.

To determine the total increase in traffic related to the proposed Project, a gross trip generation estimate was calculated, followed by an application in trip reduction considerations. Gross trip generation for the Project was calculated in accordance with the methods used for the Meridian SEIR, which used the Institute of Transportation Engineers Trip Generation Manual, 8th Edition (ITE, 2008), the Fontana Truck Trip Generation Study (2003), and a two-percent heavy vehicle factor. Reductions of 10 percent for pass-by trips and 13 percent for internal capture were also applied to the overall trip generation. Pass-by trips include situations when a motorist stops between their origin and destination, and typically are associated with gas stations or fast-food restaurants. Pass-by trip reductions were applied to the three proposed fast food restaurants and one gas station and resulted in an estimated 615 trips. Internal capture trips include trips where motorists visit two or more locations within the site in a single visit. For instance, a motorist stopping at one of the proposed retail sites may also stop at the gas station. The 13 percent internal capture reduction was applied after the pass-by trip reductions and resulted in an estimated 1,413 trips. As shown in Table 3, the proposed Project would result in the addition of 9,458 new external trips per day, which is less than the 14,579 trips remaining within the current "budget." An additional 5,111 trips would remain available within the "budget" to serve the remaining undeveloped areas within Planning Area 7. As described in the SEIR, the proposed Project would be consistent with the applicable plans and policies that establish performance criteria for the circulation system within the Project area, including the March JPA Truck Route Ordinance. Therefore, the proposed Project would not result in new or substantially more severe traffic-related impacts not considered in the Meridian SEIR, and no further environmental review is required.

**Table 3. Project Trip Generation**

| Trip Generation Factor | Average Daily Trips (External) |
|---|---|
| Gross Trips Generated | 11,486 |
| Pass-By Trip Reduction | *(615)* |
| North Campus Internal Capture Reduction | *(1,413)* |
| | |
| Net Trips Generated | 9,458 |
| Source: Kimley-Horn, 2016. | |

c) The proposed Project consists of a 10 buildings proposed for commercial use ranging between 26.5 and 50 feet in height, which would not impact air traffic operations. Thus, no impact would occur.

d & e) The Project is located within an area designed to accommodate heavy truck traffic typical of the uses anticipated in the Meridian SEIR and does not include agriculture, residential, or other uses that could create traffic hazards resulting from incompatible uses. Furthermore, the Meridian SEIR requires street improvements for the Meridian

Specific Plan area 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, sight distance, and level of service. Adequate emergency access would be provided via the three Project driveways on Opportunity Way and one driveway along Van Buren Boulevard, and the circulation network, as discussed in the Meridian SEIR, demonstrates that capacity would be sufficient to accommodate existing and projected future traffic volumes, including emergency vehicles. Therefore, the proposed Project would not result in new traffic-related impacts not considered in the Meridian SEIR and no further environmental review is required.

f) As discussed in the Meridian SEIR, implementation of future development within the Specific Plan area 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:**

All Meridian SEIR mitigation measures from the FEIR that are referenced in the Meridian SEIR pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measures IV.B-1-2 through IV.B-1-4 from the SEIR (and Mitigation Measures B-1 through B-12 from the 2003 FEIR) would be applicable to the proposed Project. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SEIR are required.

| Issues: | | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced Impact |
|---|---|---|---|---|---|
| XVII. | UTILITIES AND SERVICE SYSTEMS. Would the project: | | | | |
| a) | Exceed wastewater treatment requirements of the applicable RWQCB? | ☐ | ☐ | ☒ | ☐ |
| 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:**

a) As described in the Meridian SEIR, an existing wastewater treatment plant (WWTP), located approximately two miles south of the Project site and west of I-215 at Nandina Road, would serve the wastewater needs of the Specific Plan area, including the Project site. The facility is designed to meet the wastewater treatment and discharge requirements of the Santa Ana RWQCB and has sufficient capacity to treat projected flows. The addition of 10 buildings with commercial uses would have minor contributions to the demand for wastewater treatment services identified for the Meridian SP-5; however, impacts would be no greater than what was previously analyzed in the Meridian SEIR because uses and intensities are consistent with what was analyzed in the Meridian SEIR overall. Thus, there would be no impact with respect to applicable RWQCB requirements and no further environmental review is required.

b) The Meridian Specific Plan area is served by the Western Municipal Water District (WMWD). The WMWD prepared a Water Supply Assessment (WSA) in 2002 as part of environmental review in the 2003 FEIR 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 SEIR in 2009 (WMWD 2009). The addition of 10 buildings with commercial uses would not create an additional demand for water or wastewater facilities beyond those identified for the Meridian SP-5 SIER. Therefore, Project impacts to the provision of water services and wastewater treatment capacity are consistent with the Meridian SEIR and no further environmental review is required.

c) Assuming that all of the 14.41-acre Project site, with the exception of the 127,630 square feet (approximately 2.9 acres) proposed for landscaping would consist of impervious surfaces, implementation of the proposed Project would increase the amount of impervious surfaces from approximately 0 to 80 percent. The addition of impervious surfaces would increase surface runoff; however, all stormwater would discharge to existing and planned detention basins, including the South Channel Basin to the east and proposed bio-retention planers within the proposed Project site. These detention basins were 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 SEIR and no further environmental review is required.

d) As described in response XVII (b) above, a WSA was prepared by WMWD during the preparation of the 2003 Focused EIR to evaluate the availability of adequate water supplies to serve the March Business Center Specific Plan. The approved water demand for the area in the 2002 WSA was 495,520 gallons per day (gpd). The WSA was updated by WMWD in October 2009 to address potable water supply associated with the Meridian SP-5, including the proposed Project site. The projected water demands identified in the WSA were based on the WMWD's 2005 Urban Water Management Plan (UWMP). The data provided in the UWMP is based on estimated water supply during normal and drought year conditions. WMWD confirmed availability of supplies defined in the 2002 WSA and an additional 6,700 gpd to serve an additional 3.2 acres of developable land and uses associated with the redistribution of land use designations that would result from the Meridian SP-5. The current drought conditions are not considered a new significant change since supply projections analyzed water demand under single- and multiple-dry year scenarios and considered variability in water supply and demand over time. Therefore, the proposed Project would not result in an increased demand for potable water supplies beyond those analyzed in the Meridian SEIR. Therefore, no further environmental review is required.

e) Refer to response XVII (a) above. The proposed Project would use existing wastewater treatment facilities, which have sufficient capacity to serve the proposed Project. The demand for wastewater treatment capacity would not be greater than what was analyzed in the previously certified Meridian SEIR. Therefore, no further environmental review is required.

f) The Meridian SEIR concluded that sufficient capacity exists to meet solid waste disposal requirements associated with the Specific Plan, which would include the proposed Project. Since the Project would not exceed the traffic "budget" for the entire Meridian SP-5 area and the commercial uses proposed for the site were already anticipated and evaluated as part of the Meridian SEIR, it is not anticipated that an increase in solid waste generation would exceed the generation rates assumed in the SEIR. Impacts to solid waste facilities are consistent with the Meridian SEIR and no further environmental review is required.

g) Refer to response XVII (f) above, the proposed Project would not generate additional solid waste above that anticipated in the Meridian SEIR. No further environmental review is required.

**Mitigation Measures:**

Pursuant to CEQA Section 15178, all Meridian 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. Mitigation Measures H-2, H-3, IV.G-2-1, IV.G-2-2, and IV.G.4-1 from the SEIR would be applicable to the proposed Project. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SEIR are required.

| Issues: | | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced 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 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.) | ☐ | ☐ | ☒ | ☐ |
| c) | Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | ☐ | ☐ | ☒ | ☐ |

**Findings:**

a) The proposed Project consists of the development of 10 buildings within an area zoned as commercial and already approved for the development of commercial uses. The Project site has been rough graded per the March Business Center Tentative Map for portions of the Meridian North Campus. Accordingly, the proposed development is not anticipated to result in impacts to sensitive plant or animal species or important examples of history or prehistory beyond those identified and mitigated for in the Meridian SEIR. No further environmental review is required.

b) The proposed Project would not contribute to cumulatively considerable impacts beyond what was addressed in the Meridian SEIR, which identified cumulative and unavoidable impacts for air quality, GHGs, and traffic. Therefore, cumulative impacts are considered significant and unavoidable for the proposed Project; however, cumulative impacts for air quality, GHGs, and traffic do not constitute a new environmental impact and impacts would not be greater than those identified in the Meridian SEIR. No further environmental review is required.

c) 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 would not cause new substantial direct or indirect adverse effects on human beings that were not previously analyzed in the Meridian SEIR. No further environmental review is required.

**REFERENCES**


Caltrans, 2016. Available: http://www.dot.ca.gov/design/lap/livability/scenic-highways/index.html. Accessed November 14, 2016.

County of Riverside

2008 Riverside County General Plan 2008, Chapter 6: Safety Element, Wildfire Susceptibility Map. Available at: http://planning.rctlma.org/Portals/0/genplan/content/gp/chapter06.html. Accessed November 10, 2016.

Kimley Horn and Associates

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Ldn Consulting, Inc.

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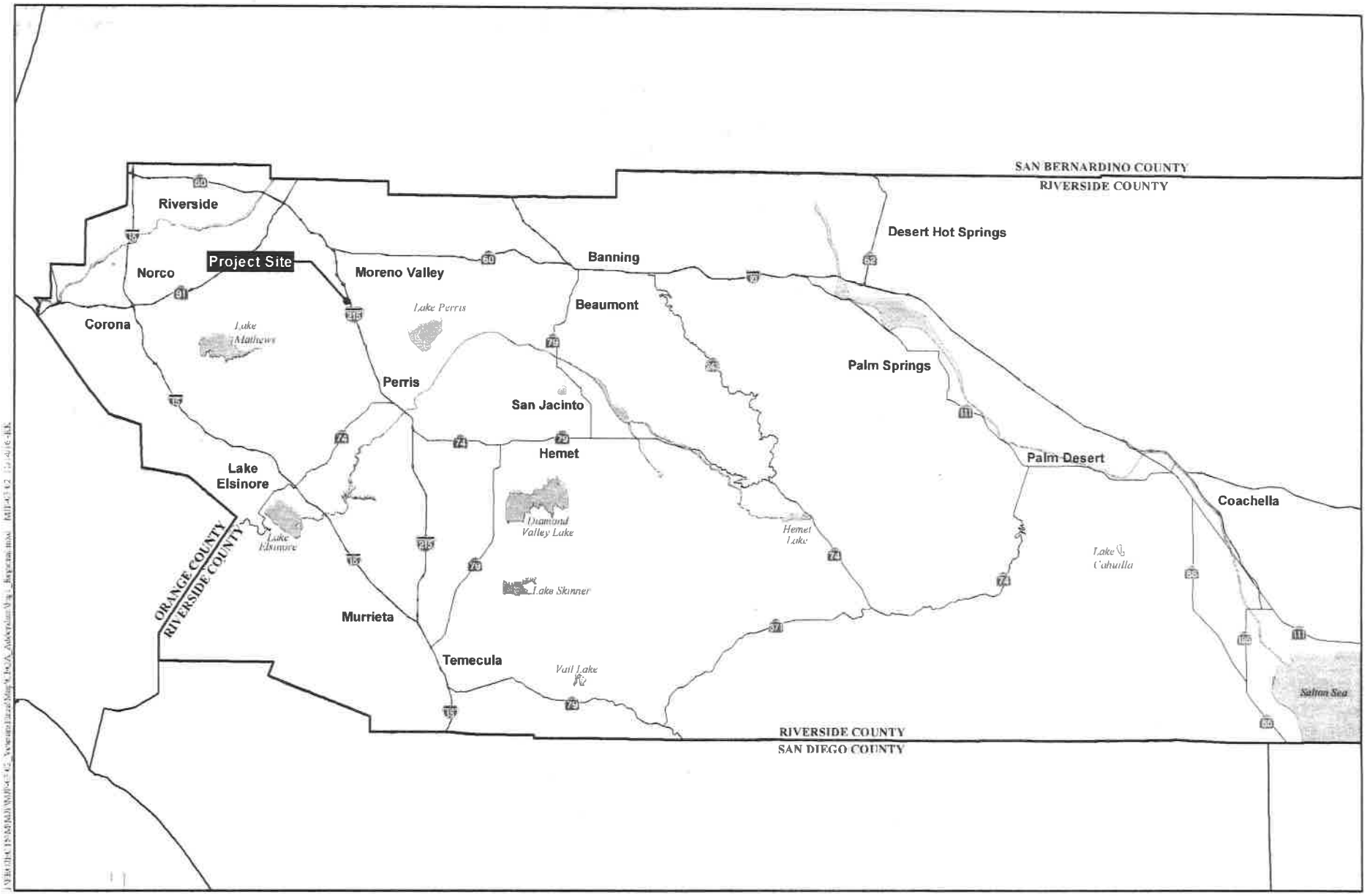
March Joint Power Authority (JPA)

2010 Meridian Specific Plan Amendment (SP-5) Final Subsequent Environmental Impact Report (SCH# 2009071069). July.

2003 March Business Center Final Focused Environmental Impact Report (SCH# 2002071089). February.

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Western Municipal Water District, October 2009. Water Supply Assessment, *March Business Center North Campus Specific Plan Amendment.*



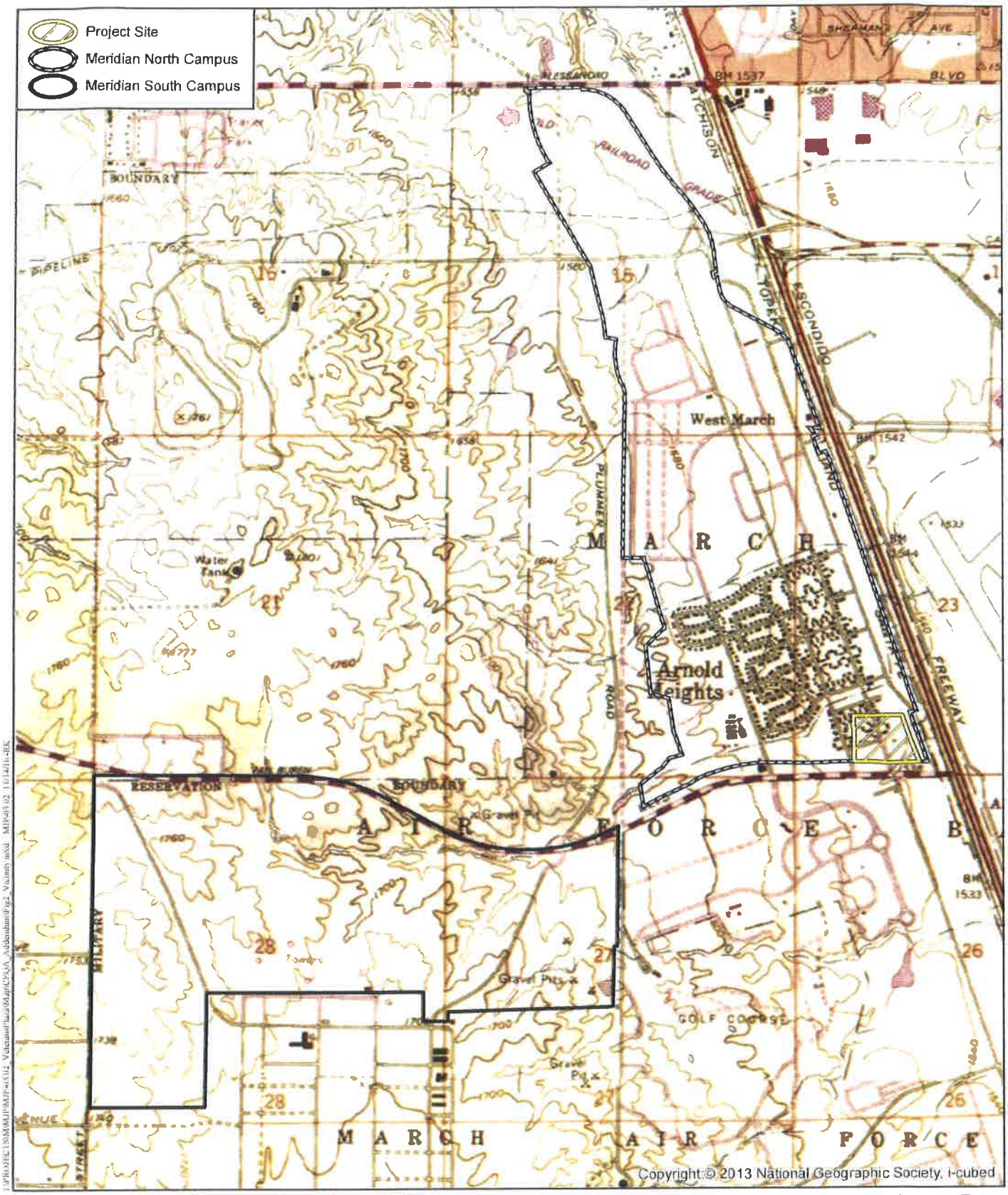

# Regional Location

VETERANS PLAZA, UNIT 4, LOT 4

HELIX Environmental Planning

N 0 10 Miles

Figure 1




# Project Vicinity Map

VETERANS PLAZA, UNIT 4, LOT 4

HELIX Environmental Planning

0 2,000 Feet

Figure 2




# Proejct Location within Meridian Specific Plan

VETERANS PLAZA, UNIT 4, LOT 4

HELIX Environmental Planning

N

0 3,000 Feet

Figure 3

## 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:** | VERIZON COMMUNICATIONS | 800.483.5000 |

## LANDSCAPE SETBACKS

| | |
|---|---|
| FRONT YARD (VAN BUREN): | 20 FT. |
| SIDE YARD STREET: | 15 FT. |
| INTERIOR SIDE YARD: | 5 FT. |
| REAR YARD: | 10 FT. |

## BUILDING SETBACKS

| | |
|---|---|
| FRONT YARD (VAN BUREN): | 25 FT. |
| SIDE YARD STREET: | 15 FT. |
| INTERIOR SIDE YARD: | 0 FT. |
| REAR YARD: | 10 FT. |

## PROJECT PHASING

PHASE 1

PHASE 2

## SITE PLAN KEYNOTES

1. PROVIDE LIGHT COLORED CONCRETE PAVING IN TRUCK COURTS.
2. PROVIDE BICYCLE PARKING SPACES PER PARKING SCHEDULE
3. PREFERENTIAL PARKING SPACES FOR CAR POOLS AND VAN POOLS. 9 PREFERENTIAL PARKING SPACES ARE PROVIDED
4. PRIOR TO OCCUPANCY, TENANT(S) ARE REQUIRED TO SUBMIT A TDM FOR REVIEW AS IDENTIFIED IN MITIGATION MEASURE 8-10.
5. MINIMUM 6-SQ/FT 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. ELECTRIC VEHICLE PARKING SPACE WITH PROVIDED CHARGING STATION

**NOTE:**

THIS SITE PLAN IS PRELIMINARY IN NATURE AND SHALL NOT BE USED FOR CONSTRUCTION PURPOSES.

THIS SITE PLAN MAY NOT BE REPRODUCED, REDRAWN, ALTERED OR REDISTRIBUTED WITHOUT THE EXPRESSED WRITTEN CONSENT OF GREEN GROUP, DR. 1R DESIGN GROUP, INC.



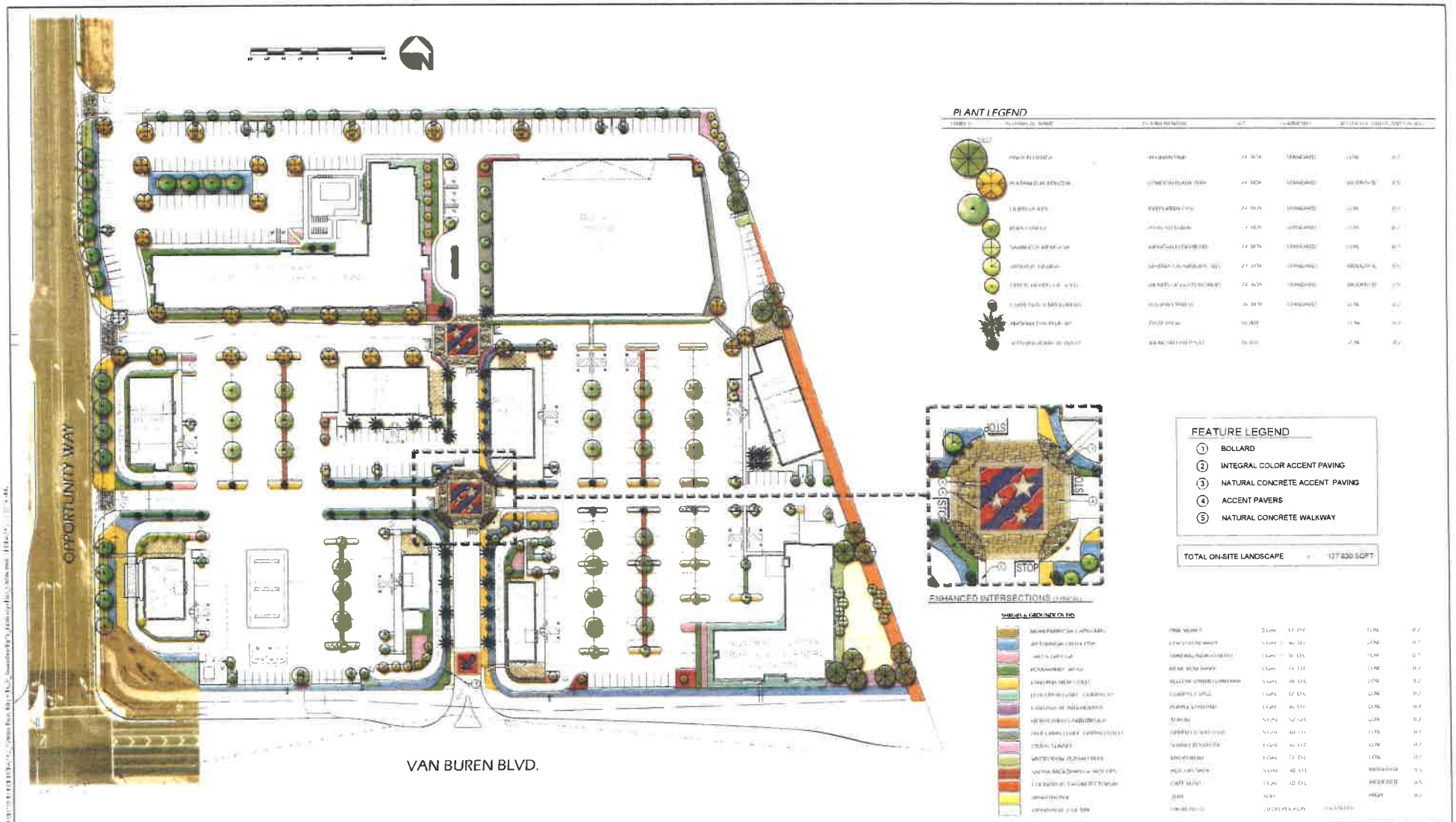

Source: Green Group 2016

**Site Plan**

VETERANS PLAZA, UNIT 4, LOT 4

Figure 4

HELIX Environmental Planning



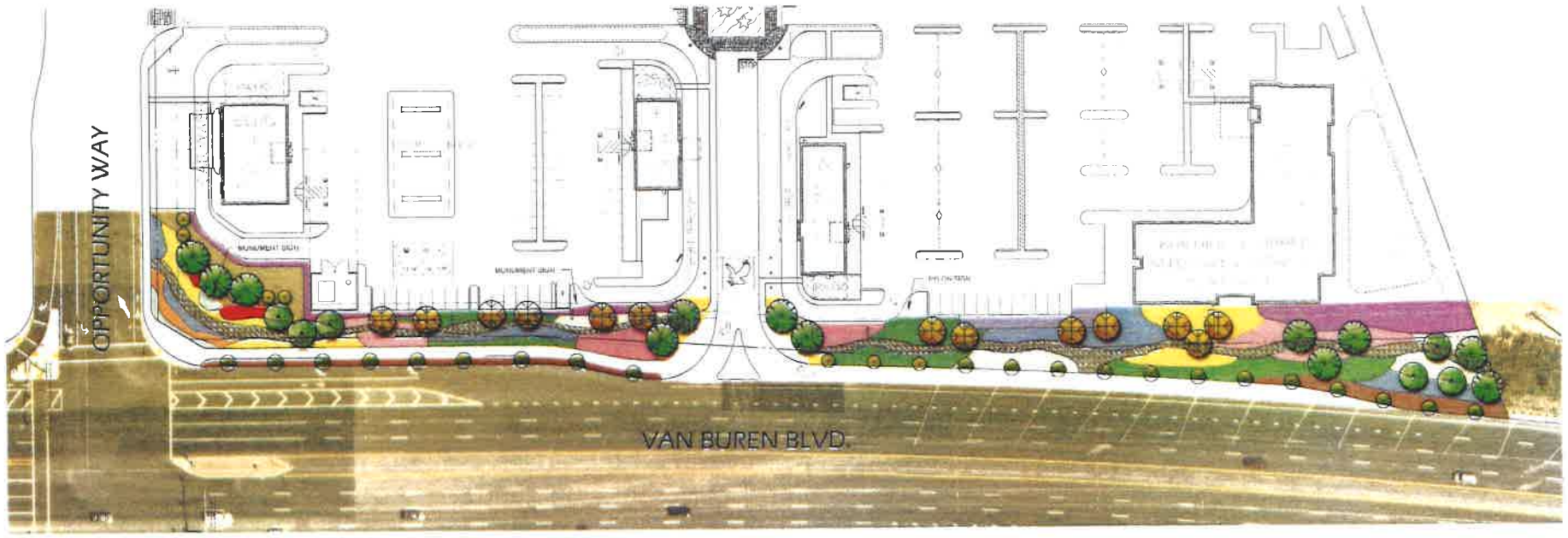

Source: IDLA 2016

**Landscape Plan (On-Site)**

VETERANS PLAZA, UNIT 4, LOT 4

HELIX Environmental Planning

Figure 5a




PLANT LEGEND

| SYMBOL | BOTANICAL NAME | COMMON NAME | SIZE | COMMENTS | QUANTITY | WATER USE AND PLANT FACTOR |
|---|---|---|---|---|---|---|
| TREES | | | | | | |
| | LEPTOSPERMUM LAEVIGATUM | AUSTRALIAN TEA TREE | 24" BOX | STANDARD | 17 | MODERATE 0.5 |
| | PLATANUS RACEMOSA 'YARWOOD' | YARWOOD SYCAMORE PLANE TREE | 24" BOX | STANDARD | 19 | MODERATE 0.5 |
| | QUERCUS ILEX | EVERGREEN OAK | 24" BOX | STANDARD | 5 | LOW 0.2 |
| | RHAPHIOLEPIS UMBELLATA 'LITTLE GEM' | LITTLE GEM RHAPHIOLEPIS | 24" BOX | STANDARD | 15 | MODERATE 0.5 |
| | TABEBUIA ARGENTEA | SILVER TRUMPET TREE | 24" BOX | STANDARD | 10 | MODERATE 0.5 |

SHRUBS & GROUNDCOVERS

| | | | | |
|---|---|---|---|---|
| | MYOPORUM PARVIFOLIUM 'PUTAH CREEK' | CREEPING MYOPORUM | 1 GAL @ 24" O.C. | LOW 0.2 |
| | RHAPHIOLEPIS INDICA 'CLARA' | WHITE INDIAN HAWTHORNE | 5 GAL @ 36" O.C. | MODERATE 0.5 |
| | SYMPHORICARPOS X DOORENBOSII 'SUNJOY' | SUNJOY VARIEGATED SNOWBERRY | 1 GAL @ 36" O.C. | LOW 0.2 |
| | VALERIANA SUPERBA | CENTRANTHUS | 1 GAL @ 24" O.C. | LOW 0.2 |
| | XYLOSMA CONGESTUM 'COMPACTA' | SHINY XYLOSMA | 5 GAL @ 48" O.C. | MODERATE 0.5 |

NOTE: ALL LANDSCAPE PLANTING AND IRRIGATION SHALL COMPLY WITH RIVERSIDE COUNTY ORDINANCE NO. 859 (AS AMENDED THROUGH NO. 859.3) REGARDING WATER EFFICIENT LANDSCAPE REQUIREMENTS. FOR DETAILED INFORMATION, SEE THE COUNTY'S WEBSITE AT http://rctlma.org/Portals/0/ordinance/ord859.pdf

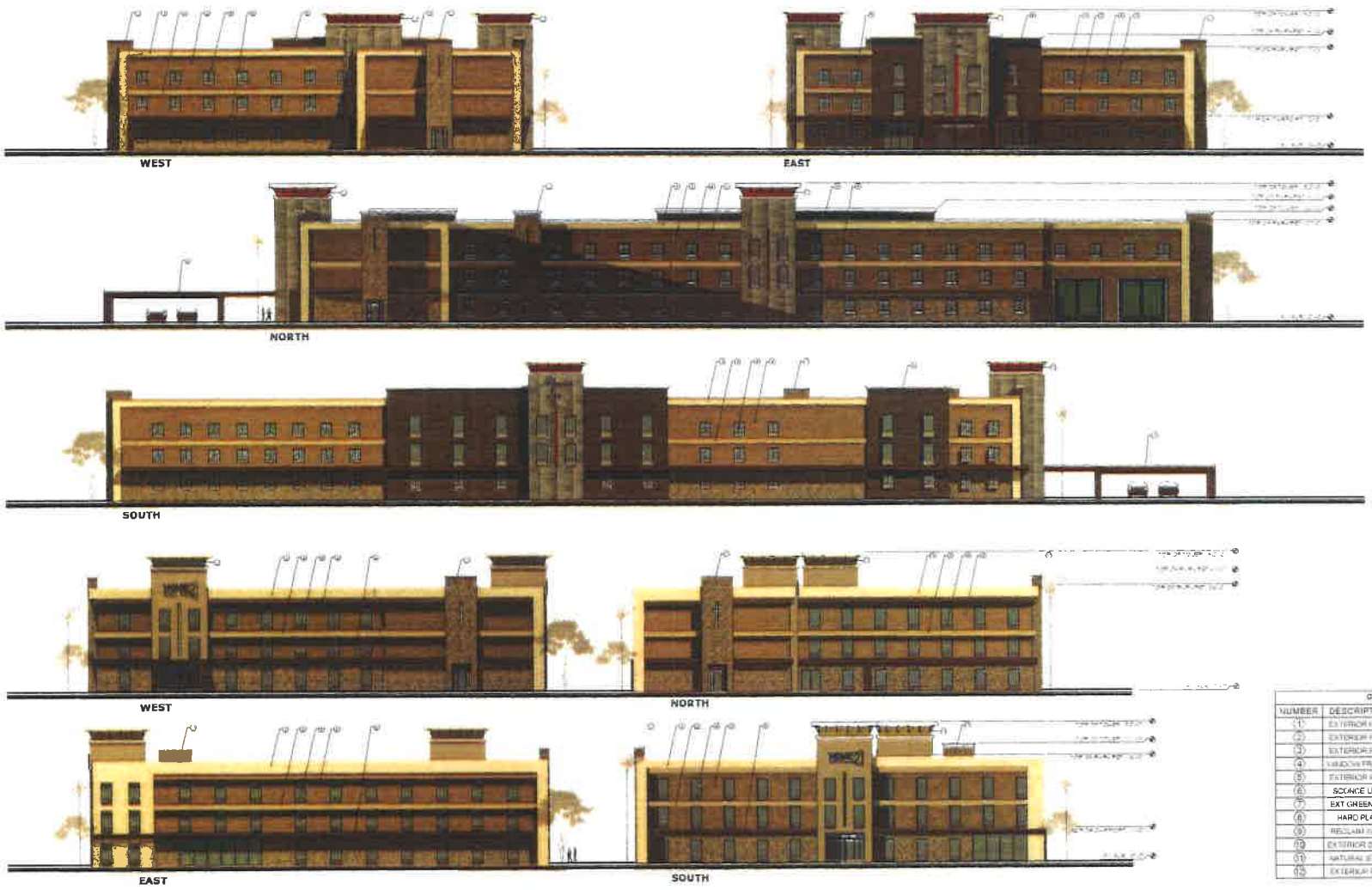
Source: IDLA 2016

# Landscape Plan (Off-Site)

VETERANS PLAZA, UNIT 4, LOT 4

Figure 5b

HELIX Environmental Planning




| COLOR & MATERIALS LEGEND | | | |
|---|---|---|---|
| NUMBER | DESCRIPTION | MANUFACTURER | COLOR / FINISH |
| (1) | EXTERIOR PAINT | SHERWIN-WILLIAMS | NAVAJO WHITE |
| (2) | EXTERIOR PAINT | SHERWIN-WILLIAMS | MACKINAW |
| (3) | EXTERIOR PAINT | SHERWIN-WILLIAMS | DAPPER TAN |
| (4) | WINDOW FRAMES | ARCADIA | CLEAR ANOD |
| (5) | EXTERIOR PAINT | SHERWIN-WILLIAMS | VIRTUAL TAUPE |
| (6) | SCONCE LIGHT | TECH ILLUMINATION | NICKEL PLATE |
| (7) | EXT GREEN SCR | | |
| (8) | HARD PLANK | | DAPPER TAN |
| (9) | RECLAIM WOOD | | ANTIQUE BARNWOOD |
| (10) | EXTERIOR STONE | | |
| (11) | NATURAL STONE | COREVADO STONE | CREAM OLD LEDGE |
| (12) | EXTERIOR PAINT | SHERWIN-WILLIAMS | ACCENT COLORS |

Source: Greene Group 2016

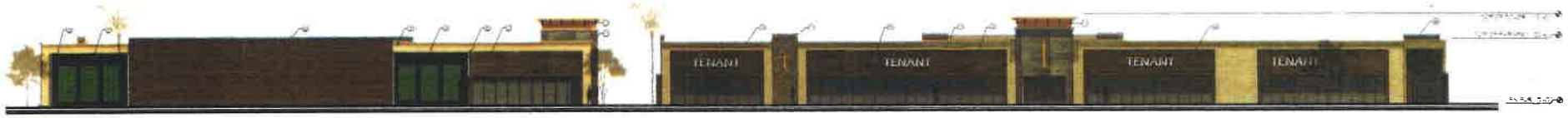
**Elevations, Buildings A and B**

VETERANS PLAZA, UNIT 4, LOT 4

HELIX Environmental Planning

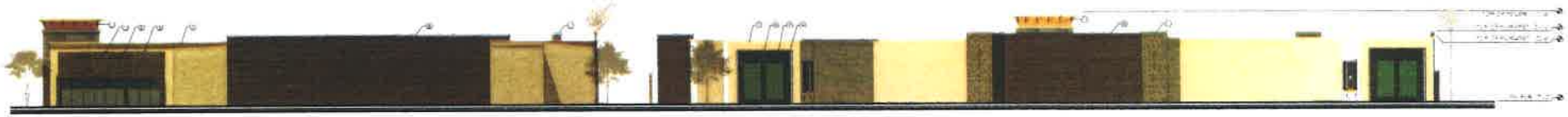
Figure 6a

| COLOR & MATERIALS LEGEND | | | | | | | |
|---|---|---|---|---|---|---|---|
| NUMBER | DESCRIPTION | MANUFACTURER | COLOR / FINISH | NUMBER | DESCRIPTION | MANUFACTURER | COLOR / FINISH |
| 1 | EXTERIOR PAINT | SHERWIN-WILLIAMS | NAVAJO WHITE | 7 | EXT GREEN SCR | | |
| 2 | EXTERIOR PAINT | SHERWIN-WILLIAMS | MACADAMIA | 8 | HARD PLANK | | DAPPER TAN |
| 3 | EXTERIOR PAINT | SHERWIN-WILLIAMS | DAPPER TAN | 9 | RECLAIM WOOD | | ANTIQUE BARNWOOD |
| 4 | WINDOW FRAMES | ARCADIA | CLEAR AC-2 | 10 | EXTERIOR STONE | | |
| 5 | EXTERIOR PAINT | SHERWIN-WILLIAMS | VIRTUAL TAUPE | 11 | NATURAL STONE | CORONADO STONE | CREAM OLD LEDGE |
| 6 | SCONCE LIGHT | TEKA ILLUMINATION | NICKEL PLATE | 12 | EXTERIOR PAINT | SHERWIN-WILLIAMS | ACCENT COLORS |




WEST

NORTH



EAST

SOUTH

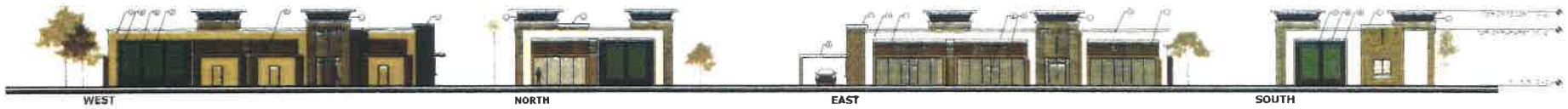
Source: Greene Group 2016

# Elevations, Building C

VETERANS PLAZA, UNIT 4, LOT 4

HELIX Environmental Planning

Figure 6b




Building 'D'




Building 'E'




Building 'F'




Building 'G'

Source: Gleeds Group 2016

**Elevations, Buildings D, E, F and G**

VETERANS PLAZA, UNIT 4, LOT 4

HELIX Environmental Planning

Figure 6c




Building 'J'




Building 'K'




Building 'L'

| COLOR & MATERIALS LEGEND | | | | | | | |
|---|---|---|---|---|---|---|---|
| NUMBER | DESCRIPTION | MANUFACTURER | COLOR / FINISH | NUMBER | DESCRIPTION | MANUFACTURER | COLOR / FINISH |
| 1 | EXTERIOR PAINT | SHERWIN-WILLIAMS | NAVAJO WHITE | 7 | FXT GREEN SCR | | |
| 2 | EXTERIOR PAINT | SHERWIN-WILLIAMS | MACADAMIA | 8 | HARD PLANK | | DAPPER TAN |
| 3 | EXTERIOR PAINT | SHERWIN-WILLIAMS | DAPPER TAN | 9 | RECLAIM WOOD | | ANTIQUE BARNWOOD |
| 4 | WINDOW FRAMES | ARCADIA | CLEAR AC-2 | 10 | EXTERIOR STONE | | |
| 5 | EXTERIOR PAINT | SHERWIN-WILLIAMS | VIRTUAL TAUPE | 11 | NATURAL STONE | CORONADO STONE | CREAM OLD LEDGE |
| 6 | SCONCE LIGHT | TEKA ILLUMINATION | NICKEL PLATE | 12 | EXTERIOR PAINT | SHERWIN-WILLIAMS | ACCENT COLORS |

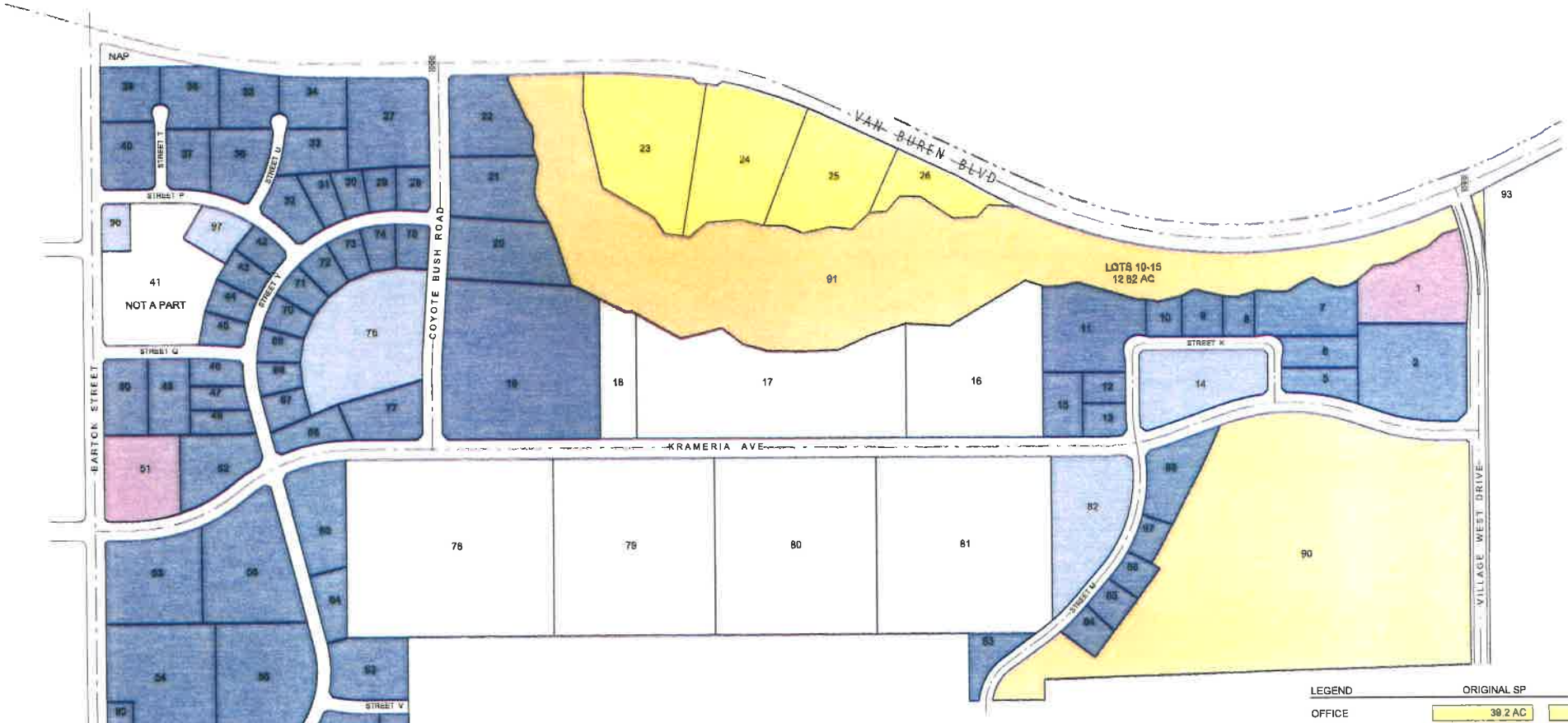
Source: Greens Group 2016

**Elevations, Buildings J, K, and L**

VETERANS PLAZA, UNIT 4, LOT 4

HELIX Environmental Planning

Figure 6d




| LEGEND | ORIGINAL SP | FINAL SP |
|---|---|---|
| OFFICE | 39.2 AC | 32.3 AC |
| COMMERCIAL | [illegible] | [illegible] |
| MIXED USE | 40.9 AC | 26.6 AC |
| BUSINESS PARK | 225.2 AC | 216.9 AC |
| INDUSTRIAL | 136.2 AC | 134.5 AC |
| PARK / OPEN SPACE | 104.4 AC | 119.4 AC |
| NOT A PART | 0 AC | 10 AC |
| TOTAL NET ACREAGE | 556.5 AC | 552.5 AC |

MERIDIAN

# SOUTH CAMPUS

## LAND USES

MERIDIAN PARK LLC

RGA

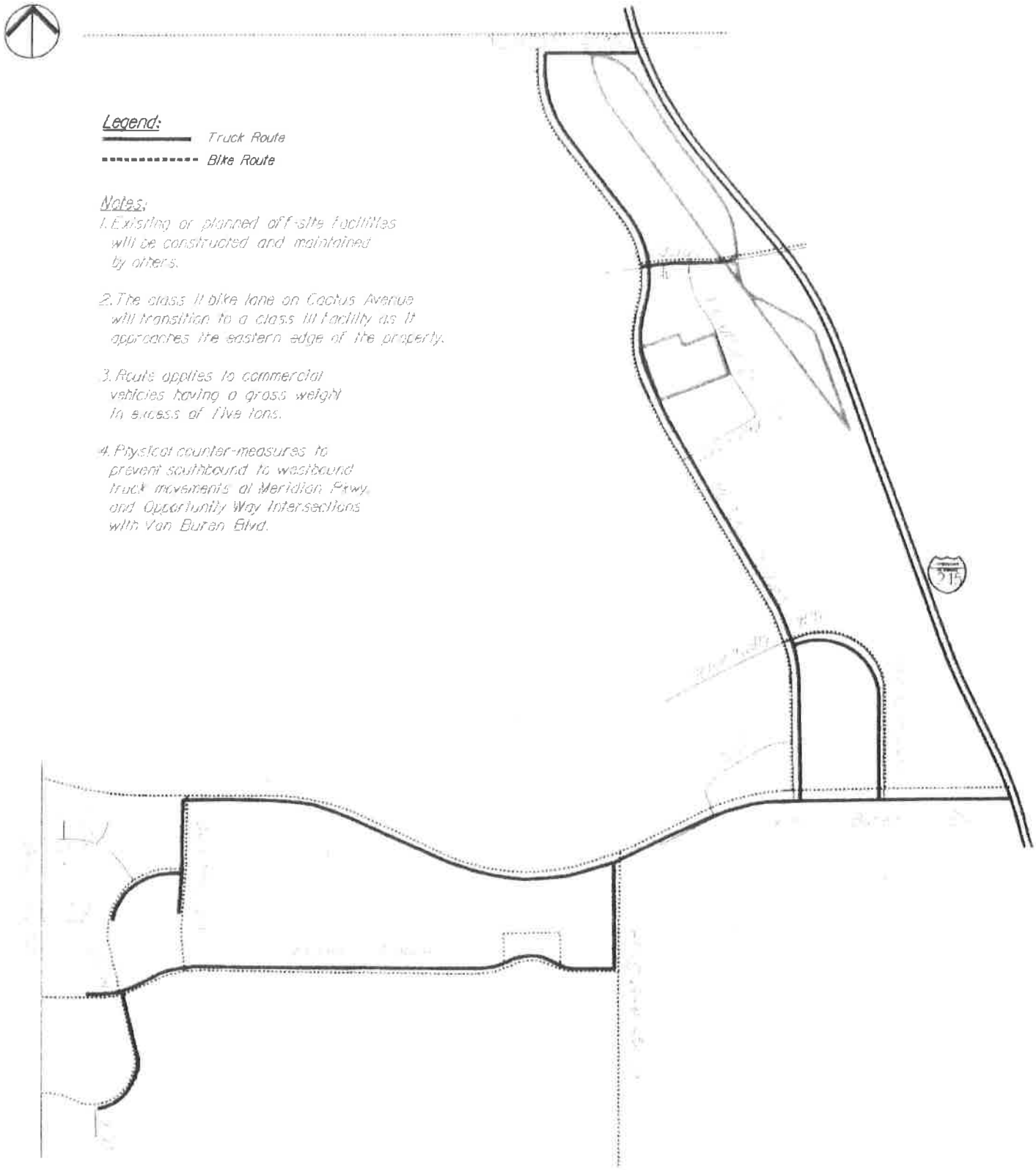



FIGURE V-6

## TRANSPORTATION SYSTEMS PLAN

**EXHIBIT B**
Addendum

# ADDENDUM TO THE MERIDIAN SPECIFIC PLAN AMENDMENT (SP-5) SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

## Unit 4 Lot 4 (Veteran's Plaza)

### 1. Introduction

This document is an Addendum to the 2010 Subsequent Environmental Impact Report (SEIR) prepared by the March Joint Powers Authority (March JPA) for the Meridian Specific Plan Amendment (SP-5) (SCH #2009071069). The Meridian SP-5 SEIR evaluated potential impacts associated with the amendment to the Meridian Specific Plan, which included net changes to the acreages associated with land uses designated in the 2003 March Business Center Specific Plan, as well as changes to lot layout, site access, and internal circulation. The SEIR analysis was based on full buildout conditions, with conservative land use assumptions, consistent with the land use designations and design guidelines contained within the 2003 March Business Center Specific Plan, the 2010 Specific Plan Amendment, and other applicable regulations (pg. III-7, March JPA, 2010). In addition to this analysis, the SEIR also evaluated project-level impacts associated with the construction of a fire station within Unit 6 of the Meridian Business Center and the development of an industrial facility within Unit 4, Lot 16.

The analysis in the Meridian SP-5 SEIR concluded that impacts associated with the Specific Plan Amendment were consistent with the impacts identified in 2003 Focused EIR (FEIR) prepared for the March Business Center Specific Plan, including significant and unavoidable impacts on transportation and traffic, air quality, and climate change and greenhouse gases. As a result of the conclusions in the SEIR, a Statement of Overriding Considerations was adopted to acknowledge that the SEIR would result in significant and unmitigated impacts and on August 4, 2010, the SEIR was certified and the Specific Plan amendment approved (Resolution JPA 10-20). A Notice of Determination (NOD) was subsequently filed on August 9, 2010.

#### Proposed Project

Development of Unit 4 Lot 4 of the Meridian SP-5, herein referred to as the proposed Project, is the focus of analysis in this Addendum. The Project includes the commercial development of 10 lots totaling about 219,695 square feet for hotel, retail, mixed use, and restaurant uses within Planning Area 7 of the Meridian SP-5. In order to approve the Project, a Specific Plan Amendment, Conditional Use Permit, Variance, and a Tentative Map are needed, as they were not part of the project analyzed in the Meridian SEIR.

### 2. Purpose of the Addendum

As outlined in CEQA Guidelines Section 15164(b), an Addendum to an EIR may be prepared when minor technical changes or additions are necessary to the EIR for a project that has already been approved and when neither additional significant environmental effects nor a substantial increase in the severity of previously identified significant effects would occur. It has been determined through preparation of a complete and thorough Initial Study that an Addendum is the appropriate level of documentation for approval of the proposed Project under CEQA.

Under CEQA, an Addendum to an adopted EIR may be prepared by either a lead or responsible agency if only minor technical changes or additions are necessary, but none of the conditions calling for preparation of a subsequent or supplemental negative declaration have occurred (CEQA Guidelines Section 15164). Although there is no specific format required, 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 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 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, shows any of the following:*

*A. The project will have one or more significant effects not discussed in the previous EIR;*

*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 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 by March JPA because the construction of 10 lots with hotel, retail, mixed use, and restaurant uses within Unit 4 Lot 4 of the Meridian SPA-5 area is consistent with the overall project evaluated in the SEIR and does not require major revisions to the SEIR due to new significant impacts or substantial increases in the severity of previously identified significant impacts. The anticipated environmental impacts of the proposed Project, as explained in detail in the following analysis, have been analyzed and mitigated accordingly in the SEIR, and there have been no new circumstances since that time that would result in new or more severe significant environmental impacts. As evaluated in the supporting analysis of this Addendum, mitigation measures that have been previously identified would continue to ensure that impacts are reduced to less than significant levels. The minor technical changes required for the proposed

Project include approval of a Specific Plan Amendment and Conditional Use Permit to allow hotel uses within Unit 4 Lot 4 of the Meridian SPA-5 area, a Variance to exceed the square footage of a freeway sign in the northeast corner of the lot, approval of a Tentative Tract Map to subdivide the lot into 10 legal lots, and approval of a Plot Plan to approve the site layout, landscaping, parking, driveway design, and phasing of the proposed 10 commercial buildings.

Per CEQA Guidelines Section 15163(c), an Addendum need not be circulated for public review, but can be included in or attached to the approved SEIR. Prior to approval of the proposed Project, March JPA will consider this Addendum together with the Meridian SP-5 SEIR when making a decision regarding the proposed Project.

## 3. Overview of Environmental Analysis

The Meridian SP-5 SEIR included an evaluation and analysis of the potential environmental impacts associated with the amendment of the Meridian Specific Plan and development resulting from that amendment. This Addendum has been prepared to identify any impacts associated with the approval of a Specific Plan Amendment and Conditional Use Permit to allow hotel uses, a Variance to exceed the permitted square footage for a freeway sign, a Tentative Tract Map to subdivide the lot into 10 legal lots, and a Plot Plan to approve the site layout, landscaping, parking, driveway design, and phasing of 10 buildings and associated improvements within Unit 4 Lot 4 of the Meridian SPA-5 area. The analysis can be found in its entirety in the accompanying Supplemental Environmental Checklist Form. As described below and shown in the environmental checklist, the proposed Project does not involve new significant environmental effects or substantially increase the severity of a previously identified significant effect in the SEIR. The following resource areas were evaluated in this Addendum:

- Aesthetics
- Air Quality
- Cultural Resources
- Greenhouse Gas Emissions
- Hydrology / Water Quality
- Mineral Resources
- Population / Housing
- Recreation
- Utilities / Service Systems
- Agriculture and Forestry Resources
- Biological Resources
- Geology / Soils
- Hazards & Hazardous Materials
- Land Use / Planning
- Noise
- Public Services
- Transportation / Traffic
- Mandatory Findings of Significance

The Supplemental Environmental Checklist Form compares the environmental effects of implementing the proposed Project with the operational analysis that was evaluated in the SEIR, in order to determine the extent to which the SEIR adequately addressed the impacts of the proposed Project, and to identify the extent of revisions to the SEIR needed to accurately address the impacts of the proposed Project. The Supplemental Environmental Checklist Form incorporates mitigation measures from the SEIR, where applicable, and has incorporated minor revisions to those measures in order to reflect current conditions and the fact that not all components of the mitigation measures may apply to the proposed Project.

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 Meridian SP-5 SEIR. The Supplemental Environmental Checklist presented in this document provides an analysis of the proposed Project in comparison to what was analyzed in the SEIR. The anticipated environmental impacts of the proposed Project are consistent with the analysis contained in the previous analysis. In addition, the proposed Project would not result in additional impacts and would not require additional mitigation measures.

**ORDINANCE #JPA 17-01**

**AN ORDINANCE OF THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY ADOPTING AN AMENDMENT TO THE MERIDIAN SPECIFIC PLAN AMENDMENT – SP-5 A3 (SPA 16-01 A3)**

**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; and

**WHEREAS**, in July 2010, the Authority approved Specific Plan Amendment (SP-5) to amend the March Business Center Specific Plan by amending its name to the "Meridian Specific Plan Amendment" and implementing revisions to a 257.7 acre portion of the specific plan's North Campus area, including revisions to land use and development regulations, and land use designations; and

**WHEREAS**, Greens Hospitality Incorporated ("Applicant") proposes the development of 14.41 acres within Planning Area 7 of the Meridian Specific Plan Amendment (SP-5), including the commercial development of 10 lots totaling approximately 219,695 square feet for hotel, retail, mixed use, and restaurant uses ("Project"); and

**WHEREAS**, Applicant proposes to amend the Meridian Specific Plan Amendment (SP-5) to incorporate the "Site Exception" language regarding development of hotel uses from Volume 1 of the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan into Appendix B of the 2010 Meridian Specific Plan Amendment (SP-5 A3),

**WHEREAS**, the Applicant's proposed amendment to the 2010 Meridian Specific Plan (SP-5 A3) will make the Meridian Specific Plan Amendment (SP-5) consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, as adopted by the Riverside County Airport Land Use Commission on November 13, 2014; and

**WHEREAS**, a Master Conditional Use Permit (CUP 16-01), Plot Plan (PP 16-02), Specific Plan Amendment (SPA 16-01 A3), Tentative Tract Map (TM 37116), and Variance (V 16-01) collectively constitute the "Project" for purposes of the California Environmental Quality Act (Pub. Resources Code, § 21000 *et seq.*) ("CEQA"); and

**WHEREAS**, in accordance with CEQA and the State CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 *et seq.*), March JPA staff prepared and the March Joint Powers Commission ("Commission") certified a Final Environmental Impact Report for the March Business Center Specific Plan (SP-1) (SCH #2002071089) ("FEIR"); and

**WHEREAS**, in accordance with CEQA and the State CEQA Guidelines, March JPA staff prepared and the Commission certified a Subsequent Environmental Impact Report for the Meridian Specific Plan Amendment (SP-5) (SCH #2009071069) ("SEIR"); and

**WHEREAS**, in accordance with CEQA and the State CEQA Guidelines, March JPA staff has prepared and the Commission has adopted an Addendum to the certified SEIR for the Meridian Specific Plan Amendment (SP-5) for the Project; and

**WHEREAS**, the Addendum to the certified SEIR was prepared pursuant to CEQA, the State CEQA Guidelines, and the March JPA's Local CEQA Guidelines; and

**WHEREAS**, on April 12, 2017, the Commission conducted a duly-noticed public hearing in accordance with Government Code sections 65453 and 65355 on SP-5 A3, at which time all persons wishing to testify in connection with SP-5 A3 were heard and SP-5 A3 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 of fact.

**SECTION 2.** Compliance with the California Environmental Quality Act. The Commission has considered and adopted an Addendum to the 2010 SEIR for the Meridian Specific Plan Amendment (SP-5) (SCH #2009071069) for the Project, including SP-5 A3, in accordance with the requirements of CEQA, the State CEQA Guidelines, and the March JPA Local CEQA Guidelines. As the decision-making body for the Project, the Commission of the March JPA has reviewed and considered the FEIR, the SEIR, the Addendum to the SEIR, the Initial Study, any oral or written comments received, and the administrative record prior to taking action on the Project, including action on SP-5 A3.

**SECTION 3.** Findings on Environmental Impacts. Based on the Addendum, the Initial Study, the administrative record, and having considered the SEIR and the FEIR and all written and oral evidence presented to the Commission, the Commission finds that all environmental impacts of the Project have been addressed within the certified SEIR and the Initial Study. The Commission finds that no new or additional mitigation

measures or alternatives are required. The Commission further finds that there is no substantial evidence in the administrative record supporting a fair argument that the Project, including SP-5 A3, may result in any significant environmental impacts beyond those analyzed in the certified SEIR. The Commission finds that the Addendum contains a complete, objective, and accurate reporting of the environmental impacts associated with the Project, including SP-5 A3, and reflects the independent judgment and analysis of the Commission.

**SECTION 4.** 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 SP-5 A3 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. SP-5 A3 is in conformity with the General Plan. The Specific Plan Amendment will incorporate the "Site Exception" language from Volume 1 of the 2014 "March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan" into Appendix B of the 2010 Meridian Specific Plan Amendment (SP-5). The language will allow for a specific site exception for the development of a hotel or hotels on the 13-acre site situated within Compatibility Zone B2 and bordered by Interstate 215 on the east and Van Buren Boulevard on the south. Any such hotel or hotels shall be limited as follows: maximum of 100 people per acre; maximum of 250 people per single acre; maximum of 3 above ground habitable floors; no conference facilities (however, small meeting room(s) for a total of up to 50 people is (are) acceptable). Sound attenuation as appropriate for the combined airport and freeway noise levels shall be provided. Thus, the amendment will make the Meridian Specific Plan Amendment (SP-5) consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan and consistent with the March JPA General Plan's goals and policies.

B. SP-5 A3 is consistent with the purpose and intent of the March JPA Development Code because SP-5 A3 complies with all requirements of Chapter 9.13 (Specific Plans) of the Development Code.

C. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds that SP-5 A3 is in the public interest because it will provide for the efficient development of the Meridian Specific Plan Amendment (SP-5) area as a safe and efficient industrial and business center.

**SECTION 5.** 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 SP-5 A3 in substantially the form attached hereto as Exhibit "A", which is incorporated by this reference.

**SECTION 6.** 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 provision 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 7.** Publication. The Chair of the March 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.

**SECTION 8.** Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings are based are located at the Office of the Planning Manager, March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518.

**SECTION 9.** 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 10.** Effectiveness. This Ordinance shall be effective thirty (30) days after its adoption.

**INTRODUCED** on the 12th day of April, 2017.

**PASSED, APPROVED, AND ADOPTED** this 26th day of April, 2017.

_____

Mike Gardner, Chairman
March Joint Powers Authority Commission

ATTEST:

I, Carey L. Allen, CMC, Clerk of the March Joint Powers Commission, do hereby certify that the foregoing Ordinance #JPA 17-01 was duly introduced on April 12, 2017 and adopted by the Joint Powers Commission at its regularly scheduled meeting on April 26, 2017.

Ayes:
Noes:
Abstain:
Absent:

Dated: April 26, 2017

_____
Carey L, Allen, CMC, Clerk
March Joint Powers Authority Commission

**EXHIBIT A**
SPECIFIC PLAN AMENDMENT (SP-5 A3)

# EXHIBIT A
# Specific Plan Amendment (SP-5 A3)

The March Joint Powers Authority wishes to incorporate the "Site Exception" language from, Volume 1 of the 2014 "March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan" is proposed to be incorporated into Appendix B of the 2010 Meridian Specific Plan Amendment (SP5), thereby making the Specific Plan consistent with the 2014 MARB/IPA Land Use Compatibility Plan. The following excerpt below is from the 2010 Meridian Specific Plan Amendment (SP-5), *Land Use Section; E. Overlay Districts; 1. Joint Land Use Study; page III-4*, with included *"Site Exception"* language added in *italics*, for review and consideration:

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## 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.

*Additional Site Specific Exceptions found in section 2.7 of the 2014 March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan as it pertains to (Exception Site 1) March Business Center (SP-1) and Meridian (SP-5), March Joint Powers Authority:*

1. *Situated in Compatibility Zones B1, B2, C1, C2 and D*

2. *March Business Center, a 1,032-acre, non-residential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions (Ord. #JPA 03-01, SP-1), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004.*

3. *Meridian, a 258-acre portion of the original March Business Center, consisting of a nonresidential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions (Ord. #JPA 10-02, SP-5), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004*

4. *For the purpose of this Compatibility Plan, the Meridian exception area specifically allows development of a hotel or hotels on the 13-acre site situated within Compatibility Zone B2 and bordered by Interstate 215 on the east and Van Buren Boulevard on the south. Any such hotel or hotels shall be limited as follows: maximum of 100 people per acre; maximum of 250 people per single acre; maximum of 3 aboveground habitable floors; no conference facilities (however, small meeting room(s) for a total of up to 50 people is (are) acceptable). Sound attenuation as appropriate for the combined airport and freeway noise levels shall be provided.*

5. *The Development Agreement referenced in Paragraphs (2) and (3) above expires on December 27, 2016. After that, the agreement provides for two more 5-year automatic extensions. The developer must request the Development Agreement extensions and the Authority must make findings that the development is still in substantial conformance*

# NOTICE OF DETERMINATION

| | | | |
|---|---|---|---|
| TO: | ☐ Clerk of the Board of Supervisors<br><br>or<br><br>☒ County Clerk<br><br>County of: Riverside<br>Address: County Clerk's Office<br>2720 Gateway Drive<br>Riverside, CA 92502-0751 | FROM: | Public Agency/Lead Agency:<br><br>March Joint Powers Authority<br>Address: 14205 Meridian Parkway, Ste. 140<br>Riverside, CA 92518<br><br>Contact: Jeffrey M. Smith, AICP<br>Phone: 951 656-7000 |

| | | |
|---|---|---|
| TO: | ☒ Office of Planning and Research<br>P. O. Box 3044<br>Sacramento, CA 95812-3044 | Lead Agency (if different from above) |
| | ☐ 1400 Tenth Street (overnight or hand delivery)<br>Sacramento, CA 95814 | Address:<br><br>Contact:<br>Phone: |

SUBJECT: Filing of Notice of Determination in Compliance with Section 21108 or 21152 of the Public Resources Code.

| | | |
|---|---|---|
| State Clearinghouse Number (If submitted to SCH):<br><br>2009071069 | | |
| Project Title: | Veterans Plaza – Master Conditional Use Permit-CUP 16-02, Plot Plan-PP 16-02, Specific Plan Amendment-SPA 16-03 A3, Tract Map-TM 16-01, Variance-V 16-01 | |
| Project Applicant: | Greens Hospitality, Incorporated | |
| 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):<br>The Project 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 proposed Project site is bounded by Meridian Unit 4 Lot 3 to the north; the MJPA controlled south detention basin to the east, Van Buren Boulevard to the south, and Opportunity Way to the west, in the County of Riverside, City of Riverside, CA. | | |
| General Project Location (City and/or County):<br>The Project is located in the County of Riverside, City of Riverside | | |
| Project Description:<br>Master Conditional Use Permit ("CUP 16-01"): to allow hotel uses in excess of 25,000 square feet. The Project includes two proposed hotels on lots 1 and 7 and are labeled as Buildings A and B (see Figure 4). Lot 1 includes a 161-room hotel with 86,568 square feet and Lot 7 includes a 90-room hotel with 47,760 square feet. Because the proposed hotel uses exceed 25,000 square feet each, approval of a Conditional Use Permit is required. The request also authorizes an automotive service station/convenience store and a reduction in site parking. | | |


14205 MERIDIAN PARKWAY, SUITE 140 ★ RIVERSIDE, CALIFORNIA 92518 ★ (951)656-7000 ★ FAX(951)653-5558
E-MAIL: info@marchjpa.com ★ WEBSITE: www.marchjpa.com

Plot Plan ("PP 16-02"): to authorize the phased development of ten buildings, 219,695 square feet on 14.41 acres (Unit 4, Lot 4) in a mix of commercial uses, including fast food restaurants, a gas station/convenience store with 16 gas pumps, and a mixed-use building with fast food, restaurant, and retail uses in the southwestern corner of the project site during Phase 1. Phase 2 would include the development of both hotels, two retail buildings, and a restaurant in the northern and eastern portions of the Project site. A total of four driveways are planned, including three along Opportunity Way and one along Van Buren Boulevard. Building heights would range between 26.5 feet and 50 feet. Proposed buildings would be single-story, with the exception of the two hotels, which would be developed as three-story buildings. A total of 606 parking stalls are included for the Project. As proposed, the Plot Plan was analyzed using a "Building Code and Parking Spaces/Vehicle Occupancy" methodology to determine compliance with Meridian Specific Plan SP-5 airport compatibility provisions with the Riverside County Airport Land Use Plan provisions, for each building in Phases 1 and 2. As submitted on the Plot Plan, it was determined that development planned for Phase I is consistent with the compatibility provisions. Although submitted and presented, the final building site layout/design for the development of Phase II have not been confirmed. At the time of final building site layout/design is determined, the project Applicant will submit to the March JPA staff the required density calculations, identifying compliance with Meridian Specific Plan SP-5 A3 airport compatibility provisions and the Riverside County Airport Land Use Plan provisions, for each individual site/ building within Phase 2.

Specific Plan Amendment ("SPA 16-01 A3"): to incorporate the "site exception language" from, Volume 1 of the 2014 "March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan" into Appendix B of the 2010 Meridian Specific Plan (SP5, A3). The language allows for a specific site exception allowing for the development of a hotel or hotels on the 13-acre site situated within Compatibility Zone B2 and bordered by Interstate 215 on the east and Van Buren Boulevard on the south.

Tract Map ("TM 37116"): to subdivide the project site into ten legal lots, with a minimum lot size of 30,000 s.f. or ranging between 0.85 acre and 2.83 acres in size.

Variance ("V 16-01"): to exceed the maximum height standard for a freeway sign as required by the Development Regulations set forth in the March Business Center Design Guidelines Meridian Specific Plan Amendment (SP-5). The proposed signage would be 60 feet in height and 500 feet in total square footage area, which exceeds the currently adopted March Business Center Design Guidelines restrictions of 45 feet in height and 150 square feet in area.

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 Hospitality, Incorporated

This is to advise that the (☒ Lead Agency or ☐ Responsible Agency) has approved the above described project on _____ and has made the following determinations regarding the above described project:

| | | |
|---|---|---|
| 1. | ☐ | The project will have a significant effect on the environment. |
| | ☒ | The project will NOT have a significant effect on the environment |
| 2. | ☐ | An Environmental Impact Report was prepared and certified for this project pursuant to the provisions of CEQA and reflects the independent judgment of the Lead Agency. |
| | ☐ | A Negative Declaration was prepared for this project pursuant to the provisions of CEQA and reflects the independent judgment of the Lead Agency. |
| | ☐ | A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA and reflects the independent judgment of the Lead Agency. |

| | | |
|---|---|---|
| ☒ | An Addendum to the Certified EIR (SCH# 2009071069) was prepared for this project pursuant to the provisions of CEQA and reflects the independent judgement of the Lead Agency | |
| 3. ☒ | Mitigation measures from the applicable SEIR were made a condition of the approval of the project. | |
| ☐ | Mitigation measures were NOT made a condition of the approval of the project. | |
| 4. ☐ | A Mitigation Monitoring or Reporting Plan was adopted for this project. | |
| ☒ | A Mitigation Monitoring or Reporting Plan was NOT adopted for this project. | |
| 5. ☐ | A Statement of Overriding Considerations was adopted for this project. | |
| ☒ | A Statement of Overriding Considerations was NOT adopted for this project | |
| 6. ☒ | Findings were made pursuant to the provisions of CEQA. | |
| ☐ | Findings were NOT made pursuant to the provisions of CEQA. | |
| ☒ | This certifies that the Addendum to the Certified Final EIR (SCH 2009071069) with comments and responses and record of project approval, or the Negative Declaration, is available to the general public at the following location(s): | |
| | Custodian:<br><br>March Joint Powers Authority | Location:<br><br>14205 Meridian Parkway, Suite 140<br>Riverside, CA 92518 |

| | |
|---|---|
| **Date:** _____ | _____<br>**Signature:** |
| **Date Received for Filing:** _____ | _____<br>**Title:** |

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

**RESOLUTION #JPA 17-03**

**A RESOLUTION OF THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY APPROVING A MASTER CONDITIONAL USE PERMIT (CUP 16-01), PLOT PLAN (PP 16-02), TENTATIVE TRACT MAP (TM 37116), AND VARIANCE (V 16-01) FOR THE DEVELOPMENT OF A COMMERCIAL CENTER AND CONSTRUCTION OF TEN BUILDINGS ON UNIT 4, LOT 4 WITHIN PLANNING AREA 7 OF THE MERIDIAN SPECIFIC PLAN AMENDMENT AREA (SP-5)**

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

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

**WHEREAS**, in February 2003, the Authority approved the March Business Center Specific Plan (SP-1) to guide land use decisions within a 1,290-acre portion of the former March Air Force Base; and

**WHEREAS**, in July 2010, the Authority approved Specific Plan Amendment (SP-5) to amend the March Business Center Specific Plan by amending its name to the "Meridian Specific Plan Amendment" and implementing revisions to a 257.7 acre portion of the specific plan's North Campus area, including revisions to land use and development regulations, and land use designations; and

**WHEREAS**, Greens Hospitality, Incorporated ("Applicant") proposes the development of 14.41 acres within Planning Area 7 of the Meridian Specific Plan Amendment (SP-5), including the commercial development of 10 lots totaling approximately 219,695 square feet for hotel, retail, mixed use, and restaurant uses ("Project"); and

**WHEREAS**, on February 16, 2016, Applicant submitted certain land use applications (collectively the "Project Entitlements") requesting the following:

1. A Master Conditional Use Permit application (CUP 16-01) to allow hotel uses in the commercial zoning district. The Project includes two proposed hotels. Lot 1 includes a 161-room hotel with 86,568 square feet and Lot 7 includes a 90-room hotel with 47,760 square feet. Because the proposed hotel uses exceed 25,000 square feet each, approval of a Conditional Use Permit is required. The request also authorizes an automotive service station/convenience store and a reduction in site parking analyzed through a detailed parking analysis.

2. A Plot Plan application (PP 16-02) to depict the proposed site layout and authorize the phased development of 219,695 square feet on 14.41 acres (Unit 4, Lot 4) in a mix of commercial uses, including fast food restaurants, a gas station/convenience store with 16 gas

pumps, and a mixed-use building with fast food, restaurant, and retail uses in the southwestern corner of the project site during Phase 1. Phase 2 would include the development of both hotels, two retail buildings, and a restaurant in the northern and eastern portions of the Project site. A total of four driveways are planned, including three along Opportunity Way and one along Van Buren Boulevard. Building heights would range between 26.5 feet and 50 feet. Proposed buildings would be single-story, with the exception of the two hotels, which would be developed as three-story buildings. A total of 606 parking stalls are included for the Project. The final building site layout/design for the development of Phase 2 have not been confirmed. At the time of final building site layout/design is determined, the project Applicant will submit to the March JPA staff the required density calculations, identifying compliance with Meridian Specific Plan SP-5 A3 airport compatibility provisions and the Riverside County Airport Land Use Plan provisions, for each individual site/ building within Phase 2.; and

3. A Tentative Tract Map application (TM 37116) to subdivide the project site into ten legal lots ranging between 0.85 acre and 2.83 acres in size; and

4. A Variance application (V 16-01) to exceed the maximum height standard for a freeway sign as required by the Development Regulations set forth in the March Business Center Design Guidelines. The proposed signage would be 60 feet in height and 500 feet in total square footage area, which exceeds the currently adopted March Business Center Design Guidelines restrictions of 45 feet in height and 150 square feet in area; and

**WHEREAS**, in accordance with CEQA and the State CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 *et seq.*), March JPA staff prepared and the March Joint Powers Commission ("Commission") certified a Final Environmental Impact Report for the March Business Center Specific Plan (SP-1) (SCH #2002071089) ("FEIR"); and

**WHEREAS**, in accordance with CEQA and the State CEQA Guidelines, March JPA staff prepared and the Commission certified a Subsequent Environmental Impact Report for the Meridian Specific Plan Amendment (SP-5) (SCH #2009071069) ("SEIR"); and

**WHEREAS**, in accordance with CEQA and the State CEQA Guidelines, March JPA staff has prepared and the Commission has adopted an Addendum to the certified SEIR for the Meridian Specific Plan Amendment (SP-5) for the Project Entitlements; and

**WHEREAS**, the Addendum to the certified SEIR was prepared pursuant to CEQA, the State CEQA Guidelines, and the March JPA's Local CEQA Guidelines; and

**WHEREAS**, on April 12, 2017, the Commission conducted a duly-noticed public hearing pursuant to the March JPA Development Code on the Project Entitlements, at which time all persons wishing to testify in connection with the Project Entitlements were heard and the Project Entitlements were comprehensively reviewed; and

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

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

**SECTION 1.** Recitals. The above recitals are true and correct and incorporated herein as findings of fact.

**SECTION 2.** Compliance with the California Environmental Quality Act. The Commission has considered and adopted an Addendum to the 2010 SEIR for the Meridian Specific Plan Amendment (SP-5) (SCH #2009071069) for the Project, including CUP 16-01, PP 16-02, TM 16-01, and V 16-01, in accordance with the requirements of CEQA, the State CEQA Guidelines, and the March JPA Local CEQA Guidelines. As the decision-making body for the Project, the Commission of the March JPA has reviewed and considered the FEIR, the SEIR, the Addendum to the SEIR, the Initial Study, any oral or written comments received, and the administrative record prior to taking action on the Project, including action on CUP 16-01, PP 16-02, TM 16-01, and V 16-01.

**SECTION 3.** Findings on Environmental Impacts. Based on the Addendum, the Initial Study, the administrative record, and having considered the SEIR and the FEIR and all written and oral evidence presented to the Commission, the Commission finds that all environmental impacts of the Project have been addressed within the certified SEIR and the Initial Study. The Commission finds that no new or additional mitigation measures or alternatives are required. The Commission further finds that there is no substantial evidence in the administrative record supporting a fair argument that the Project, including CUP 16-01, PP 16-02, TM 16-01, and V 16-01, may result in any significant environmental impacts beyond those analyzed in the certified SEIR. The Commission finds that the Addendum contains a complete, objective, and accurate reporting of the environmental impacts associated with the Project, including CUP 16-01, PP 16-02, TM 16-01, and V 16-01, and reflects the independent judgment and analysis of the Commission

**SECTION 4.** Findings for Master Conditional Use Permit 16-01. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of Master Conditional Use Permit 16-01 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, A3); and

2. The proposed Project complies with all applicable zoning and other regulations because the Project complies with all the requirements of Section 9.02.060 and 9.11.070 of the March JPA Development Code and the requirements of the Meridian Specific Plan SP-5, A3; 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, A3. The Project will include a hotel or hotels and shall be limited with a maximum of 100 people per acre; maximum of 250 people per single acre; maximum of 3 above ground habitable floors; no conference facilities (however, small meeting room(s) for a total of up to 50 people is (are) acceptable), and sound attenuation as appropriate for the combined airport and freeway noise levels shall be provided. The proposed Project is also consistent with Section 9.11.070 of the March JPA Development Code because the provided traffic engineering report finds that the Project site uses and the reduction for Project site parking can serve multiple business and trip purposes; and

4. The location, design, and operation of the proposed Project will be compatible with existing and planned land uses in the vicinity because the Project is consistent with the requirements of the Meridian Specific Plan Amendment (SP-5), ensuring that the proposed development is compatible with existing and planned development in the vicinity

**SECTION 5.** Findings for Plot Plan 16-02. Based on the Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of Plot Plan 16-02, in accordance with Section 9.02.070 of the March JPA Development Code:

1. The proposed Project is consistent with the goals, objective, policies, and programs of the March JPA General Plan because the Project proposes the development of a neighborhood commercial center that is compatible with the "Commercial" classification for the project site as identified in the March JPA General Plan and Meridian Specific Plan Amendment SP-5. The Project would also implement the following General Plan Land Use goals:

a) Provide 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.

b) Manage growth and development to avoid adverse environmental and fiscal effects.

c) Develop an identity and foster quality development within the Planning Area.

d) Maximize and enhance the tax base and generation of jobs through new, reuse and joint use opportunities; and

2. The proposed Project complies with all applicable zoning and other regulations because the Project site is located within the boundaries of the Meridian Specific Plan Amendment (SP-5) and is consistent with development regulations and standards outlined in Section G., Development Regulations of the Meridian Specific Plan Amendment (SP-5); and

3. The proposed Project will not be detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity because it is compatible with Safety Risk Management Element of the March JPA General Plan in that Project is designed and oriented in such a way to protect Meridian Specific Plan Area and

adjacent community from unreasonable risks associated with seismic, geologic, fire and flood hazards; and

4. The location, design, and operation of the proposed Project will be compatible with existing and planned land uses in the vicinity because the Project is consistent with the land use and development requirements of the Meridian Specific Plan Amendment (SP-5), which ensures compatibility with existing planned land uses and development within the Specific Plan Area.

**SECTION 6**. Findings for Tentative Tract Map 37116. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of Tentative Tract Map 16-01, in accordance with Government Code section 66410 *et seq*. and Sections 9.14.050 and 9.14.070 of the March JPA Development Code:

1. The Tentative Tract Map is consistent with applicable March JPA General Plan and Meridian Specific Plan Amendment (SP-5) because the Project site is designed to minimize land use conflicts and achieve maximum land use compatibility while improving or maintaining the desired integrity of the Planning Area and subregion; and

2. The design or improvement of the Tentative Tract Map is consistent with applicable March JPA General Plan and Meridian Specific Plan Amendment (SP-5) because the Project site is designed in accordance with Section G. Development Regulations, which each lot meets or exceeds the minimum lot area and width; and

3. The site of the Tentative Tract Map is physically suitable for the type of development because the Project site proposes the development of ten buildings for commercial purposes within a commercial zoning designation; and

4. The design of the Tentative Tract Map or proposed improvements are not likely to cause substantial environmental damage or substantially unavoidably injure fish or wildlife or their habitat because after CEQA compliance the environmental impacts to any significant habitat of a rare or endangered species of plant, animal, insect or any fragile or unique biotic community are at a level of insignificance; and

5. The design of the Tentative Tract Map or the type of improvements are not likely to cause serious public health problems because all development and public improvements will be performed per the requirements of all applicable standards and codes, including zoning and building codes and conditions of approval; and

6. The design of the Tentative Tract Map or the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision because easements have been preserved through subdivision design or easement relocation; and

7. Land is not subject to a contract entered pursuant to the California Land Conservation Act of 1965; and

8. The Tentative Tract Map and the associated design and improvements are consistent with Section 2 of JPA Ordinance #03-01; and

9. The design of the Tentative Tract Map provides, to the extent feasible, for future passive or natural heating and cooling opportunities of the subdivision because the Project proposes the construction of ten commercial buildings 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 current building code requirements; and

10. The discharge of waste into an existing sewer system from development proposed in the Tentative Tract Map will not cause a violation of existing requirements prescribed by the local water quality control board because the addition of ten lots for commercial uses would have minor contributions to the demand for wastewater treatment services identified for the Meridian SP-5 and impacts would be no greater than what was previously analyzed in the Meridian SEIR; and

11. The effect of the Tentative Tract Map on the housing needs of the region were considered. The Project proposes the construction of ten buildings for commercial purposes within a commercial zoning designation. The Project site is a vacant lot that has been previously graded and cleared and as such, does not contain housing that would need to be replaced elsewhere. The Project would not remove or otherwise displace housing or people. No replacement housing is required as part of the Project.

**SECTION 7.** Findings for Variance 16-01. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of Variance 16-01, in accordance with Section 9.02.100 of the March JPA Development Code:

1. The strict or literal interpretation and enforcement of the specified regulation would result in practical difficulty or unnecessary hardship not otherwise shared by others within the surrounding area or vicinity because given the location of the proposed development with respect to the Van Buren interchange, the current sign guideline of a maximum 45 foot tall freeway sign with maximum sign area of 150 square feet for three tenants, as outlined in the March JPA Development Code and March Business Center Design Guidelines, would not be sufficient to display businesses and associated services to the community. The request for a Variance to the permitted sign requirements includes a freeway sign, 60 feet in height and maximum of 500 square feet in sign area. The proposed Project includes a commercial development, consistent with the land use and zoning designations analyzed in the Meridian SEIR and as a result, the proposed height and size of the proposed freeway sign would not substantially degrade the existing visual character of quality of the project site and surrounding community; and

2. There are exceptional or extraordinary circumstances or conditions applicable to the property involved or to the intended use of the property which do not apply generally to other

properties in the vicinity and under the same zoning classification because the Project site is separated by physical features including the I-215 Freeway, adjacent railroad tracks and a detention basin. These features diminishes freeway sign visibility from southbound I-215 drivers and freeway signage visibility is severely blocked by the Van Buren Interchange to northbound I-215 drivers. As explained in Findings #1, the request for a Variance to the permitted sign requirements includes a freeway sign, 60 feet in height and maximum of 500 square feet in sign area. Due to the separation by physical features, the proposed freeway sign would be designed for maximum visibility for north and southbound I-215 Freeway drivers; and

3. The strict or literal interpretation and enforcement of the specified regulation would deprive the applicant of privileges enjoyed by the owners or other properties in the vicinity and under the same zoning classification because freeway signage in adjacent communities and March JPA member jurisdictions have allotted for large freeway signs along SR-60 and I-215. Specifically, the cities of Moreno Valley, Perris, Riverside, and the County of Riverside all have permitted similar sized freeway signs for commercial centers, consistent with that of the proposed freeway sign maximum height and signage area. Those signs are generally for larger commercial power centers, however those signs do not have the visual barriers created by the overcrossing of Van Buren Boulevard and the BNSF/RCTC rail line; and

4. The granting of the Variance will not constitute a grant of special privilege inconsistent with the limitations on other properties in the vicinity and under the same zoning classification as discussed in Finding #3; and

5. The granting of the Variance for a 60' height and 500 square feet of sign space is not detrimental to public health, safety or welfare, or materially injurious to properties or improvements. The granting of the Variance for a 60' height and 500 square feet of sign space is not detrimental to public health, safety or welfare, or materially injurious to properties or improvements. The site is located in proximity to, but not within the Accident Potential Zones identified within the 2005 March Installation Compatibility Use Zone Study (AICUZ). The proposed sign is 30' below the MARB Part 77 surface, which has been verified through the FAA 7460-1 review process. The increased height and square footage of the sign will assist southbound I-215 traffic to recognize and make informed decisions when deciding to visit the site prior to the Van Buren Boulevard off-ramp. The improved sign visibility will assist in avoiding last second decisions to exit. The sign location is devoid of any public facilities and improvements and it will have no impact to adjacent properties or to the general public; and

6. The granting of a Variance is consistent with the objectives and policies of the March JPA General Plan and the intent of the March JPA Development Code. The requested Variance is compatible with existing and anticipated future development in the vicinity of the Project site, within the Meridian Specific Plan Amendment (SP-5) area and the community. Furthermore, the requested Variance is intended to improve, not only freeway driver safety considerations, but will aid the overall economic sustainability of the Project, by enhancing employment opportunities, servicing the community and improving the local tax base.

**SECTION 8.** Approval of Project Entitlements. Based on the entire record before the Commission, all written and oral evidence presented to the Commission, and the findings made in this Resolution, the Commission hereby approves the Project Entitlements, including CUP 16-

01, PP 16-02, TM 16-01, and V 16-01, as shown on Exhibit "A", attached hereto and incorporated herein by this reference, subject to the Conditions of Approval, as shown on the attached Exhibit "B", attached hereto and incorporated herein by this reference.

**SECTION 9.** Notice of Determination. The Commission directs March JPA staff to prepare, execute, and file a Notice of Determination with the Riverside County Clerk within five (5) working days of the passage and adoption of this Resolution.

**SECTION 10.** Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings are based are located at the Office of the Planning Director, March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518.

**SECTION 11.** Execution of Resolution. The Chair of the Commission of March JPA shall sign this Resolution and the Clerk of March JPA shall attest and certify to the passage and adoption thereof.

**SECTION 12.** Effective Date. This Resolution shall be effective upon its adoption.

**PASSED, APPROVED, AND ADOPTED** this 12th day of April, 2017.

Mike Gardner, Chairman
March Joint Powers Authority Commission

ATTEST:

I, Cindy Camargo, Acting Clerk of the March Joint Powers Commission, do hereby certify that the foregoing Resolution #JPA 17-03 was adopted by the March Joint Powers Commission of the March Joint Powers Authority at a regular meeting thereof held on the 12th day of April, 2017, by the following vote of the Commission:

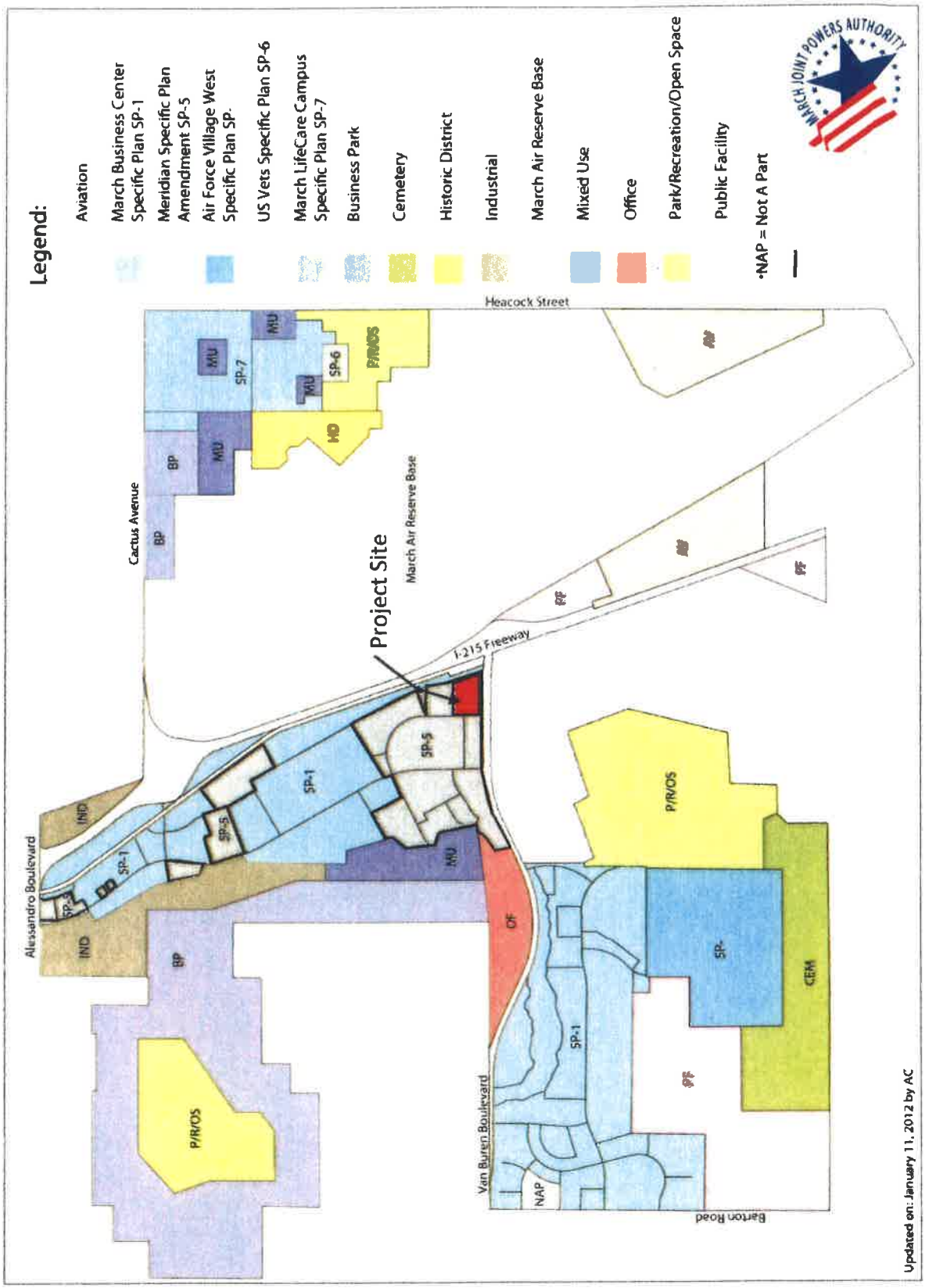
Ayes: Rogers, Jeffries, Vargas, Baca, Melendrez, Gutierrez, Ashley, Gardner
Noes: None
Abstain: None
Absent: None

Dated: April 12, 2017

Cindy Camargo, Acting Clerk
March Joint Powers Authority Commission

**EXHIBIT A**
Project Entitlements

# EXHIBIT A 1
## General Plan Land Use Map




**General Plan Land Use Map**
March Joint Powers Authority

# EXHIBIT A 2
## Meridian Specific Plan Amendment SP-5 Zoning Map

*Meridian - Specific Plan Amendment*




*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 |

*Figure II-5*

*Project Zoning: North Campus*

# EXHIBIT A 3

Greens Hospitality Incorporated – Applicant's Project Narrative
Veterans Plaza (Unit 4 Lot 4)

**Conditional Use Permit/Plot Plan**

The Unit 4 Lot 4 Project "Veterans Plaza" (Proposed Project) is a phased development located within the southeastern portion of the North Campus of the Meridian Specific Plan Area, on the northeast corner of Van Buren Boulevard and Opportunity Way. The Proposed Project site is bounded by JM Realty Business Park (Meridian Unit 4 Lot 3) to the North, the MJPA controlled south detention basin to the East, Van Buren Boulevard to the South, and Opportunity Way to the West. The Proposed Project consists of 10 buildings on a14.1acre parcel, zoned Commercial. In total, the 10 buildings, combined, will equal 219,695 sq. ft. These buildings, as planned, will be used for a mix of permitted commercial uses, including two Hotels, a Convenience Store/Gas Station, Fast Food Restaurants, Dining and Retail uses. The combine square footage will yield a floor area ratio (FAR) of 35%, consistent with the allowed Meridian Specific Plan commercial land use FAR of 35%.

The Proposed Project was included in the *SP-5, An Amendment to the North Campus of the Meridian Specific Plan*, approved in July 2010, referred to hereinafter as the "Meridian SPA." The *Subsequent Environmental Impact Report for the Meridian Specific Plan (SP-5)*, (State Clearinghouse #2009071069), "Meridian SPA SEIR" evaluated the environmental impacts associated with Unit 4 of Meridian (which includes this project) was certified in July 2010.

The following table is a summary of proposed uses associated with the attached site plan:

| Building | Size | Unit | Use | Notes |
|---|---|---|---|---|
| A | 86,568 | SF | Hotel | 161 Rooms |
| B | 47,760 | SF | Hotel | 90 Rooms |
| C | 50,097 | SF | Retail | |
| D | 6,000 | SF | Mixed Use | 25% FF, 33% Restaurant, 42% Retail |
| E | 3,800 | SF | C – Store | |
| F | 2,420 | SF | Fast Food | |
| G | 3,432 | SF | Fast Food | |
| H | - | - | - | Not Used |
| I | - | - | - | Not Used |
| J | 7,500 | SF | Retail | |
| K | 6,000 | SF | Restaurant | |
| L | 6,000 | SF | Restaurant | |

The Proposed Project has previously been mass graded and all major utilities and infrastructure, Streets, Water, Sewer, Storm Drain, etc. have been installed/stubbed to the site as part of the

"Meridian Unit 4 Phase 1 Plans". The Proposed Project will take access off Opportunity Way via 3 driveways and one 'right in/right out driveway on Van Buren Boulevard. The proposed 'right in/right out' driveway on Van Buren is expected to serve as a major entrance for vehicular access onto the site. Of the proposed driveways on Opportunity way, a proposed driveway is a shared driveway at the Unit 4 Lot 3 boundary, a full access driveway at the intersection of Sysco Way, the southernmost driveway is to be a right in/right out which may be evaluated to determine if a full access driveway is feasible. Opportunity Way is an 'Industrial Collector Roadway' and would adhere to the County of Riverside Standard of 200' driveway spacing requirements.

Landscaping coverage for the site is anticipated to meet or exceed coverage requirements as defined in the MJPA Specific Plan, which is twenty percent (20%) for commercial uses.

Project related improvements and features include a dedicated deceleration lane on Van Buren Boulevard to help ensure traffic can safely access the site to minimize any impacts to the westbound Van Buren Blvd. through movements. Additionally, a signal warrants analysis has been prepared, as a part of this Plot Plan, to determine if a signal would be required at the intersection of the Sysco Way and the Opportunity Way Driveway intersection.

The Project is planned to be a phased development whereas construction activity will be dependent upon market conditions. Currently it is anticipated the project will take several years to be built out starting in the 2nd quarter of 2017. The Project would be developed over two phases, beginning with the development of fast food restaurants, a gas station/convenience store with 16 gas pumps, and a mixed-use building with fast food, restaurant, and retail uses in the southwestern corner of the site during Phase 1. Phase 2 would include the development of two hotels, two retail buildings, and a restaurant in the northern and eastern portions of the Project site. As proposed, Buildings A-L are speculative. The buildings would be single-story, with the exception of the two hotels, which would be developed as three-story buildings. A total of 606 parking stalls are included for the Project.

As submitted, the final building site layout/design for the development of Phase 2 have not been confirmed. At the time of final building site layout/design is determined, the project Applicant will submit to the March JPA staff the required density calculations, identifying compliance with Meridian Specific Plan SP-5 airport compatibility provisions and the Riverside County Airport Land Use Plan provisions, for each individual site/ building within Phase 2.

**Tentative Map**
As part of this application, the Applicant also wishes to pursue the subdivision of the property pursuant to the Map Act by filing a Tentative Map associated with the development of the project. Currently it is assumed the Parcel will be subdivided into 10 lots.

**Specific Plan Amendment**
As noted by the March JPA, even though the Riverside County Airport Land Use Commission 2014 Compatibility Plan allows the Hotel use on the Meridian Unit 4 Lot 4 site per Policy 2.7.a.4, The Meridian 2010 Specific Plan Amendment references, as an exhibit, a notation that specifically prohibited hotel use within the "B2 compatibility zone". The proposed Specific Plan Amendment,

will modify this language to be consistent with the current (2014) Airport Land Use Compatibility Plan.

**Request for Variance**

The Proposed Project is requesting a variance to modify the allowance of the Freeway Frontage signage as currently specified in the Design Guidelines. Please see the specific variance request provided with the submittal package.

**Submittal Items**

In order to processes the application of the Proposed Project the following submittal items are required by the MJPA or has been submitted as a part of the project or submitted to demonstrate consistency with the underlying entitlement documents: Site Plan, Landscaping Plan, Tentative Map, Preliminary Grading Plan, Preliminary Drainage Plan, Preliminary Water Quality Management Plan, Traffic Consistency Memorandum, Air Quality Memorandum, Green House Gas Memorandum, Signal Warrants Analysis, and a Sign Variance Request

# EXHIBIT A 4
## Veterans Plaza
## Reduced Site Plan, Building Elevations, Landscape Plan
## Tentative Tract Map, Preliminary Grading and Drainage Plan




## VICINITY MAP




## SHEET INDEX


| | |
|---|---|
| CUP-1 | SITE PLAN |
| CUP-2 | FLOOR PLAN - BUILDING A |
| CUP-3 | FLOOR PLAN - BUILDING B |
| CUP-4 | FLOOR PLAN - BUILDING C |
| CUP-5 | FLOOR PLAN - BUILDING D & E |
| CUP-6 | FLOOR PLAN - BUILDING F, G & I |
| CUP-7 | FLOOR PLAN - BUILDING H & J |
| CUP-8 | ELEVATIONS - BUILDINGS A & F |
| CUP-9 | ELEVATIONS - BUILDING C |
| CUP-10 | ELEVATIONS - BUILDINGS D, E, G, & H |
| CUP-11 | ELEVATIONS - BUILDINGS B, F, & I |
| CUP-12 | PERSPECTIVE VIEWS |
| L1 | ON-SITE LANDSCAPE PLAN |
| L2 | OFF-SITE LANDSCAPE PLAN |


## PROJECT DATA

**PROJECT DESCRIPTION**

**PROJECT ADDRESS**

**PARCEL AREA:** 14.41 AC

**OWNER:**

**APPLICANT:**

**APPLICANT'S REPRESENTATIVE:**

**APN:**

**LEGAL DESCRIPTION:**

**ZONING:**

**OCCUPANCY:**

**CONSTRUCTION TYPE:**

**TOTAL GROSS AREA:**

**TOTAL BLDG. AREA:**

**LOT COVERAGE:**

| | | |
|---|---|---|
| LOT COVERAGE | | |
| LANDSCAPE | | |
| HARDSCAPE | | |
| TOTAL | | |

**AREA & PARKING SUMMARY:**

### UTILITY PURVEYORS

| | |
|---|---|
| **WATER:** | WESTERN MUNICIPAL WATER DISTRICT |
| **SEWER:** | WESTERN MUNICIPAL WATER DISTRICT |
| **GAS:** | SOUTHERN CALIFORNIA GAS COMPANY |
| **ELECTRIC:** | SOUTHERN CALIFORNIA EDISON |
| **TELEPHONE:** | FRONTIER COMMUNICATIONS |

NOTE:

### LANDSCAPE SETBACKS

| | |
|---|---|
| FRONT YARD (VAN BUREN) | |
| SIDE YARD STREET | |
| SIDE YARD | |
| REAR YARD | |

### BUILDING SETBACKS

| | |
|---|---|
| FRONT YARD (VAN BUREN) | |
| SIDE YARD STREET | |
| INTERIOR SIDE YARD | |
| REAR YARD | |

### PROJECT PHASING

PHASE 1

PHASE 2

### SITE PLAN KEYNOTES

1. PROVIDE CONCRETE PAVING IN TRUCK COURTS
2. PROVIDE BICYCLE PARKING SPACES PER PLANNING DIVISION
3. PREFERENTIAL PARKING SPACES FOR CAR POOLS AND VAN POOLS. IF NO PREFERENTIAL PARKING SPACES ARE PROVIDED TO
4. PRIOR TO OCCUPANCY, TENANT(S) ARE REQUIRED TO SUBMIT A TDM FOR REVIEW AS IDENTIFIED IN MITIGATION MEASURE XX.XX
5. MINIMUM 24"X36" SIGN IDENTIFYING USE AVAILABLE FREE OF HOURLY PLAN
6. 12 INCH CONCRETE STEP OUT AT PARKING AISLE NEXT TO LANDSCAPE PLANTER TYPICAL
7. STOP SIGN AT POINT OF EGRESS TO PUBLIC STREETS
8. ELECTRIC VEHICLE PARKING SPACE WITH PROVIDED CHARGING STATION

### SITE PLAN NOTES:

1. SITE LIGHTING SHALL BE PER WESTERN MEASURE XX.XX CIVIL PLANS
2. [illegible] PER CIVIL PLANS

NORTH

SCALE: 1" = 60'-0"

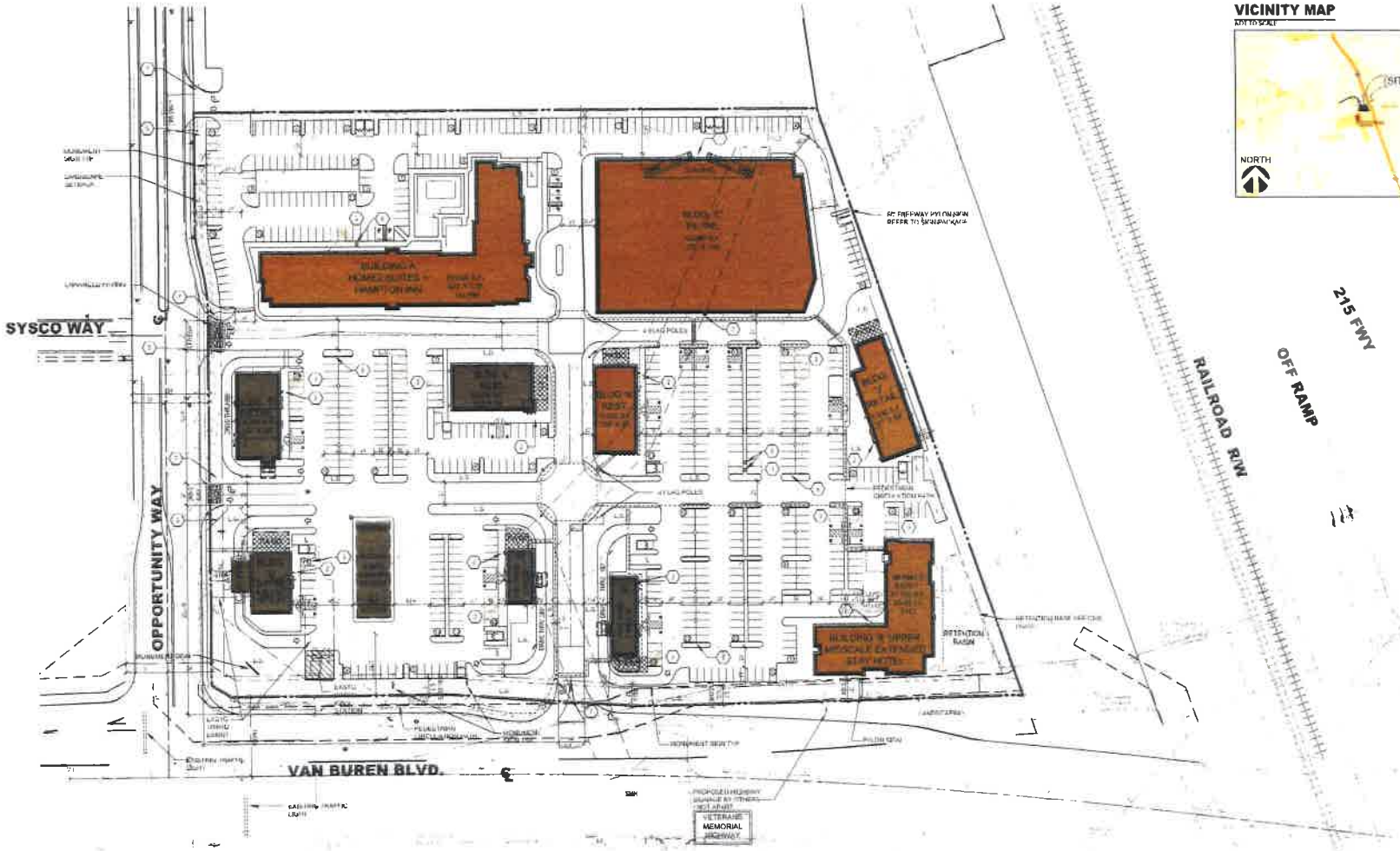
DATE: 2/2017

**CUP-1**

GREENS GROUP

# Site Plan

VETERAN'S PLAZA
VAN BUREN BLVD. & 215 FREEWAY




## VICINITY MAP




## SHEET INDEX


CUP-1 SITE PLAN
CUP-2 FLOOR PLAN - BUILDING A
CUP-3 FLOOR PLAN - BUILDING B
CUP-4 FLOOR PLAN - BUILDING C
CUP-5 FLOOR PLAN - BUILDING D & E
CUP-6 FLOOR PLAN - BUILDING F, G & L
CUP-7 FLOOR PLAN - BUILDING K & J
CUP-8 ELEVATIONS - BUILDINGS A & B
CUP-9 ELEVATIONS - BUILDING C
CUP-10 ELEVATIONS - BUILDINGS D, E, F, & G
CUP-11 ELEVATIONS - BUILDINGS H, J, K & L
CUP-12 PERSPECTIVE VIEWS
L1 ON-SITE LANDSCAPE PLAN
L2 OFF-SITE LANDSCAPE PLAN


## PROJECT DATA

### PROJECT DESCRIPTION

CUP FOR A PROPOSE RETAIL CENTER WITH TWO RESTAURANTS WITH DRIVE-THRU, THREE RETAIL BUILDINGS, TWO RESTAURANTS, SMALL FAST FOOD WITH DRIVE-THRU AND A GAS STATION / C-STORE WITH CAR WASH. THE PROJECT WILL BE BUILT IN PHASES AS SHOWN ON THE SITE PLAN.

### PROJECT ADDRESS

VACANT LAND RIVERSIDE COUNTY, LOCATED AT THE NORTH SIDE OF VAN BUREN BLVD. AND OPPORTUNITY WAY

**PARCEL AREA:** 14.41 AC

**OWNER:**

**APPLICANT:**

**APPLICANT'S REPRESENTATIVE:**

**APN:**

**LEGAL DESCRIPTION:**

**ZONING:**

**OCCUPANCY:**

**CONSTRUCTION TYPE:**

**TOTAL GROSS AREA:**

**TOTAL BLDG. AREA:**

**LOT COVERAGE:**

| LOT COVERAGE | | |
|---|---|---|
| LANDSCAPE | | |
| HARDSCAPE | | |
| TOTAL | | |

### AREA & PARKING SUMMARY:

### UTILITY PURVEYORS

| | | |
|---|---|---|
| **WATER:** | WESTERN MUNICIPAL WATER DISTRICT | (951) 789-5000 |
| **SEWER:** | WESTERN MUNICIPAL WATER DISTRICT | (951) 789-5000 |
| **GAS:** | SOUTHERN CALIFORNIA GAS COMPANY | (800) 427-2200 |
| **ELECTRIC:** | SOUTHERN CALIFORNIA EDISON | (800) 655-4555 |
| **TELEPHONE:** | FRONTIER COMMUNICATIONS | (800) 921-8101 |

NOTE:

### LANDSCAPE SETBACKS

| | |
|---|---|
| FRONT YARD (VAN BUREN) | 40 FT. |
| SIDE YARD STREET: | 15 FT. |
| BUILDING SIDE YARD | 5 FT. |
| REAR YARD | 10 FT. |

### BUILDING SETBACKS

| | |
|---|---|
| FRONT YARD (VAN BUREN) | 40 FT. |
| SIDE YARD STREET | 15 FT. |
| BUILDING SIDE YARD | 0 FT. |
| REAR YARD | 10 FT. |

### PROJECT PHASING

PHASE 1

PHASE 2

### SITE PLAN KEYNOTES

1. PROVIDE CONCRETE PAVING IN TRUCK COURTS
2. PROVIDE BICYCLE PARKING SPACES PER PLANNING DEPARTMENT
3. PREFERENTIAL PARKING SPACES FOR CARPOOLS AND VAN POOLS WHERE INDIVIDUAL PARKING SPACES ARE PROVIDED
4. PRIOR TO OCCUPANCY, TENANT(S) ARE REQUIRED TO SUBMIT A TDM FOR REVIEW AS IDENTIFIED IN MITIGATION MEASURE XX.X.X
5. HEADER HEIGHT SIGN BENEATH ONE 8 APPROVED TRUCK ACCESS PLAN
6. 12 INCH CONCRETE SLOPE OUTS AT PARKING ADJACENT TO LANDSCAPE ISLANDS TYPICAL
7. STOP SIGN AT POINT OF EGRESS TO PUBLIC STREET
8. ELECTRIC VEHICLE PARKING SPACE WITH PROVIDED CHARGING STATION

### SITE PLAN NOTES:

1. ENFORCEMENT OF THE MITIGATION MEASURES SPECIFIC TO THIS PROJECT

NORTH

SCALE: 1" = 60'-0"

DATE: 2/27/17

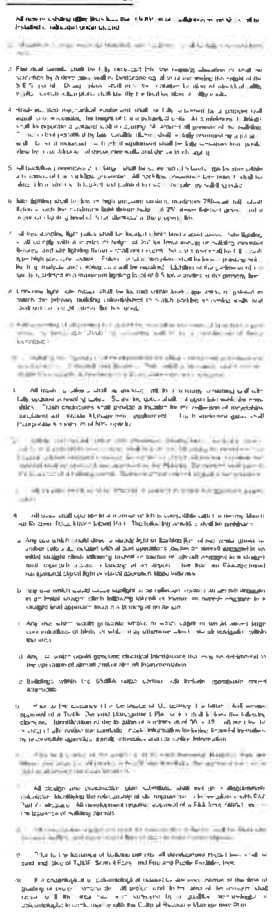
**CUP-1**

GREENS GROUP

# Site Plan

VETERAN'S PLAZA
VAN BUREN BLVD. & 215 FREEWAY

## SITE PLAN NOTES:



DATE: 3/2/17

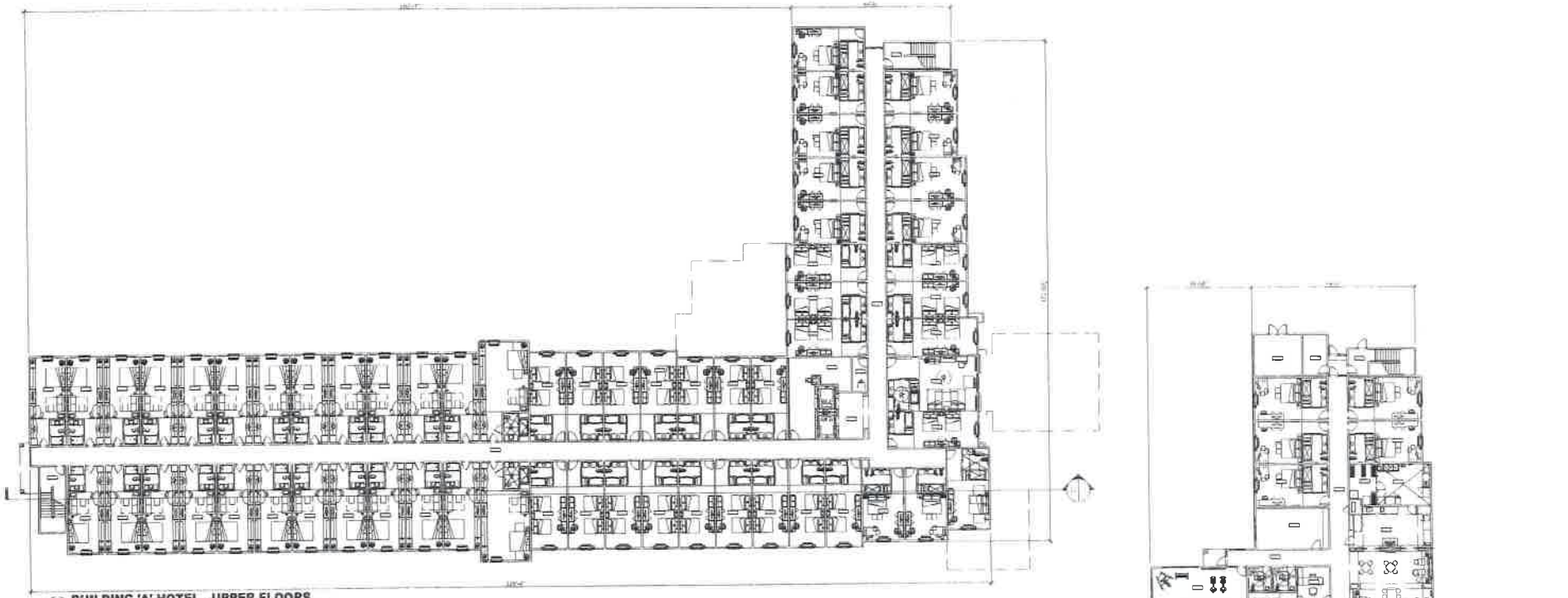
**CUP-1A**

SCALE:

GREENS GROUP

# Site Plan General Notes

VETERAN'S PLAZA
VAN BUREN BLVD. & 215 FREEWAY



2 BUILDING 'A' HOTEL - UPPER FLOORS

1 BUILDING 'A' HOTEL - FIRST FLOOR

NORTH

SCALE: 3/32" = 1'-0"

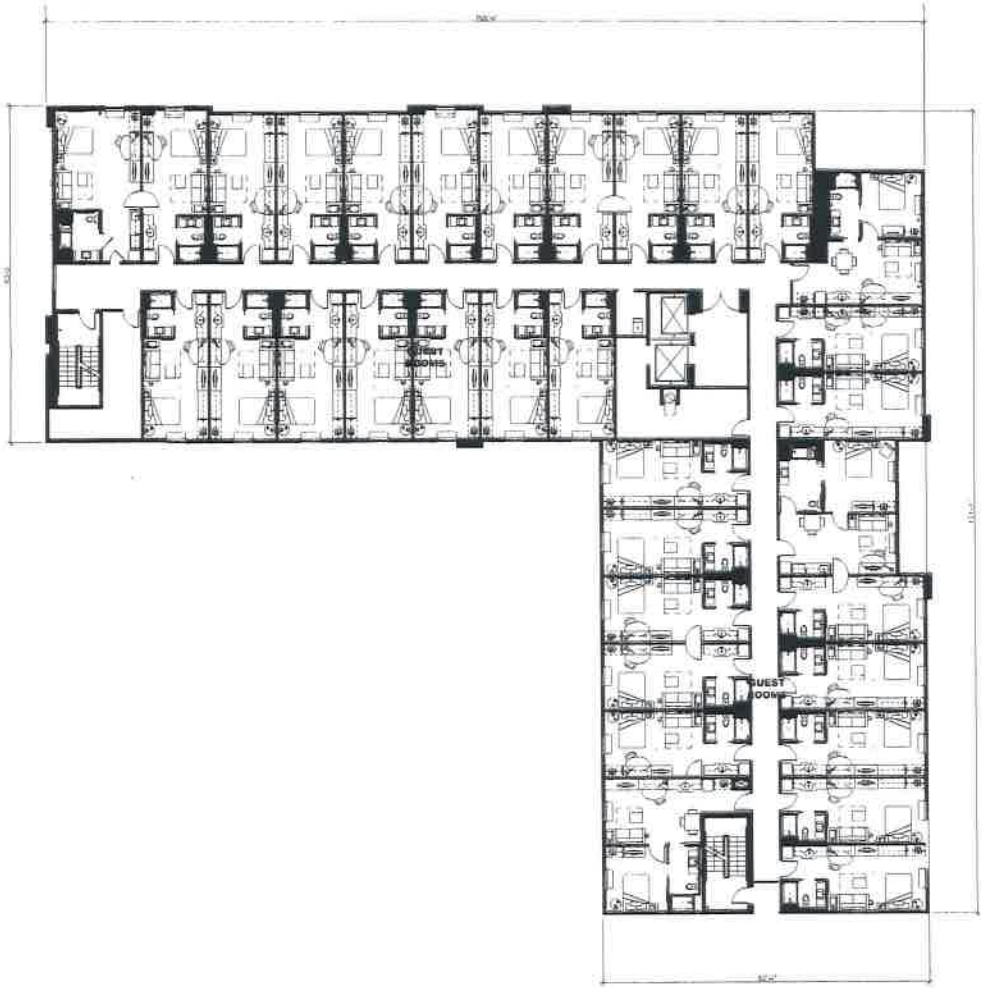
DATE: 2/07/17

CUP-2

GREENS GROUP

# Building Floor Plans

VETERAN'S PLAZA
VAN BUREN BLVD. & 215 FREEWAY




1 BUILDING 'B' HOTEL - UPPER FLOORS




1 BUILDING 'B' HOTEL - FIRST FLOOR

**BUILDING AREA:**

| FLOOR | GUEST ROOMS | AREA |
|---|---|---|
| FIRST FLOOR | 48 | 15,395 S.F. |
| 2ND FLOOR | 53 | 15,536 S.F. |
| 3RD FLOOR | 53 | 15,536 S.F. |
| TOTAL | 154 | 46,467 S.F. |

NORTH

SCALE: 3/32" = 1'-0"

DATE 8/30/16 **CUP-3**

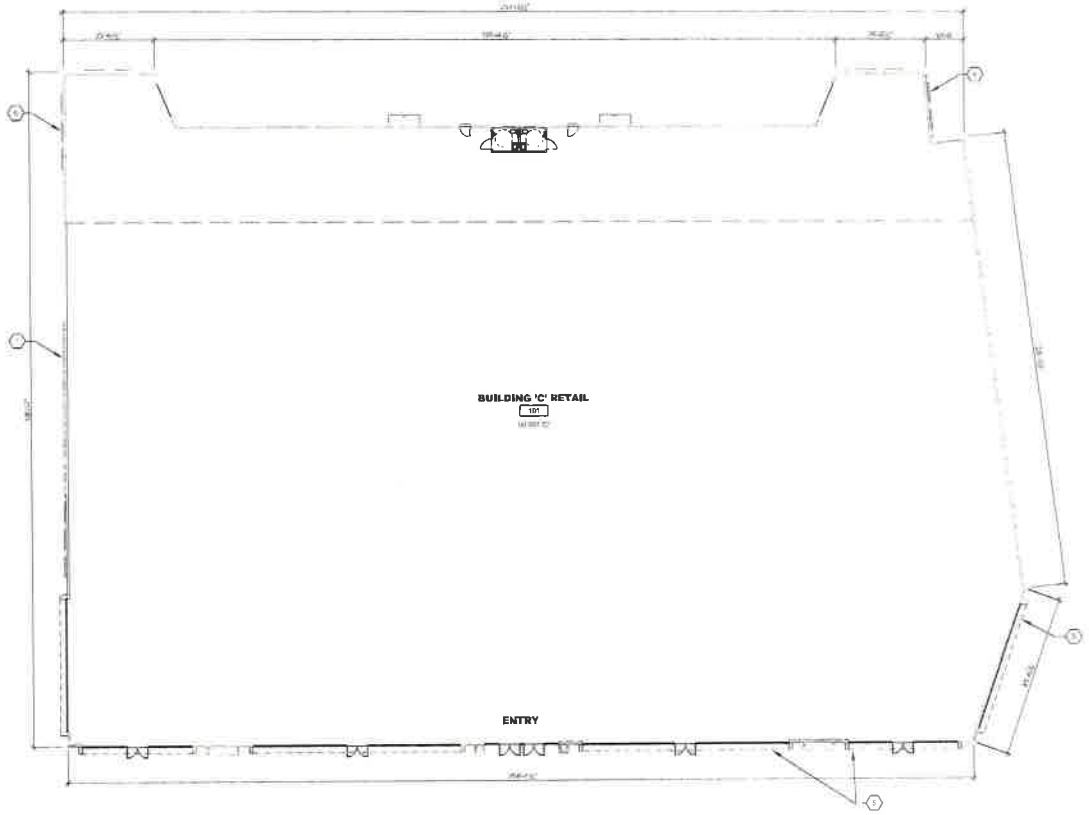
GREENS GROUP

# Building Floor Plans

VETERAN'S PLAZA
VAN BUREN BLVD. & 215 FREEWAY

## FLOOR PLAN KEYNOTES

1. POP OUT WITH WOOD SIDING
2. STONE VENEER
3. POP OUT EXTERIOR WALL
4. PATIO OVERHANG
5. WINDOW AWNING ELEMENT
6. GREEN SCREENS
7. DRIVE-THRU OVERHANG




NORTH

SCALE: 1/8" = 1'-0"

DATE:

CUP-4

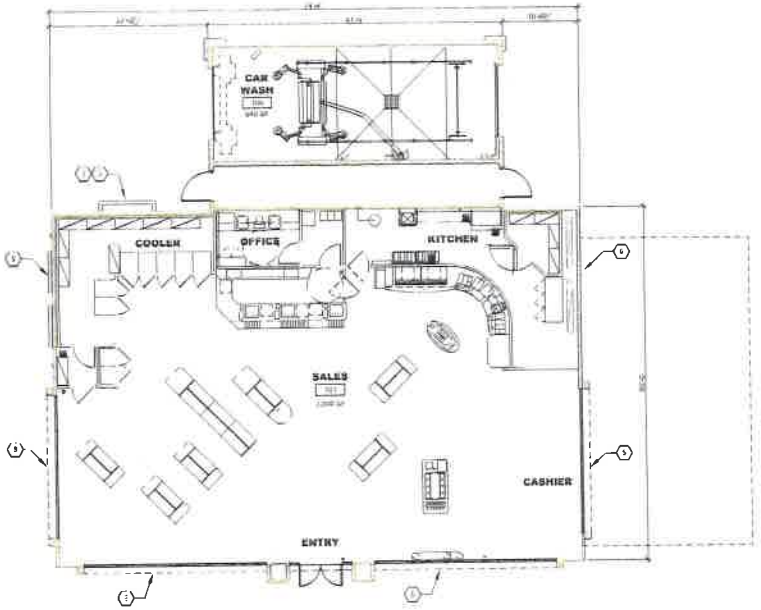
GREENS GROUP

# Building Floor Plans

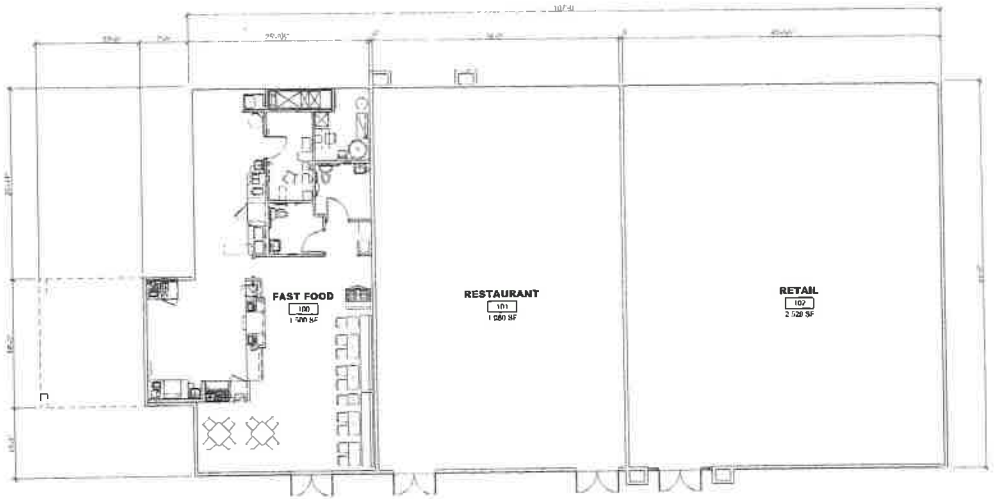
VETERAN'S PLAZA
VAN BUREN BLVD. & 215 FREEWAY

## FLOOR PLAN KEYNOTES

1. PUP OUT WITH HOOD (BOW)
2. STONE VENEER
3. PUP OUT W/ PERFORATED WALL
4. PATIO OVERHANG
5. DECORATIVE CANOPY ELEMENT
6. CANOPY SCREENING
7. METAL CANOPY OVERHANG




2 **BUILDING 'E' CONVENIENCE STORE** AND CAR WASH — NORTH




1 **BUILDING 'D' RESTAURANT** BUILDING 'K' SIMILAR — NORTH

SCALE: 1/8" = 1'-0"

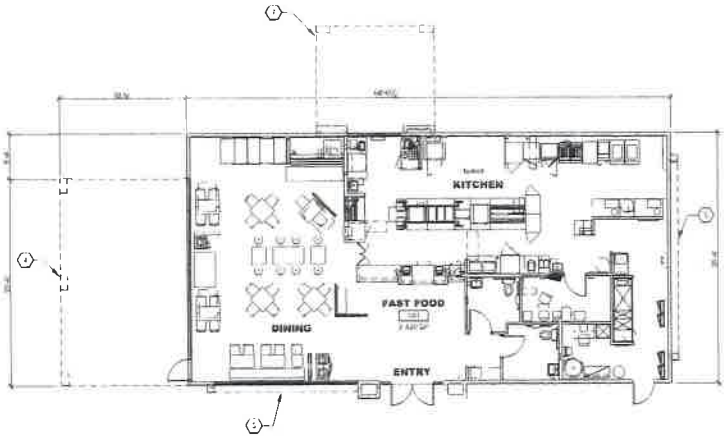
DATE:

**CUP-5**

GREENS GROUP

# Building Floor Plans

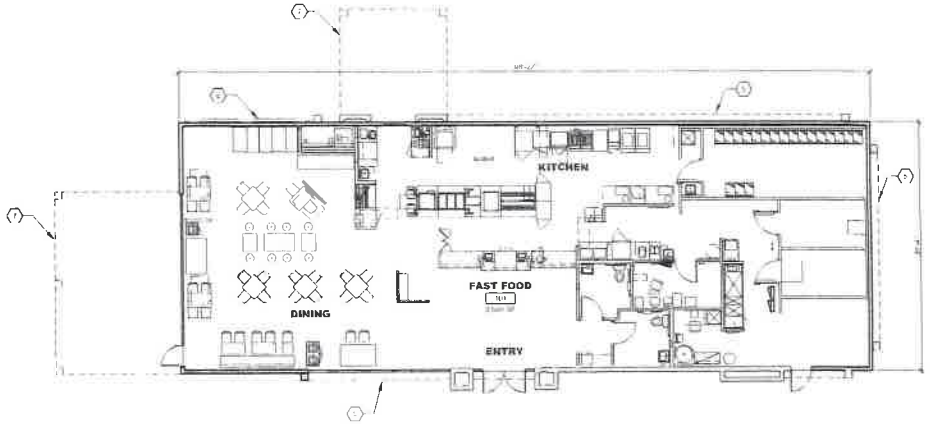
VETERAN'S PLAZA
VAN BUREN BLVD. & 215 FREEWAY




3 BUILDING 'F' FAST FOOD RESTAURANT

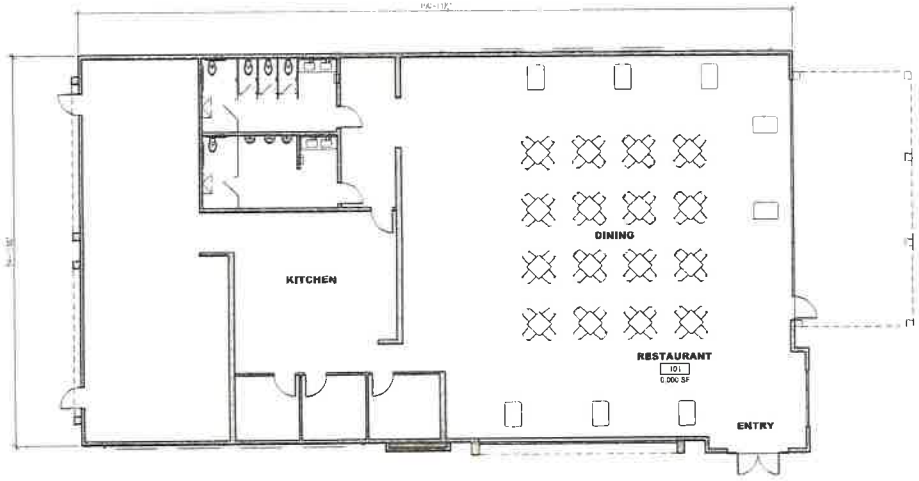
NORTH

## FLOOR PLAN KEYNOTES




3 BUILDING 'G' FAST FOOD RESTAURANT

NORTH




1 BUILDING 'L' RESTAURANT

NORTH

SCALE: 1/8" = 1'-0"

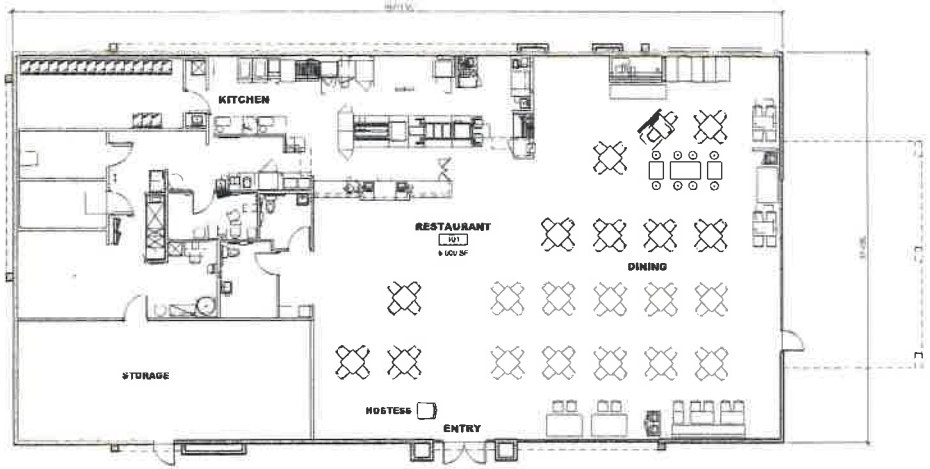
DATE

CUP-6.0

GREENS GROUP

# Building Floor Plans

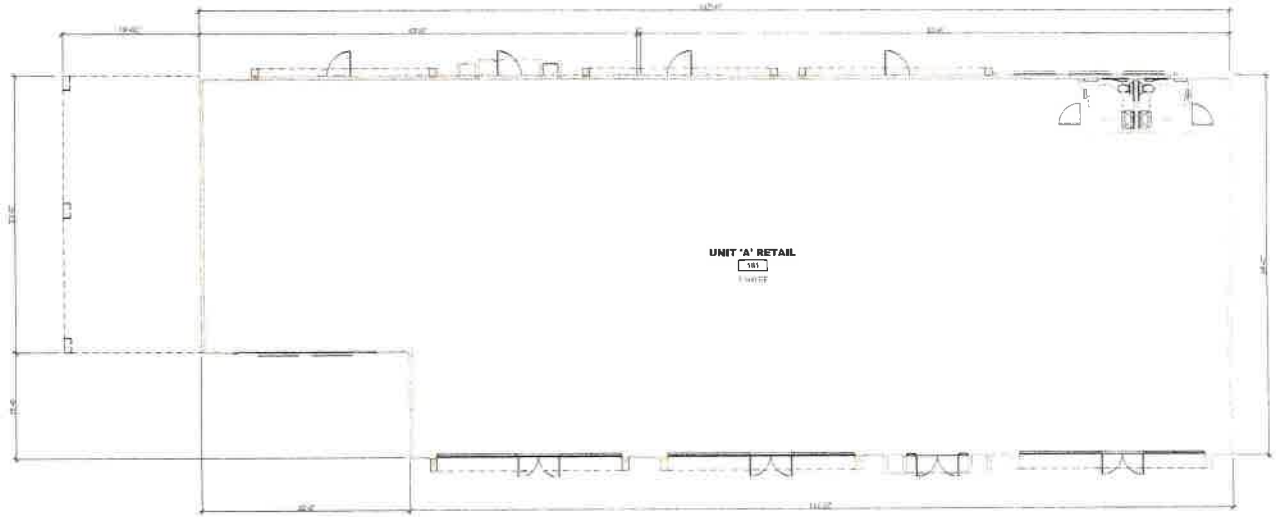
VETERAN'S PLAZA
VAN BUREN BLVD. & 215 FREEWAY




2 BUILDING 'K' RESTAURANT

NORTH

## FLOOR PLAN KEYNOTES




1 BUILDING 'J' RETAIL

NORTH

SCALE: 1/8" = 1'-0"

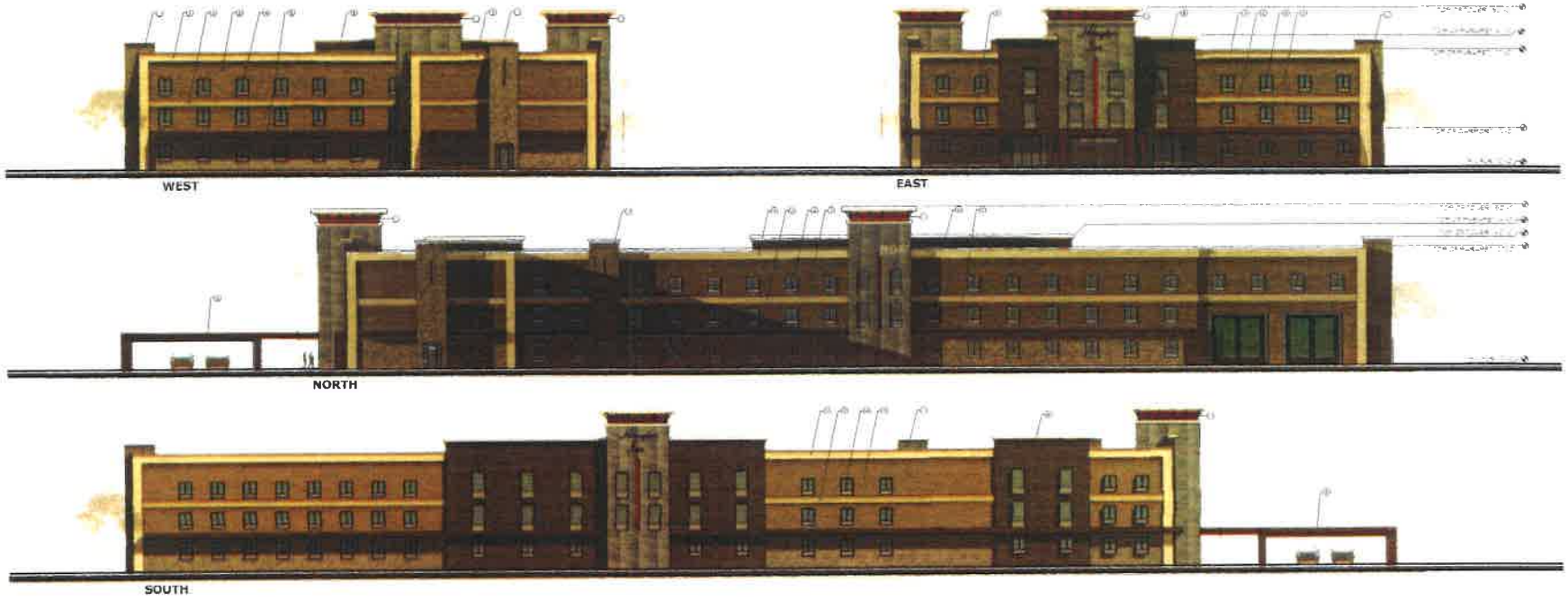
DATE:

CUP-7

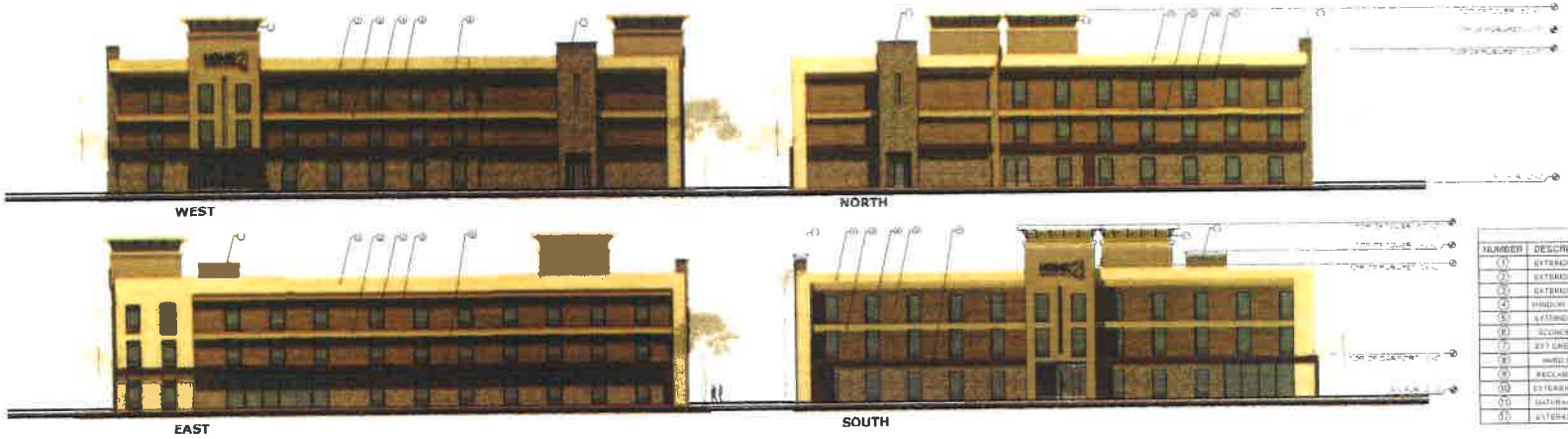
GREENS GROUP

# Building Floor Plans

VETERAN'S PLAZA
VAN BUREN BLVD. & 215 FREEWAY




Building 'A'




Building 'B'

COLOR & MATERIALS LEGEND

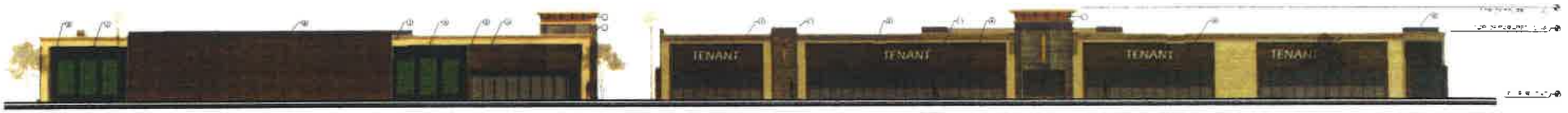
| NUMBER | DESCRIPTION | MANUFACTURER | COLOR / FINISH |
|---|---|---|---|
| 1 | EXTERIOR PAINT | SHERWIN-WILLIAMS | |
| 2 | EXTERIOR PAINT | SHERWIN-WILLIAMS | |
| 3 | EXTERIOR PAINT | SHERWIN-WILLIAMS | |
| 4 | WINDOW FRAMES | ARCADIA | |
| 5 | EXTERIOR PAINT | SHERWIN-WILLIAMS | |
| 6 | SCONCE LIGHT | TECH ILLUMINATION | |
| 7 | ZOT GREEN SOB | | |
| 8 | WIRED GLASS | | |
| 9 | RECLAIM WOOD | | |
| 10 | EXTERIOR STONE | | |
| 11 | NATURAL STONE | CORONADO STONE | |
| 12 | EXTERIOR PAINT | SHERWIN-WILLIAMS | |

**CUP-8**

GREENS GROUP

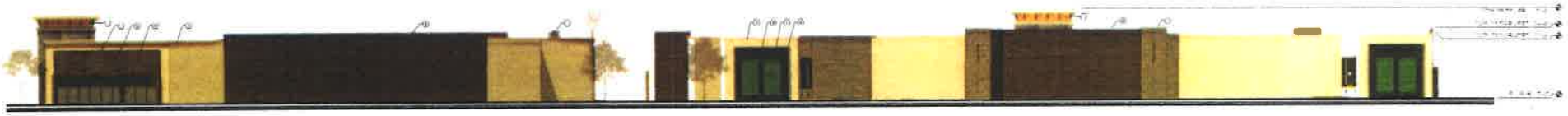
# Elevations

VETERAN'S PLAZA
VAN BUREN BLVD. & 215 FREEWAY




WEST

NORTH



EAST

SOUTH

Building 'C'

COLOR & MATERIALS LEGEND

| NUMBER | DESCRIPTION | MANUFACTURER | COLOR / FINISH |
|---|---|---|---|
| 1 | EXTERIOR PAINT | SHERWIN-WILLIAMS | SNOWBOUND |
| 2 | EXTERIOR PAINT | SHERWIN-WILLIAMS | MACADAMIA |
| 3 | EXTERIOR PAINT | SHERWIN-WILLIAMS | EMPEROR TAN |
| 4 | WINDOW FRAMES | ARCHIVE | CEDAR MILL |
| 5 | EXTERIOR PAINT | SHERWIN-WILLIAMS | VIRTUAL TAUPE |
| 6 | EXTERIOR LIGHT | TECH ILLUMINATION | NICKEL PLATE |

| NUMBER | DESCRIPTION | MANUFACTURER | COLOR / FINISH |
|---|---|---|---|
| 7 | ELF GREEN 2A R | | |
| 8 | WIRE PLANK | | RAMPIN TAN |
| 9 | PECAN WOOD | | ANTIQUE RATTAN COTTON |
| 10 | EXTERIOR STONE | | |
| 11 | NATURAL STONE | CORONADO STONE | CREAM BUFF STONE |
| 12 | EXTERIOR PAINT | SHERWIN-WILLIAMS | SOFT CHAMOIS |

DATE: 8/30/16

**CUP-9**

SCALE: 1/8" = 1'-0"

GREENS GROUP

# Elevations

VETERAN'S PLAZA
VAN BUREN BLVD. & 215 FREEWAY



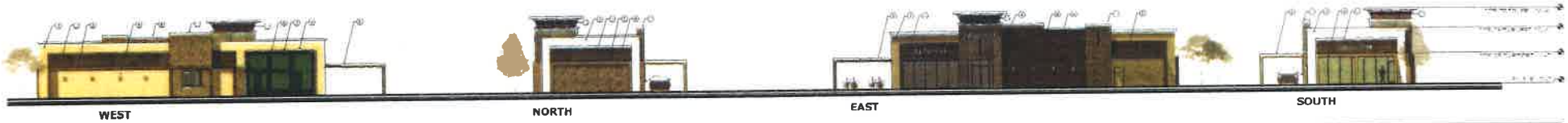

Building 'D'




Building 'E'




Building 'F'




Building 'G'

COLOR & MATERIALS LEGEND

| NUMBER | DESCRIPTION | MANUFACTURER | COLOR / FINISH |
|---|---|---|---|
| (1) | EXTERIOR PAINT | SHERWIN-WILLIAMS | [illegible] |
| (2) | EXTERIOR PAINT | SHERWIN-WILLIAMS | MACADAMIA |
| (3) | EXTERIOR PAINT | SHERWIN-WILLIAMS | DAPPER TAN |
| (4) | WINDOW FRAMES | ALUMEA | CLEAR ALUM. |
| (5) | EXTERIOR PAINT | SHERWIN-WILLIAMS | VIRTUAL TAUPE |
| (6) | EXTERIOR PAINT | TBD BY OWNER/DEV. | NICKEL PLATE |

| NUMBER | DESCRIPTION | MANUFACTURER | COLOR / FINISH |
|---|---|---|---|
| (7) | EXTERIOR PAINT | SHERWIN-WILLIAMS | [illegible] |
| (8) | HARD PLANK | | [illegible] |
| (9) | RECLAIM WOOD | | [illegible] |
| (10) | EXTERIOR STONE | | [illegible] |
| (11) | NATURAL STONE | CORONADO STONE | [illegible] |
| (12) | EXTERIOR PAINT | SHERWIN-WILLIAMS | [illegible] |

DATE: [illegible]

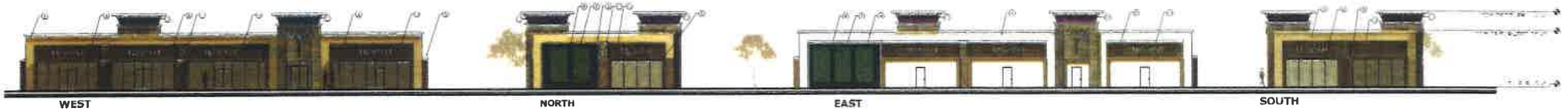
**CUP-10**

SCALE: [illegible]

GREENS GROUP

# Elevations

VETERAN'S PLAZA
VAN BUREN BLVD. & 215 FREEWAY




Building 'J'




Building 'K'




Building 'L'

COLOR & MATERIALS LEGEND

| NUMBER | DESCRIPTION | MANUFACTURER | COLOR / FINISH | NUMBER | DESCRIPTION | MANUFACTURER | COLOR / FINISH |
|---|---|---|---|---|---|---|---|
| 1 | EXTERIOR PAINT | SHERWIN-WILLIAMS | [illegible] | 7 | EXT GREEN SLAT | | |
| 2 | EXTERIOR PAINT | SHERWIN-WILLIAMS | MACADAMIA | 8 | PAVER FLUSH | | |
| 3 | EXTERIOR PAINT | SHERWIN-WILLIAMS | COPPER TAN | 9 | RECLAIM WOOD | | |
| 4 | WINDOW FRAMES | ARCADIA | CLEAR ANO. | 10 | EXTERIOR STONE | | |
| 5 | EXTERIOR PAINT | SHERWIN-WILLIAMS | VIRTUAL TAUPE | 11 | NATURAL STONE | CORONADO STONE | CREAMS R I STONE |
| 6 | ACCENT LIGHT | TECH ILLUMINATION | NICKEL PLATE | 12 | EXTERIOR PAINT | SHERWIN-WILLIAMS | ARTISAN CLAY |

**CUP-11**

SCALE: 3/32"=1'-0"

GREENS GROUP

# Elevations

VETERAN'S PLAZA
VAN BUREN BLVD. & 215 FREEWAY




2 BUILDING 'C' RETAIL




3 BUILDING 'J' RETAIL



1 BUILDING 'B' HOTEL

DATE

CUP-12

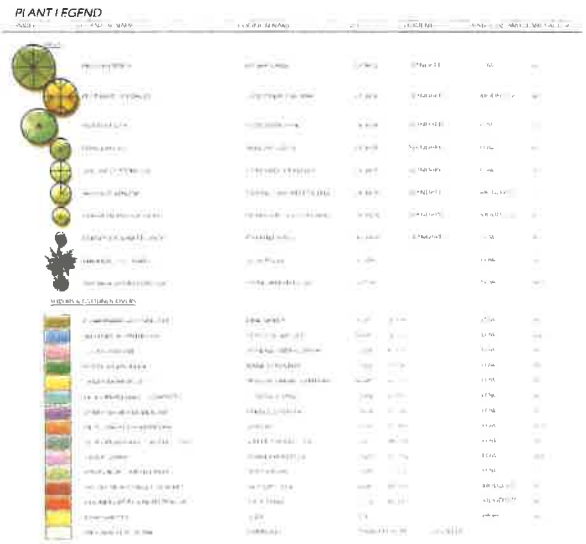
SCALE 1/8" = 1'-0"

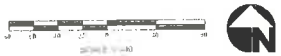
GREENS GROUP

# Perspective Views

VETERAN'S PLAZA
VAN BUREN BLVD. & 215 FREEWAY



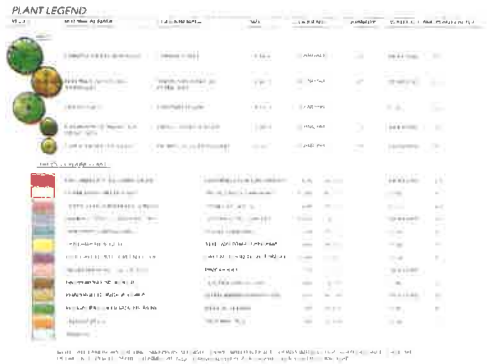
IDLA

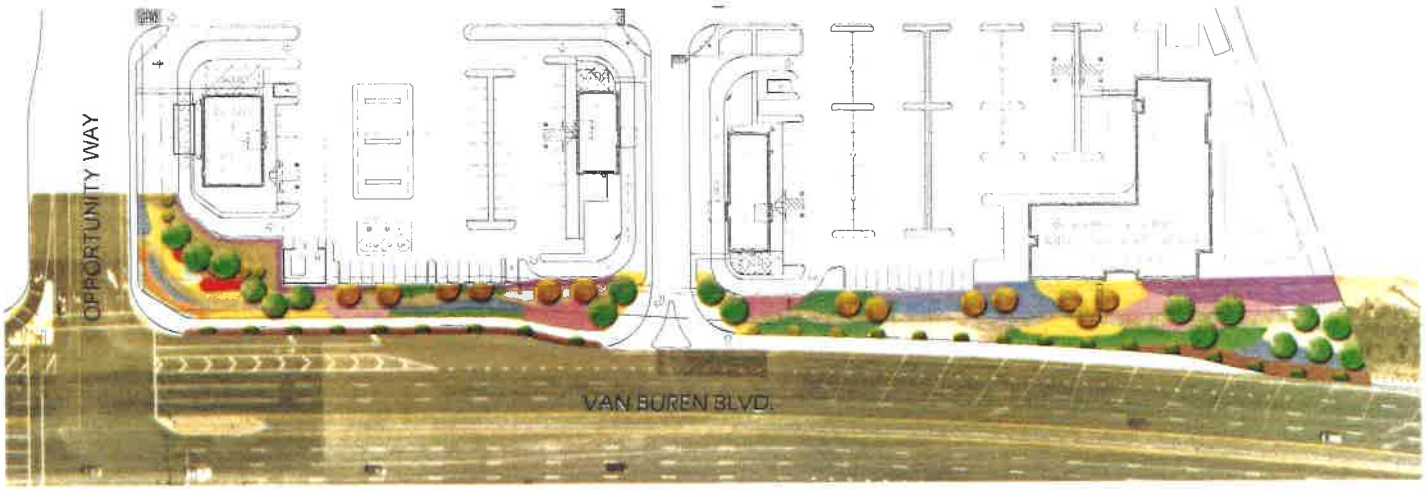
IAN DAVIDSON
LANDSCAPE ARCHITECTURE
3885 MAIN STREET SUITE 350
RIVERSIDE, CA 92501
P 951.683.1283

# ON-SITE LANDSCAPE MASTER PLAN

VETERAN'S PLAZA
VAN BUREN BLVD.
& 215 FREEWAY

TRDesignGroup




IDLA
IAN DAVIDSON
LANDSCAPE ARCHITECTURE
3885 MAIN STREET, SUITE 300
RIVERSIDE, CA 92501
P. 951.683.1283

# OFF-SITE LANDSCAPE MASTER PLAN

VETERAN'S PLAZA
VAN BUREN BLVD.
& 215 FREEWAY

# TENTATIVE TRACT MAP NO. 37116

JANUARY 2017

SUBDIVISION AREA 14 41 ACRES

APN 294-070-032

## LEGAL DESCRIPTION:

[illegible] AS SHOWN ON THAT CERTAIN MAP ENTITLED "[illegible]" WHICH MAP WAS FILED IN THE OFFICE OF THE RECORDER OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ON SEPTEMBER [illegible], IN BOOK 4, PAGE 43, OF MAPS, RECORDS OF SAID COUNTY.

## EXISTING EASEMENTS/EXCEPTIONS:

AS TO PARCEL 1 AND 2 ONLY, AND OTHER PROPERTY:

a. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 4 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

b. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 5 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

c. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 6 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

d. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 7 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

e. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 8 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

f. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 9 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

g. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 10 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

h. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 11 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

i. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 12 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

j. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 13 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

k. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 14 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

l. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 15 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

m. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 16 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

n. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 17 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

o. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 18 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

p. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 19 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

q. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 20 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

r. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 21 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

s. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 22 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

t. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 23 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

u. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 24 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

v. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 25 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

w. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 26 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

x. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 27 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

y. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 28 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

z. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 29 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

aa. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 30 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

ab. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 31 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

ac. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 32 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

ad. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 33 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

ae. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 34 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

af. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 35 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

ag. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 36 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

ah. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 37 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

ai. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 38 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

aj. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 39 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

ak. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 40 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

al. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 41 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

am. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 42 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

an. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 43 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

ao. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 44 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

ap. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 45 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

aq. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 46 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

ar. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 47 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

as. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 48 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

at. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 49 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

au. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 50 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

av. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 51 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

aw. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 52 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

ax. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 53 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

ay. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 54 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

az. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 55 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

ba. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 56 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

bb. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 57 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

bc. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 58 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

bd. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 59 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

be. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 60 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

bf. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 61 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

bg. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 62 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

bh. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 63 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

bi. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 64 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

bj. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 65 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

bk. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 66 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

bl. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 67 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

bm. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 68 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

bn. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 69 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

bo. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 70 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

bp. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 71 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

bq. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 72 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

br. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 73 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

bs. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 74 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

bt. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 75 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

bu. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 76 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

bv. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 77 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

bw. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 78 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

bx. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 79 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

by. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 80 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

bz. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 81 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

ca. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 82 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

cb. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 83 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

cc. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 84 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

cd. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 85 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

ce. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 86 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

cf. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 87 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

cg. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 88 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

ch. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 89 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

ci. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 90 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

cj. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 91 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

ck. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 92 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

cl. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 93 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

cm. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 94 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

cn. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 95 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

co. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 96 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

cp. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 97 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

cq. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 98 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

cr. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 99 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

cs. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 100 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

ct. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 101 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

cu. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 102 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

cv. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 103 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

cw. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 104 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

cx. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 105 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

cy. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 106 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

cz. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 107 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

da. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 108 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

db. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 109 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

dc. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 110 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

dd. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 111 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

de. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 112 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

df. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 113 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

dg. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 114 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

dh. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 115 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

di. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 116 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

dj. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 117 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

dk. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 118 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

dl. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 119 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

dm. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 120 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

dn. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 121 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

do. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 122 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

dp. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 123 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

dq. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 124 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

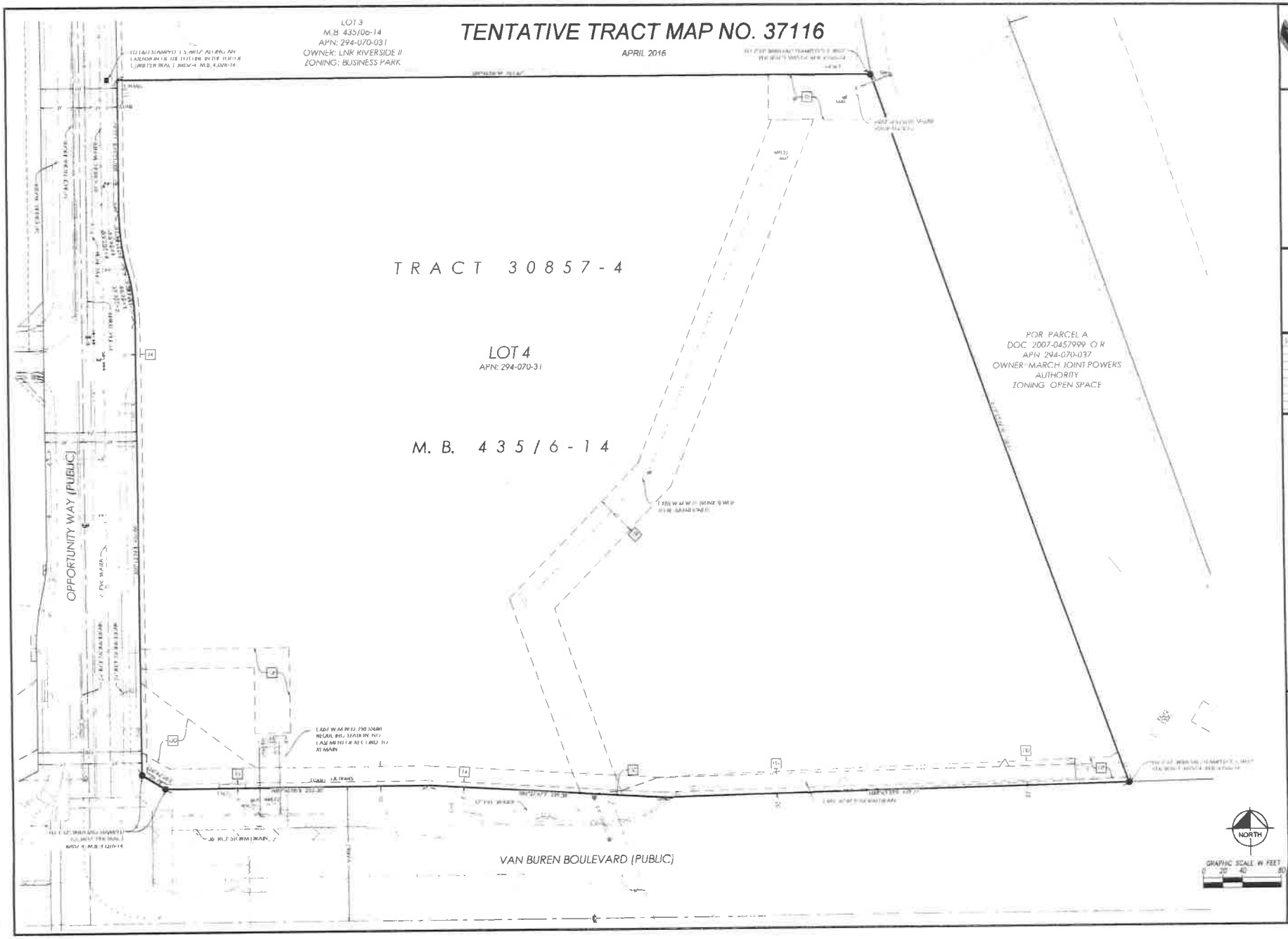
dr. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 125 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

ds. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 126 IN BOOK 4, PAGE 43 OF MAPS, RECORDS OF SAID COUNTY.

dt. AN EASEMENT FOR PUBLIC ROAD AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED MARCH 17, 1911 AS INSTRUMENT NO. 127 IN BOOK 4, PAGE 43 OF MAPS, RECORDS

# TENTATIVE TRACT MAP NO. 37116

APRIL 2016




MARCH JOINT POWERS AUTHORITY

Kimley»Horn

MARCH JOINT POWERS AUTHORITY
TENTATIVE TRACT MAP NO. 37116
BEING A SUBDIVISION OF LOT 4, TRACT 30857-4

CLIENT ADDRESS

GREENS HOSPITALITY, INC.
14252 CULVER DRIVE,
SUITE A-348
IRVINE CA 91764

APN: 294-070-032

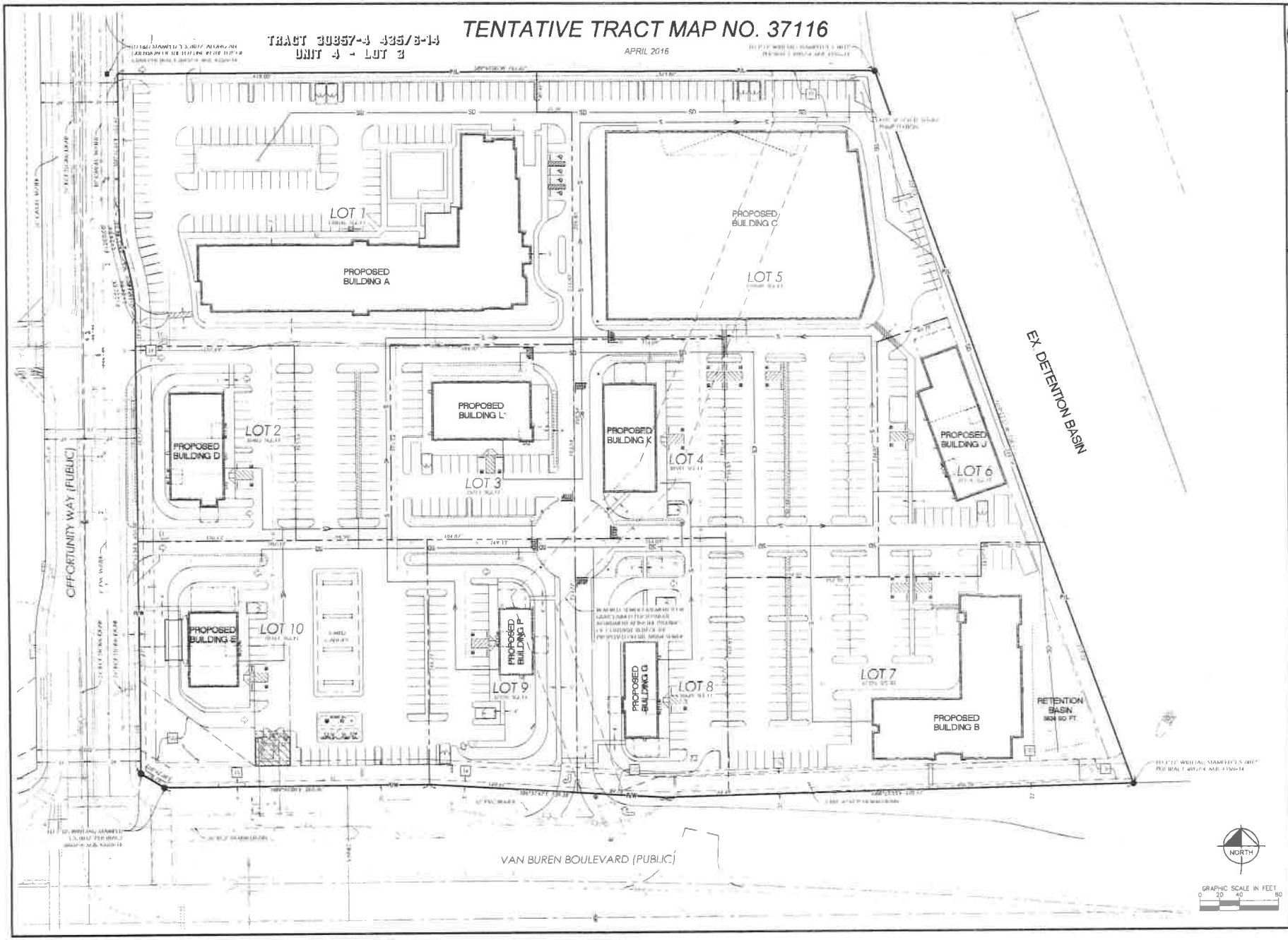
Sheet Title
EXISTING CONDITIONS

Sheet No.
TM-2

# TENTATIVE TRACT MAP NO. 37116

APRIL 2016

TRACT 30857-4 435/5-14
UNIT 4 - LOT 3




MARCH JOINT POWERS AUTHORITY

Kimley»Horn

MARCH JOINT POWERS AUTHORITY
TENTATIVE TRACT MAP NO. 37116
BEING A SUBDIVISION OF LOT 4, TRACT 30857-4

GREENS HOSPITALITY, INC
14252 CULVER DRIVE
SUITE A-348
IRVINE CA 91764

APN 294-070-032

PROPOSED CONDITION

TM-3

# PRELIMINARY GRADING AND DRAINAGE PLAN

FOR

# MERIDIAN UNIT 4 - LOT 4 (PP16-02)




VICINITY MAP
NOT TO SCALE

## LEGEND

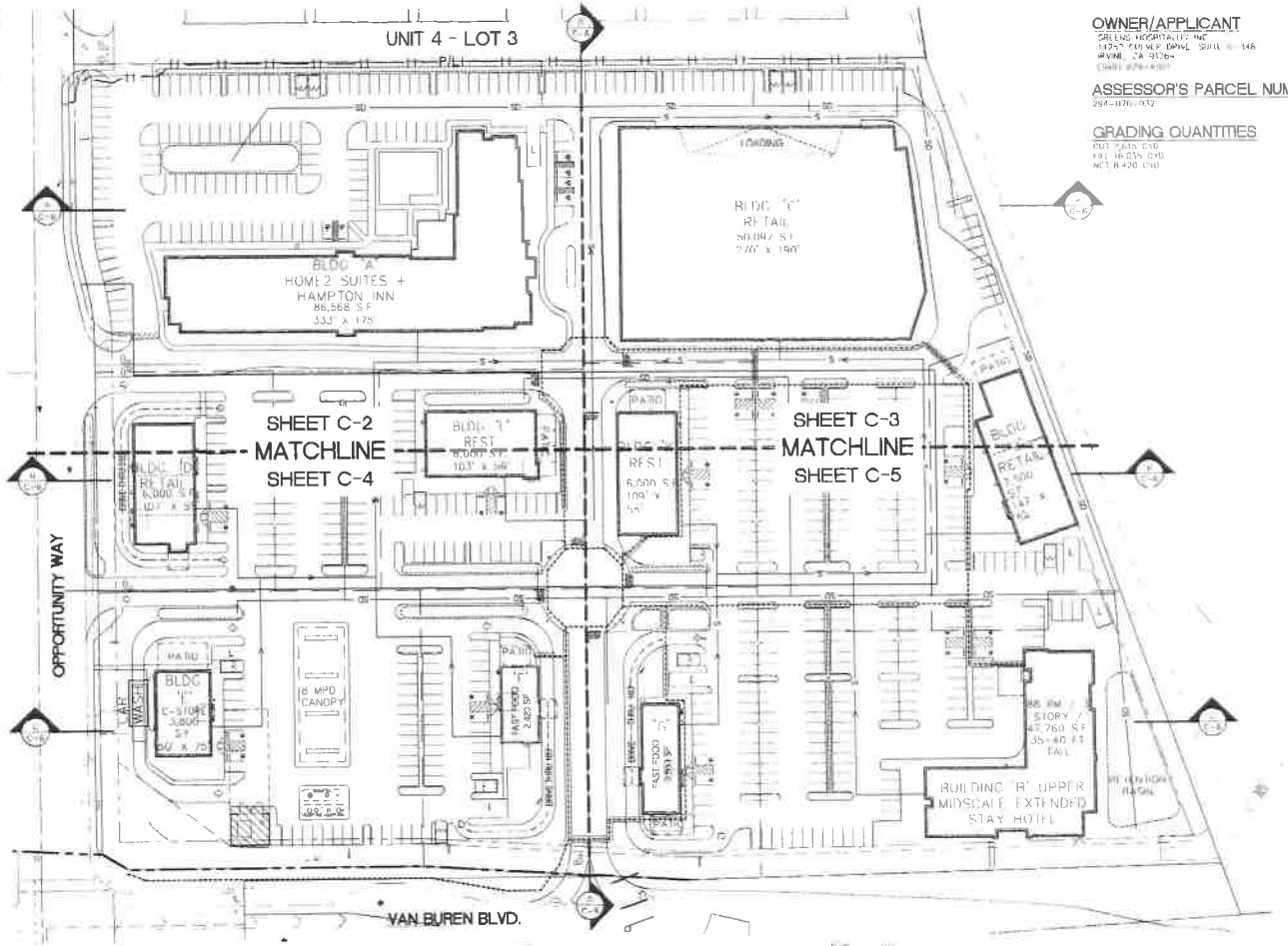
| DESCRIPTION | SYMBOL |
|---|---|
| PROJECT BOUNDARY/RIGHT-OF-WAY | |
| EXISTING EASEMENT | |
| EXISTING STREET LIGHT | |
| EXISTING FIRE HYDRANT | |
| EXISTING CONTOUR | |
| EXISTING STORM DRAIN | |
| PROPOSED CONTOUR | |
| GRADING LIMITS | |
| PROPOSED LOT LINE | |
| PROPOSED CURB AND GUTTER | |
| PROPOSED STORM DRAIN | |
| PROPOSED SEWER | |
| PROPOSED FIRE | |
| PROPOSED WATER | |
| PROPOSED STORM DRAIN INLET | |
| PROPOSED RIP-RAP | |
| PROPOSED PCC PAVEMENT | |
| PROPOSED PERVIOUS PAVEMENT | |
| PROPOSED STANDARD DUTY PAVEMENT | |

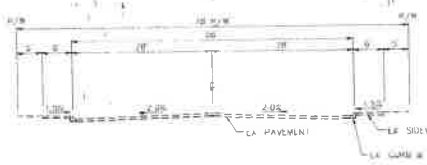
## ABBREVIATIONS

| | |
|---|---|
| EASEMENT | ESMT |
| EXISTING | EX |
| FINISHED GROUND | FG |
| FINISHED SURFACE | FS |
| FLOWLINE | FL |
| PROPERTY LINE | P/L |
| RIGHT OF WAY | R/W |
| TOP OF CURB | TC |
| TOP OF WALL | TW |
| MATCH EXISTING | ME |

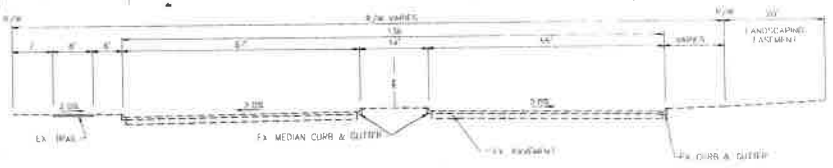
## GENERAL NOTES:

1. GROSS ACREAGE - 14.9 ± ACRES
2. EXISTING ZONING - COMMERCIAL
3. PROPOSED ZONING - COMMERCIAL
4. DISTRICTS:
   - SEWER - WESTERN MUNICIPAL WATER DISTRICT
   - WATER - WESTERN MUNICIPAL WATER DISTRICT
   - GAS & ELECTRIC - SO. CAL. EDISON (SCE)
   - TELEPHONE - FRONTIER COMMUNICATIONS
   - FIRE - RIVERSIDE COUNTY FIRE DEPARTMENT
5. STORM DRAIN DETENTION WILL BE ACCOMPLISHED THROUGH UTILIZATION OF THE EAST REGIONAL DETENTION BASIN TO SERVE THE OVERALL PROJECT




OPPORTUNITY WAY
TWO LANE INDUSTRIAL LOCAL
N.T.S.




VAN BUREN BLVD
MODIFIED ARTERIAL (URBAN) HIGHWAY
N.T.S.

**OWNER/APPLICANT**
GREENS HOSPITALITY, INC.
14252 CULVER DRIVE, SUITE A-146
IRVINE, CA 92604
(949) 474-4300

**ASSESSOR'S PARCEL NUMBER**
264-070-032

**GRADING QUANTITIES**
CUT 2,615 CYD
FILL 18,035 CYD
NET 15,420 CYD

## SHEET INDEX


| | |
|---|---|
| COVER SHEET | C-1 |
| GRADING AND DRAINAGE PLAN | C-2 TO C-5 |
| GRADING CROSS SECTIONS | C-6 |


NORTH

GRAPHIC SCALE IN FEET
0 25 50 100

MARCH JOINT POWERS AUTHORITY

Kimley»Horn

MARCH JOINT POWERS AUTHORITY
PRELIMINARY GRADING AND DRAINAGE PLAN
MERIDIAN UNIT 4 - LOT 4
OF TRACT NO 30857

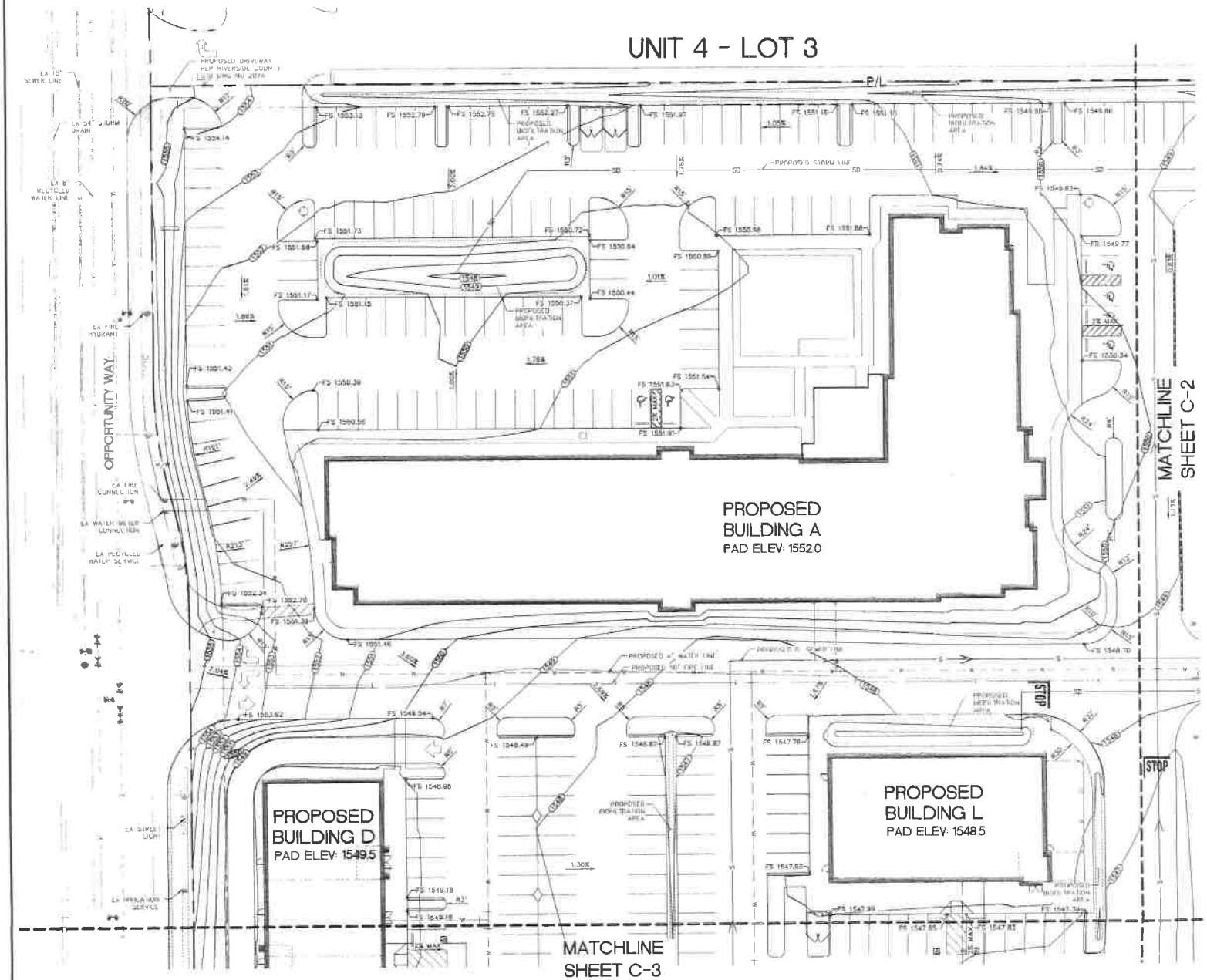
CLIENT ADDRESS:
GREENS HOSPITALITY, INC.
14252 CULVER DRIVE
SUITE A-348
IRVINE, CA 92604

APN 264-070-032-3

Project No. 068710101

COVER SHEET

Sheet No.
C-1




MARCH JOINT POWERS AUTHORITY

Kimley»Horn

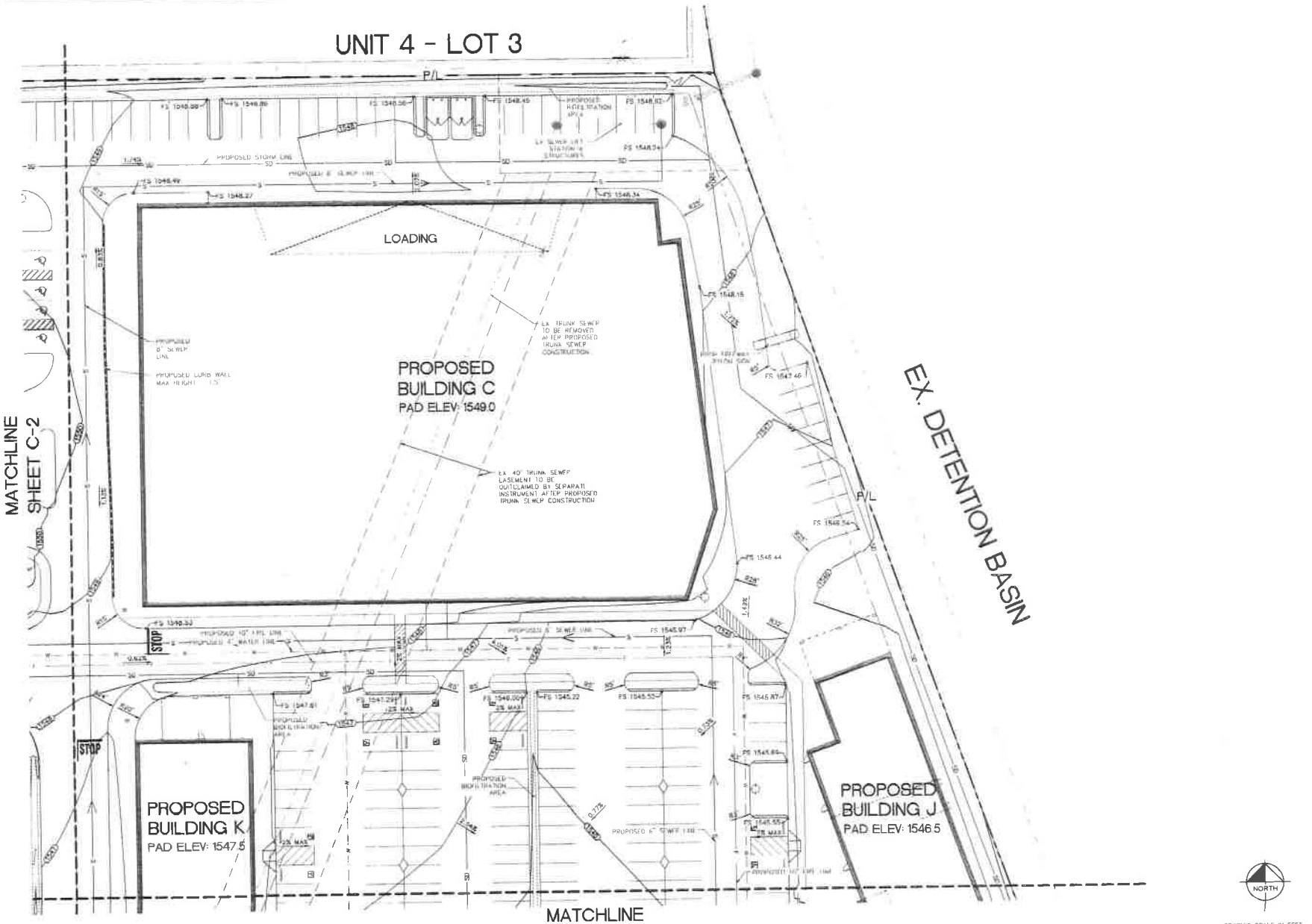
PRELIMINARY GRADING AND DRAINAGE PLAN
MERIDIAN UNIT 4 - LOT 4
OF TRACT NO. 30857

GREENS
HOSPITALITY, INC.
14283 CULVER DRIVE
SUITE A-348
IRVINE, CA 91764

APN: 284-070-032-3

GRADING AND
DRAINAGE
PLAN

C-2




MARCH JOINT POWERS AUTHORITY

Kimley»Horn

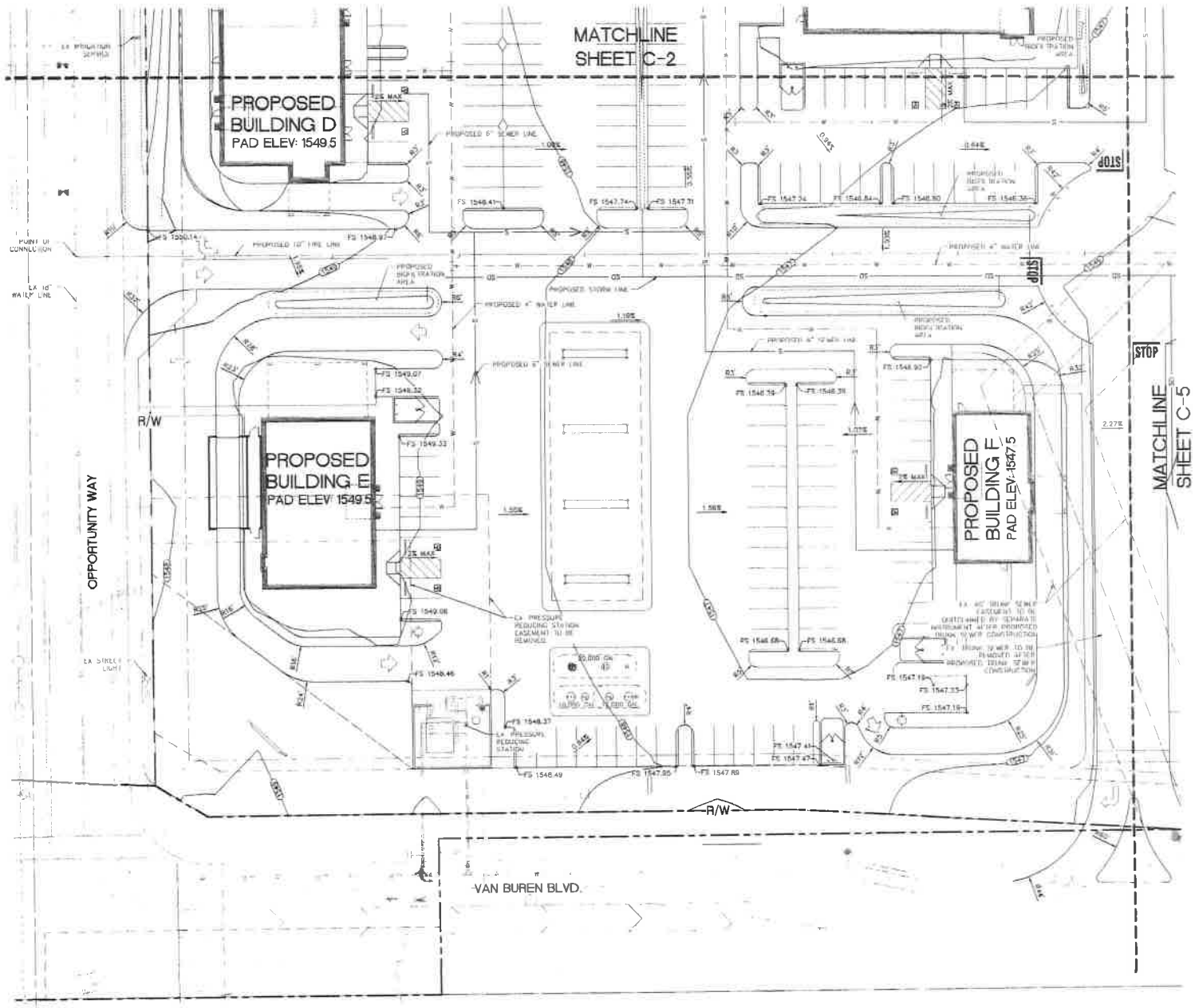
MARCH JOINT POWERS AUTHORITY
PRELIMINARY GRADING AND DRAINAGE PLAN
MERIDIAN UNIT 4 - LOT 4
OF TRACT NO 30857

GREENS HOSPITALITY, INC.
14055 CIVIC DRIVE
SUITE A-348
IRVINE, CA 91764

APN 754-376-033-3

GRADING AND DRAINAGE PLAN

C-3




MARCH JOINT POWERS AUTHORITY

Kimley»Horn

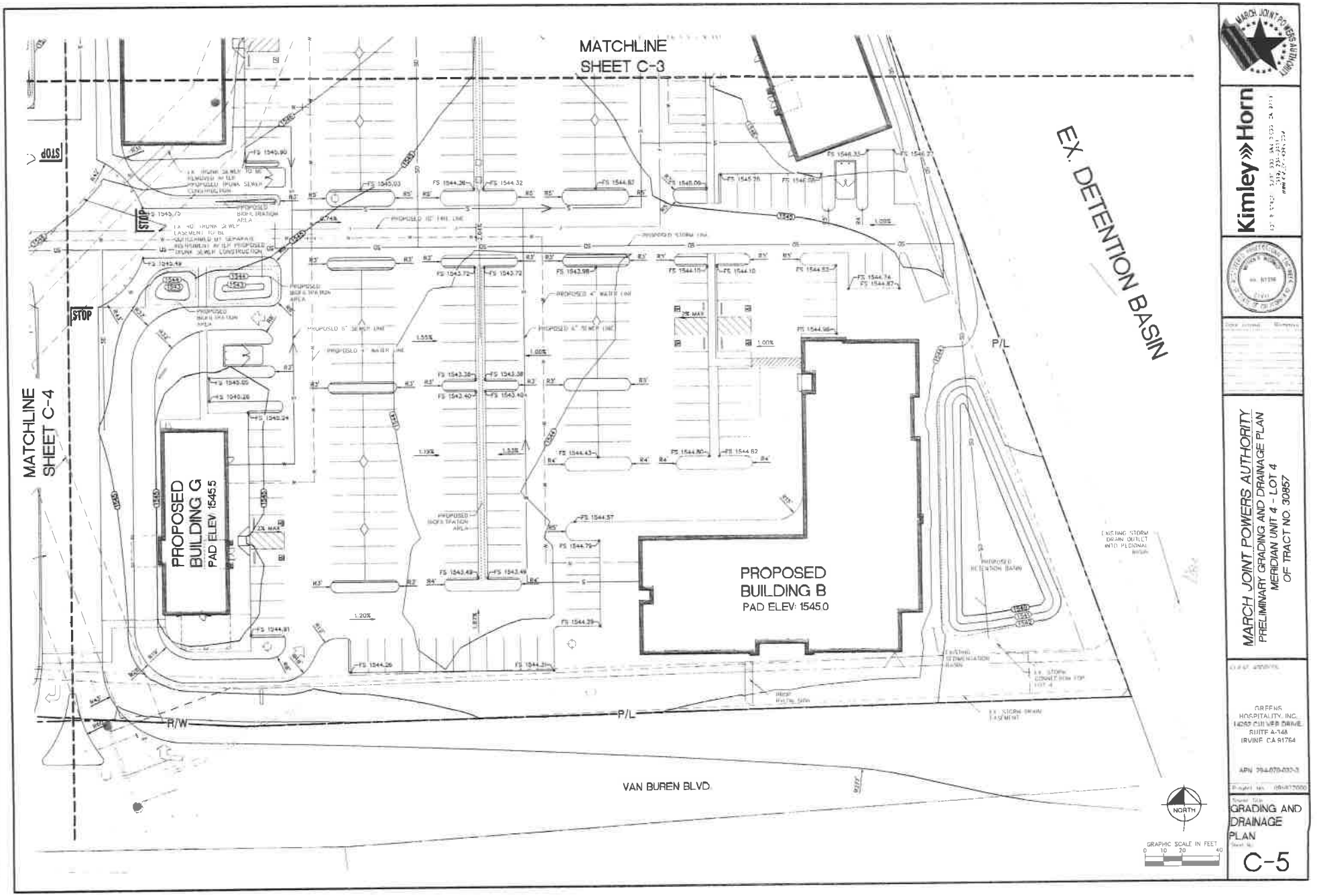
MARCH JOINT POWERS AUTHORITY
PRELIMINARY GRADING AND DRAINAGE PLAN
MERIDIAN UNIT 4 - LOT 4
OF TRACT NO. 30857

GREENS
HOSPITALITY INC.
14252 CULVER DRIVE
SUITE A-348
IRVINE CA 91764

APN: 264-070-037-3

GRADING AND DRAINAGE PLAN

C-4




MARCH JOINT POWERS AUTHORITY

Kimley»Horn

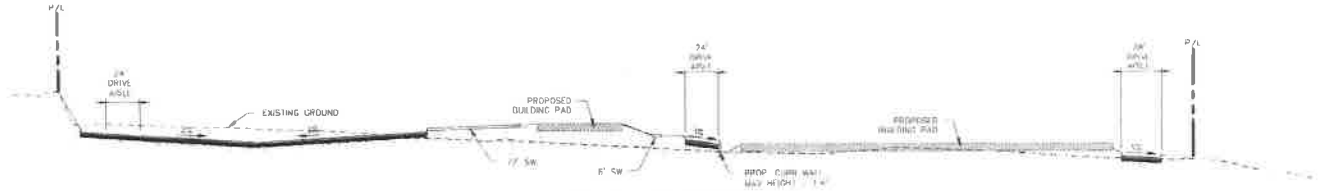
MARCH JOINT POWERS AUTHORITY
PRELIMINARY GRADING AND DRAINAGE PLAN
MERIDIAN UNIT 4 - LOT 4
OF TRACT NO. 30857

GREENS HOSPITALITY, INC.
14055 CULVER DRIVE
SUITE A-148
IRVINE, CA 91764

APN: 294-070-032-3

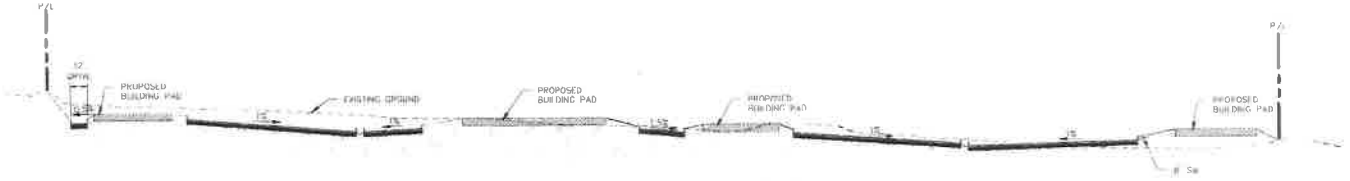
GRADING AND DRAINAGE PLAN

C-5



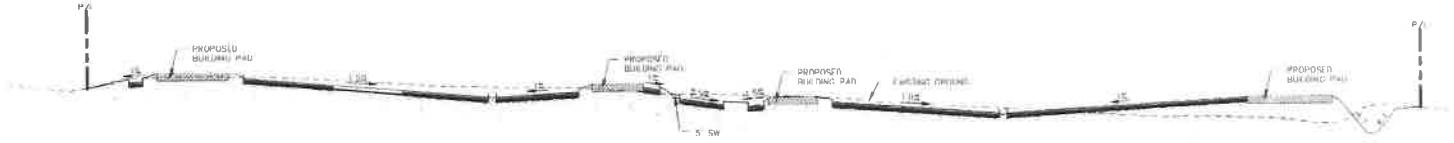

A C-6 CROSS SECTION A-A

HORIZONTAL SCALE 1"=40'
VERTICAL SCALE 1"=8'




B C-6 CROSS SECTION B-B

HORIZONTAL SCALE 1"=40'
VERTICAL SCALE 1"=8'




C C-6 CROSS SECTION C-C

HORIZONTAL SCALE 1"=40'
VERTICAL SCALE 1"=8'




D C-6 CROSS SECTION D-D

HORIZONTAL SCALE 1"=40'
VERTICAL SCALE 1"=8'

MARCH JOINT POWERS AUTHORITY

Kimley»Horn

MARCH JOINT POWERS AUTHORITY
PRELIMINARY GRADING AND DRAINAGE PLAN
MERIDIAN UNIT 4 - LOT 4
OF TRACT NO 30857

GREENS HOSPITALITY INC.
14252 CULVER DRIVE
SUITE A-348
IRVINE CA 91764

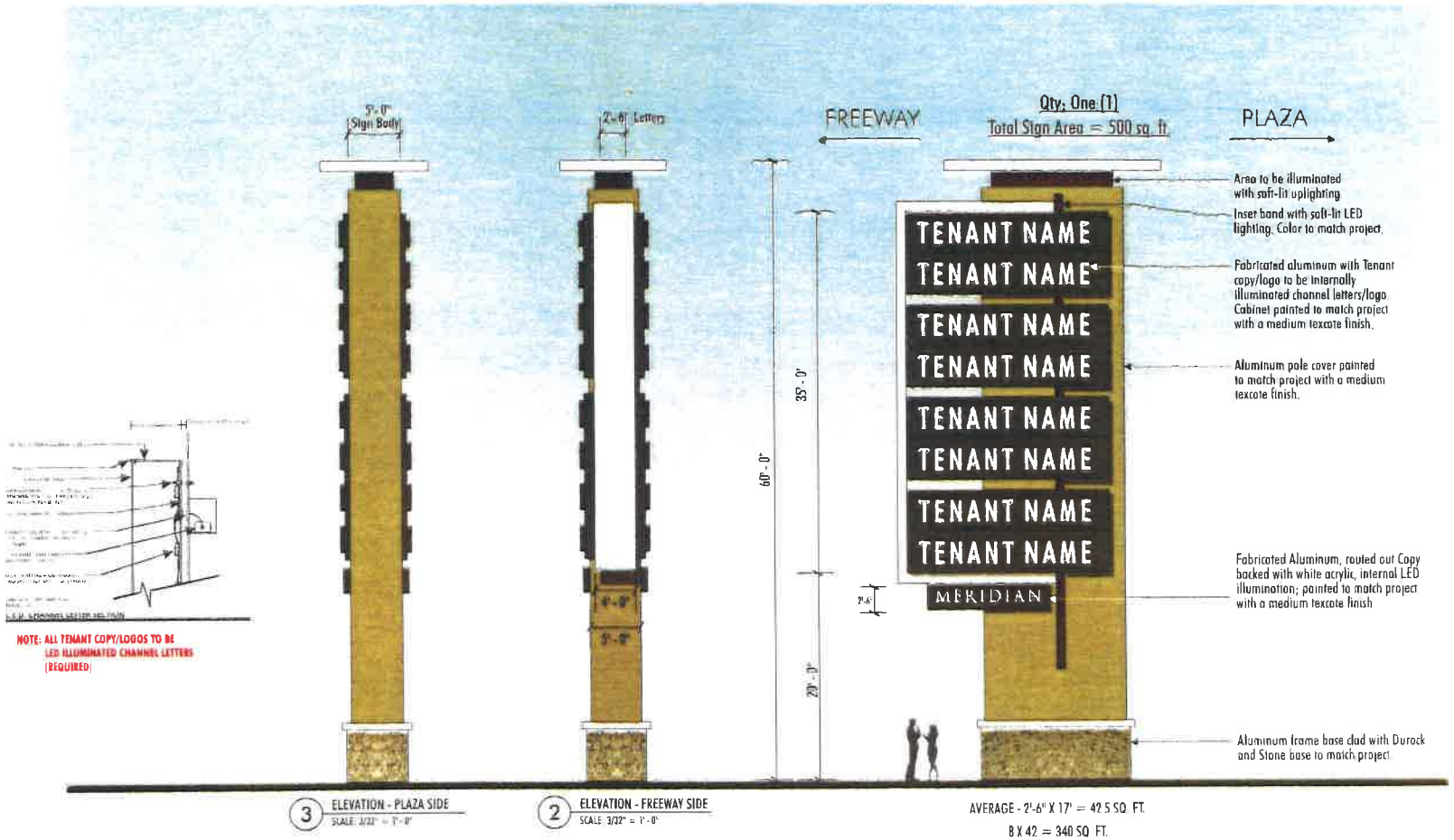
APN 264-070-032-3

GRADING CROSS SECTIONS

C-6

# EXHIBIT A 5

## Proposed Freeway Sign Elevation



# EXHIBIT A 6
# Traffic Consistency Memo

Kimley»Horn

# MEMORANDUM




To: Jeffrey M. Smith, AICP

From: Mychal Loomis, P.E.
Kimley-Horn and Associates, Inc.

Date: August 5, 2016

Subject: Meridian Unit 4, Lot 4 Traffic Consistency

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 proposed project would develop Unit 4, Lot 4 (U4-4) as a retail site with a variety of uses including fast-food and quality restaurants, a gas station, motels, and general retail. 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.

A traffic study update was prepared in August 2013 for the Meridian Business Park[2] that concluded current traffic volumes are below the approved trip generation rate and no changes to the traffic analysis for the undeveloped and unoccupied lots have been identified. Thus, no update to the traffic study prepared for the Meridian SPA was required.

As another method of monitoring traffic volumes, a log is kept with each new development to ensure trip estimates stay within the allocated trip thresholds for each Planning Region and Planning Area within the Meridian SPA. The current status of the traffic monitoring spreadsheet is provided as an attachment. As shown in the traffic monitoring spreadsheet, Planning Region C, Area 7 was allocated 16,164 external average daily trips (ADT). Within this planning area, Unit 4, Lot 3 has been approved for development. There are three other

[1] Meridian Specific Plan Amendment (SP-5) Final Subsequent Environmental Impact Report, July 2010, Volume 1, Table XI-1

[2] Letter Memorandum dated August 12, 2013, from Kimley-Horn and Associates, Re: Meridian Business Park Traffic Study Update

lots (Unit 4, Lots 5, 6, and 7) that are zoned as mixed use but have no current applications for development. With the Lot 3 trip generation already approved, there are 14,579 external ADT remaining for the planning area.

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.

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). Attached is a list of the assumed land uses and overall ADT. The total gross vehicle trips for the site is estimated to be 11,486.

As discussed on page IV-57 of the Meridian Specific Plan Amendment (SP-5) Final Subsequent Environmental Impact Report (SEIR), commercial land uses did not have a separate truck trip generation due to the low number of trucks that would use these land uses. To factor in trucks coming to and from these uses (i.e. delivery trucks), a 2% heavy vehicle factor was used in analyses performed in the Meridian SPA.

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 and gas station uses that typically experience significant pass-by trips. Based on City of Riverside and County of Riverside guidelines, a 25% pass-by reduction to the external trip generation for these uses are 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. Therefore, a 10% 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 fast-food 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 10% pass-by and 13% internal capture rates applied, U4-4 is expected to generate a total of 9,458 new external ADT. A comparison of the external ADT for the proposed retail development with the PSA allowance is displayed on the following table:

| | External ADT |
|---|---|
| Purchase Sale Agreement Allowance | 9,468 |
| Retail Uses as Proposed | 9,458 |

As shown in the table above, the proposed site is within the allowable trips for the PSA. Unlike many of the other developments within Meridian North Campus, this site has several buildings that vary in use. All of the actual users are not known at this time and are not anticipated to be known before the first occupant gains its approvals. With these types of sites that carry multiple users, there are various assumptions required in the site plan layout and associated land uses that may vary when actual occupants are identified. This includes the uses, size of buildings, and application of pass-by credits. The applicant requests to reserve the right to maintain the number of trips allocated to the site under the PSA to allow flexibility in the ultimate layout of the site. The trip generation assumptions for the site will need to be monitored as new building users are identified.

A comparison of the external ADT for the proposed retail development using the trips allowed in the PSA with the planning area allowance is as follows:

| | External ADT |
|---|---|
| Remaining Planning Area Allowance | 14,579 |
| Project Trip Generation (based on Purchase Sale Agreement) | 9,468 |
| Remaining Planning Area Allowance After Project | 5,111 |

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



Mychal Loomis, P.E.

CA PE 76101

Attachments:

Meridian SPA Land Use Plan

Proposed Site Plan

Trip Generation Calculations

Meridian SPA Traffic Monitoring Spreadsheet (Existing)

Meridian SPA Traffic Monitoring Spreadsheet (With Project)

Excerpt from Appendix G of the Traffic Impact Study for the Meridian SPA

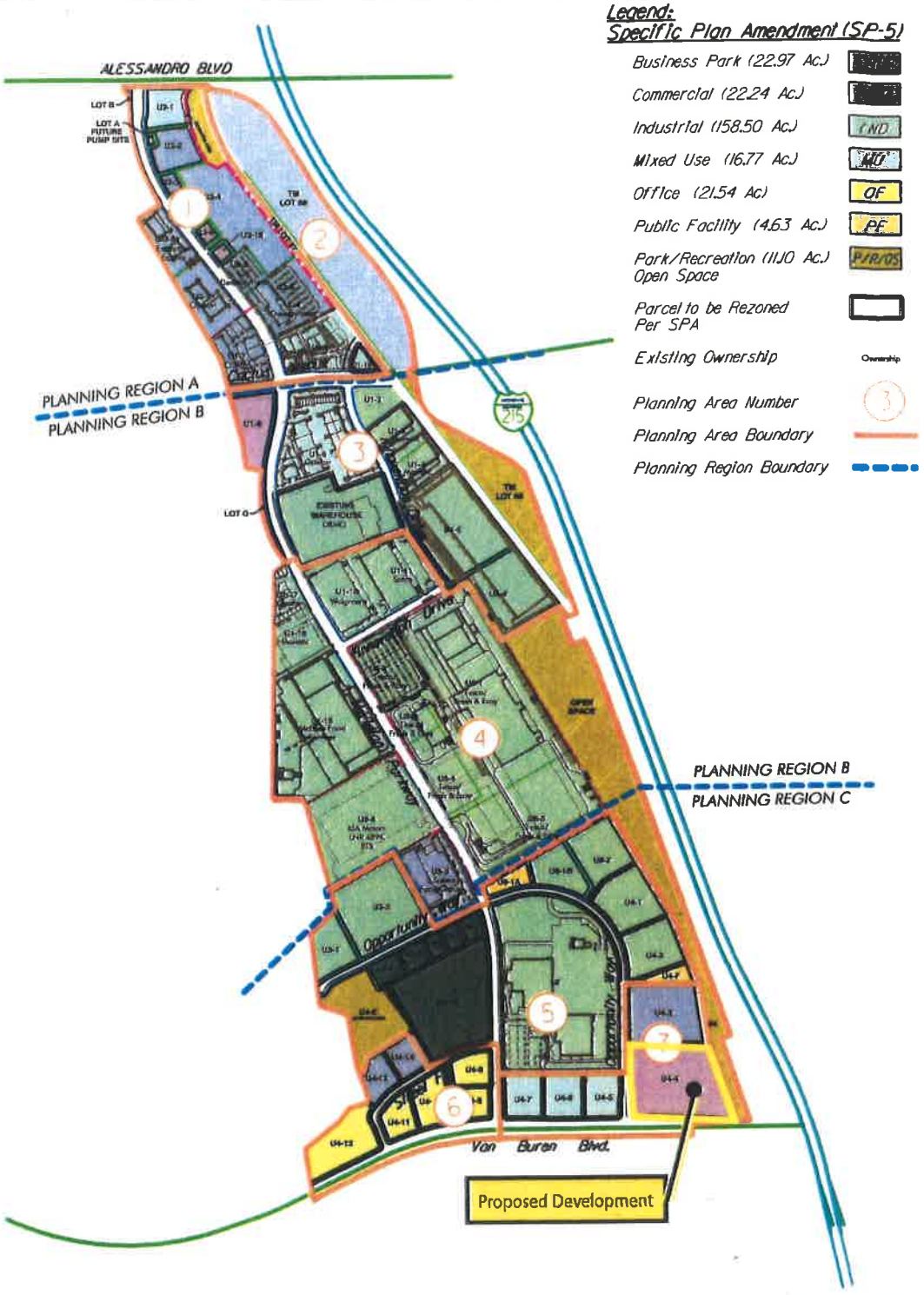


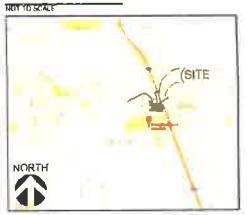

Figure I

LOT AND PROPERTY OWNER




## VICINITY MAP

NOT TO SCALE




## SHEET INDEX


CUP-1 SITE PLAN
CUP-2 FLOOR PLAN - BUILDING B
CUP-3 FLOOR PLAN - BUILDING C
CUP-4 FLOOR PLAN - BUILDING D & E
CUP-5 FLOOR PLAN - BUILDING F & G
CUP-6 FLOORPLAN ROOF PLAN, SECTION, RENDERING
CUP-7 ELEVATIONS - BUILDINGS A & B
CUP-8 ELEVATIONS - BUILDING C
CUP-9 ELEVATIONS - BUILDINGS D, E, F, & G
CUP-10 ELEVATIONS - BUILDINGS B, C & D
L1 ON-SITE LANDSCAPE PLAN
L2 OFF-SITE LANDSCAPE PLAN


## PROJECT DATA

### PROJECT DESCRIPTION

CUP FOR FOR A PROPOSE RETAIL CENTER WITH TWO 7-STORY HOTELS, THREE RETAIL BUILDINGS, TWO RESTAURANTS, THREE FAST FOOD RESTAURANTS, A GAS STATION, C-STORE WITH CAR WASH. THE PROJECT WILL BE DEVELOPED AS SHOWN ON THE SITE PLAN

### PROJECT ADDRESS

[illegible]

**PARCEL AREA:** 14.41 AC

**OWNER:**

**APPLICANT:**

**APPLICANT'S REPRESENTATIVE:**

**APN:**

**LEGAL DESCRIPTION:**

**ZONING INFO:**

**OCCUPANCY:**

| | |
|---|---|
| HOTEL | (R2)(B,A2,A3) |
| FOOD | (M)(B,A2) |
| BUSINESS | (B)(M,B,S) |
| GAS & RETAIL | (M)(M,B,S) |

**CONSTRUCTION TYPE:**

**TOTAL GROSS AREA:**

**TOTAL BLDG. AREA:**

**LOT COVERAGE:**

| | | |
|---|---|---|
| LOT COVERAGE | 219,385 S.F. | 35% |
| LANDSCAPE | 108,700 S.F. | 17% |
| HARDSCAPE | 309,421 S.F. | 48% |
| TOTAL | 637,506 S.F. | 100% |

### AREA & PARKING SUMMARY:

[illegible]

### UTILITY PURVEYORS

| | | |
|---|---|---|
| **WATER:** | WESTERN MUNICIPLE WATER DISTRICT | (951) 928-3777 |
| **SEWER:** | WESTERN MUNICIPLE WATER DISTRICT | (951) 928-3777 |
| **GAS:** | SOUTHERN CALIFORNIA GAS COMPANY | (800) 427-2200 |
| **ELECTRIC:** | SOUTHERN CALIFORNIA EDISON | (800) 655-4555 |
| **TELEPHONE:** | VERIZON COMMUNICATIONS | (800) 483-3000 |

**NOTE:**

[illegible]

### LANDSCAPE SETBACKS

| | |
|---|---|
| FRONT YARD (VAN BUREN) | 20'-0" |
| SIDE YARD STREET | 10'-0" |
| INTERIOR SIDE YARD | 10'-0" |
| REAR YARD | 10'-0" |

### BUILDING SETBACKS

| | |
|---|---|
| FRONT YARD (VAN BUREN) | 50'-0" |
| SIDE YARD STREET | 10'-0" |
| INTERIOR SIDE YARD | 10'-0" |
| REAR YARD | 10'-0" |

### PROJECT PHASING

PHASE 1

PHASE 2

### SITE PLAN KEYNOTES

1. PROVIDE LIGHT COLORED CONCRETE PAVING IN TRUCK CONCRETE
2. PROVIDE BICYCLE PARKING SPACES PER CODE REQUIREMENTS
3. PREFERENTIAL PARKING SPACES FOR CAR POOLS AND VAN POOLS & PREFERENTIAL PARKING SPACES ARE PROVIDED
4. PRIOR TO OCCUPANCY, TENANTS ARE REQUIRED TO SUBMIT A TDM FOR REVIEW AS IDENTIFIED IN MITIGATION MEASURE B-16
5. MINIMUM 6-SQFT 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. ELECTRIC VEHICLE PARKING SPACE WITH PROVIDED CHARGING STATION

NORTH

SCALE: 1" = 50'-0"

DATE: 8/31/18

**CUP-1.0**

GREENS GROUP

# Site Plan

VETERAN'S PLAZA
VAN BUREN BLVD. & 215 FREEWAY

| Lot # 4-4 | Gross Acreage | Land Use Grouping | Land Use Designation | FAR | Square Footage | Trip Rate | ADT |
|---|---|---|---|---|---|---|---|
| Building A | 14.41 | Commercial | Motel (161 room) | 13.4% | 86,568 | 5.63 | 906 |
| Building B | | Commercial | Motel (90 room) | 7.4% | 47,760 | 5.63 | 507 |
| Building C | | Commercial | Specialty Retail Center | 7.7% | 50,097 | 44.32 | 2,220 |
| Building D | | Commercial | Fast-Food Restaurant w/ D.T | 0.2% | 1,500 | 496.12 | 744 |
| | | | *Pass-by Trips (10%)* | | | | *(74)* |
| Building D | | Commercial | Quality Restaurant | 0.3% | 1,980 | 89.95 | 178 |
| Building D | | Commercial | Specialty Retail Center | 0.4% | 2,520 | 44.32 | 112 |
| Building E | | Commercial | Gasoline Station w/ Convenience Market and Car Wash (16 fueling stations) | 0.6% | 3,800 | 152.84 | 2,445 |
| | | | *Pass-by Trips (10%)* | | | | *(245)* |
| Building F | | Commercial | Fast-Food Restaurant w/ D.T | 0.4% | 2,420 | 496.12 | 1,201 |
| | | | *Pass-by Trips (10%)* | | | | *(120)* |
| Building G | | Commercial | Fast-Food Restaurant w/ D.T | 0.5% | 3,550 | 496.12 | 1,761 |
| | | | *Pass-by Trips (10%)* | | | | *(176)* |
| Building J | | Commercial | Specialty Retail Center | 1.2% | 7,500 | 44.32 | 332 |
| Building K | | Commercial | Quality Restaurant | 0.9% | 6,000 | 89.95 | 540 |
| Building L | | Commercial | Quality Restaurant | 0.9% | 6,000 | 89.95 | 540 |
| **Total Trips Generated** | | | | | **219,695** | | **11,486** |
| **Total Pass-by Trips** | | | | | | | **(615)** |
| **Total New Site Trips** | | | | | | | **10,871** |
| **North Campus Internal Capture (13%)** | | | | | | | **(1,413)** |
| **Total New External Trips** | | | | | | | **9,458** |
| *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 | | | | |
| | 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 | | 704 | 404 | Classified as Truck Terminal |
| | | | **Calculated Trip Generation:** | **2,618** | **836** | |
| | | | **Planning Area Allowance:** | **8,303** | **1,836** | |
| | | | **Remaining Trips:** | **5,685** | **1,000** | |
| | | | ***Planning Region C*** | | | |
| *5* | U3-1 | IND | | | | |
| | U3-2 | IND | | | | |
| | U3-4 | IND | | -- | -- | Combined with U4-15 |
| | U3-5 | IND | | -- | -- | Combined with U4-15 |
| | U3-6 | IND | | -- | -- | Combined with U4-15 |
| | U3-7 | IND | | -- | -- | Combined with U4-15 |
| | U3-8 | IND | | -- | -- | Combined with U4-15 |
| | U4-15 | IND | | 1551 | 350 | 486,000 sf warehouse |
| | U6-1A | PF | | | | |
| | U6-1B | IND | | -- | -- | Combined with U4-2 |
| | U6-2 | IND | | -- | -- | Combined with U4-2 |
| | U4-1 | IND | | -- | -- | Combined with U4-2 |
| | U4-2 | IND | | 1627 | 367 | 510,000 sf warehouse |
| | Lot 16 | IND | Sysco | 1644 | 371 | 515,223 sf warehouse |
| | | | **Calculated Trip Generation:** | **4,822** | **1,088** | |
| | | | **Planning Area Allowance:** | **6,080** | **1,760** | |
| | | | **Remaining Trips:** | **1,258** | **672** | |
| *6* | U4-8 | OF | | | | |
| | 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 | | 542 | | 192,468 sf business park |
| | | | | 1043 | 401* | *converted truck trips to PCEs |
| | 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:** | **7,440** | **1,924** | |
| | | | **Planning Area Allowance:** | **45,419** | **3,890** | |
| | | | **Remaining Trips:** | **37,979** | **1,966** | |

## *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 | | | | |
| | 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 | | 704 | 404 | Classified as Truck Terminal |
| | | | **Calculated Trip Generation:** | **2,618** | **836** | |
| | | | **Planning Area Allowance:** | **8,303** | **1,836** | |
| | | | **Remaining Trips:** | **5,685** | **1,000** | |
| | | | ***Planning Region C*** | | | |
| *5* | U3-1 | IND | | | | |
| | U3-2 | IND | | | | |
| | U3-4 | IND | | -- | -- | Combined with U4-15 |
| | U3-5 | IND | | -- | -- | Combined with U4-15 |
| | U3-6 | IND | | -- | -- | Combined with U4-15 |
| | U3-7 | IND | | -- | -- | Combined with U4-15 |
| | U3-8 | IND | | -- | -- | Combined with U4-15 |
| | U4-15 | IND | | 1551 | 350 | 486,000 sf warehouse |
| | U6-1A | PF | | | | |
| | U6-1B | IND | | -- | -- | Combined with U4-2 |
| | U6-2 | IND | | -- | -- | Combined with U4-2 |
| | U4-1 | IND | | -- | -- | Combined with U4-2 |
| | U4-2 | IND | | 1627 | 367 | 510,000 sf warehouse |
| | Lot 16 | IND | Sysco | 1644 | 371 | 515,223 sf warehouse |
| | | | **Calculated Trip Generation:** | **4,822** | **1,088** | |
| | | | **Planning Area Allowance:** | **6,080** | **1,760** | |
| | | | **Remaining Trips:** | **1,258** | **672** | |
| *6* | U4-8 | OF | | | | |
| | 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 | | 542 | | 192,468 sf business park |
| | | | | 1043 | 401* | *converted truck trips to PCEs |
| | **U4-4** | **COM** | | **9468** | **0** | **Retail Site - variety of uses** |
| | U4-5 | MU | | | | |
| | U4-6 | MU | | | | |
| | U4-7 | MU | | | | |
| | | | **Calculated Trip Generation:** | **11,053** | - | |
| | | | **Planning Area Allowance:** | **16,164** | - | |
| | | | **Remaining Trips:** | **5,111** | - | |
| | | | ***GRAND TOTAL, ALL PLANNING AREAS*** | | | |
| | | | **Calculated Trip Generation:** | **17,450** | **2,325** | *Truck trips from U4-3 are included in Grand Total for Truck Trips, not as PCEs |
| | | | **Planning Area Allowance:** | **45,419** | **3,890** | |
| | | | **Remaining Trips:** | **27,969** | **1,565** | |

*Meridian* *North Campus* March 31, 2010

| TAZ | Lot # | Gross Acreage | Land Use Grouping | Land Use Designation | FAR | Square Footage | Status | Trip Rate | ADT | AM Peak Hour: % of ADT | In Out Ratio | In | Out | Total | PM Peak Hour: % of ADT | In Out Ratio | In | Out | Total | Trip Rate | Truck ADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Unit 1** | | | | | | | | | | | | | | | | | | | | |
| 1 | 1-1 | 8.00 | Mixed Use | General Office Building | 6.6% | 78,800 | Spec Office Dev VDA | 11.01 | 548 | 14% | 0.88 | 0.12 | 80 | 11 | 91 | 14% | 14% | 83% | 15 | 88 | 0 | 10 |
| 1 | | | Mixed Use | General Light Industrial | 19.1% | 27,120 | Spec Showroom/VDA | 1.6 | - | 13% | 0.88 | 0.12 | - | - | 0 | 14% | 12% | 88% | - | - | 2.51 | - |
| 1 | 1-2 | 3.23 | Industrial | Warehousing | 31.7% | 44,000 | Spec Dev VDA | 5 | 223 | 11% | 0.79 | 0.21 | 21 | 5 | 25 | 10% | 25% | 75% | 5 | 18 | 0.72 | 17 |
| 1 | 1-3 | 5.24 | Industrial | High-Cube Warehouse | 37.2% | 85,000 | Spec Dev Majestic (U/C) | 1.16 | 99 | 6% | 0.65 | 0.35 | 4 | 2 | 6 | 7% | 33% | 67% | 1 | 5 | 0.53 | 3 |
| 1 | 1-4 | 4.35 | Industrial | High-Cube Warehouse | 66.0% | 125,000 | Spec Dev Majestic (U/C) | 1.6 | 200 | 6% | 0.65 | 0.35 | 8 | 4 | 12 | 7% | 33% | 67% | 3 | 6 | 0.53 | 3 |
| 1 | 1-5 | 16.35 | Industrial | Manufacturing | 42.0% | 299,127 | LNR Planned | 3.82 | 1,143 | 19% | 0.78 | 0.22 | 170 | 48 | 218 | 19% | 36% | 64% | 62 | 140 | 2.93 | 876 |
| 1 | 1-6 | 10.55 | Industrial | Warehousing | 45.0% | 206,801 | LNR Planned | 3.56 | 736 | 8% | 0.79 | 0.21 | 49 | 13 | 62 | 9% | 25% | 75% | 17 | 50 | 0.72 | 149 |
| 1 | 1-7 | 6.81 | Business Park | General Light Industrial | 37.0% | 105,535 | Spec Dev Clifford (built) | 6.97 | 746 | 13% | 0.88 | 0.12 | 87 | 12 | 99 | 14% | 12% | 88% | 12 | 91 | 2.51 | 60 |
| 1 | 1-8 | 5.85 | Commercial | Business Hotel | 35.0% | 89,189 | Planned retail (127 room hotel) | 7.77 | 693 | 8% | 0.59 | 0.41 | 43 | 30 | 74 | 9% | 60% | 40% | 47 | 31 | 79 | 0 |
| 1 | 1-8a | | Commercial | Fast-Food Restaurant w/ D.T. | 1.2% | 3,000 | | 496.12 | 1,488 | 10% | 0.51 | 0.49 | 76 | 73 | 148 | 7% | 52% | 48% | 53 | 49 | 102 | 0 |
| 1 | 1-8b | | Commercial | Fast-Food Restaurant w/ D.T. | 1.2% | 3,000 | | 496.12 | 1,488 | 10% | 0.51 | 0.49 | 76 | 73 | 148 | 7% | 52% | 48% | 53 | 49 | 102 | 0 |
| 1 | 1-8c | | Commercial | High Turn over (sit down) Restaur | 3.1% | 8,000 | 8K restaurant | 127.15 | 1,017 | 9% | 0.52 | 0.48 | 48 | 44 | 92 | 9% | 59% | 41% | 53 | 37 | 89 | 0 |
| 1 | 1-8d | | Commercial | Specialty Retail Center | 3.9% | 5,000 | Retail | 44.32 | 222 | 0% | 0.00 | 0.00 | - | - | 0 | 6% | 44% | 56% | 6 | 8 | 14 | 0 |
| 1 | 1-9 | 17.14 | Mixed Use | General Light Industrial | 28.9% | 200,482 | Spec Dev Operon (built) | 6.46 | 1,295 | 13% | 0.88 | 0.12 | 150 | 21 | 171 | 14% | 12% | 88% | 22 | 159 | 2.51 | 140 |
| 1 | 1-9a | | Mixed Use | General Office Building | 3.4% | 23,286 | Spec Dev Operon (built) | 11.01 | 279 | 14% | 0.88 | 0.12 | 35 | 5 | 39 | 17% | 17% | 83% | 5 | 31 | 36 | 0 |
| 1 | 1-9b | | Mixed Use | General Office Building | 2.0% | 13,275 | Spec Dev Operon (built) | 11.01 | 168 | 14% | 0.88 | 0.12 | 21 | 3 | 24 | 17% | 17% | 83% | 4 | 19 | 23 | 0 |
| 1 | 1-10 | 1.05 | Industrial | General Light Industrial | 45.0% | 20,562 | Combined with DRMO | 6.97 | 143 | 13% | 0.88 | 0.12 | 17 | 2 | 19 | 14% | 12% | 88% | 2 | 18 | 20 | 2.51 |
| 1 | 1-DRMO | 15.53 | Industrial | General Light Industrial | 42.0% | 302,420 | Redeveloped DRMO | 6.97 | 2,108 | 13% | 0.88 | 0.12 | 245 | 33 | 278 | 14% | 12% | 88% | 35 | 258 | 2.51 | 759 |
| 1 | 1-11 | 8.80 | Industrial | General Light Industrial | 45.0% | 190,000 | | 4.96 | 942 | 13% | 0.88 | 0.12 | 109 | 15 | 124 | 14% | 12% | 88% | 16 | 115 | 2.51 | 170 |
| 1 | 1-15 | 29.41 | Industrial | Warehousing | 21.9% | 280,038 | Mclane Foodservices (built) | 2.4 | 672 | 8% | 0.79 | 0.21 | 45 | 12 | 57 | 9% | 25% | 75% | 15 | 45 | 0.72 | 120 |
| 1 | 1-15 R | | Industrial | Warehousing | 0.9% | 11,900 | Truck Maint. McLane | 4.96 | 58 | 8% | 0.79 | 0.21 | 4 | 1 | 5 | 9% | 25% | 75% | 1 | 4 | 5 | 0.72 |
| 1 | 1-16 | 3.63 | 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 |
| 1 | 1-17 | 3.03 | Industrial | General Light Industrial | 35.4% | 46,754 | Spec Dev Yocum | 6.97 | 316 | 13% | 0.88 | 0.12 | 37 | 5 | 42 | 14% | 12% | 88% | 5 | 39 | 44 | 2.51 |
| 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 | 0.53 | 39 |
| 1 | 1-19 | 1.0 | Mixed Use | Specialty Retail Center | 30.0% | 13,068 | | 44.32 | 579 | 0% | 0.00 | 0.00 | - | - | 0 | 6% | 44% | 56% | 16 | 20 | 35 | 0 |
| 1 | Lot C | 1.30 | Business Park | General Light Industrial | 45.0% | | | 0 | - | 13% | 0.88 | 0.12 | - | - | 0 | 14% | 12% | 88% | - | - | 2.51 | - |
| | Subtotal | 164.88 | Total SF | | | 2,606,818 | | | | | | | | | | | | | | | |
| | | 91.33 | | | SPA only | 944,189 | | | 18,235 | | | | 426 | 1,791 | | | | | 485 | 1,312 | 1,796 | | 2,537 |
| | **Unit 2** | | | | | | | | | | | | | | | | | | | | |
| 1 | 2-1 | 3.77 | Mixed Use | Specialty Retail Center | 6.3% | 7,500 | Projected | 44.32 | 332 | 0% | 0.00 | 0.00 | - | - | 0 | 6% | 44% | 56% | 9 | 11 | 20 | 0 |
| | 2-1 | | Mixed Use | Coffee/Donut Shop w/ D.T. | 1.2% | 2,000 | Projected | 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 | 609 | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 73 | 10 | 83 | I=1.12x+78.81 | 17% | 83% | 20 | 99 | 119 | |
| 1 | 2-2 | 4.45 | Business Park | General Office Building | 35.0% | 67,945 | Retail & Office | ln(T)=0.77ln(x)+3.65 | 890 | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 121 | 17 | 138 | I=1.12x+78.81 | 17% | 83% | 26 | 128 | 155 | 0 |
| 1 | 2-3 | 0.92 | Business Park | General Office Building | 35.0% | 14,026 | Office | ln(T)=0.77ln(x)+3.65 | 294 | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 34 | 5 | 39 | I=1.12x+78.81 | 17% | 83% | 18 | 78 | 95 | 0 |
| 1 | 2-4 | 14.47 | Business Park | Light Rail Transit Station w/ Parkir | 0.0% | | Metrolink Station(1200 spots) | | 230 | | | | 84 | 17 | 101 | | | | 26 | 103 | 129 | 0 |
| 1 | 2-5 | 2.62 | Business Park | General Office Building | 0.0% | - | Spec Dev Kell (parking only) | 11.01 | - | 14% | 0.88 | 0.12 | - | - | 0 | 14% | 17% | 83% | - | - | - | 0 |
| 1 | 2-6 | 8.54 | Business Park | General Office Building | 42.7% | 159,000 | Spec Dev Kell | 11.01 | 1,749 | 14% | 0.88 | 0.12 | 217 | 30 | 247 | 14% | 17% | 83% | 40 | 196 | 237 | 0 |
| 1 | 2-7 | 6.57 | Business Park | General Office Building | 38.4% | 110,000 | Spec Dev Operon | 11.01 | 1,210 | 14% | 0.88 | 0.12 | 150 | 20 | 171 | 14% | 17% | 83% | 28 | 136 | 164 | 0 |
| 1 | 2-8 | 4.95 | Business Park | General Office Building | 18.6% | 40,000 | BTS Dev Enterprise | 9 | 360 | 14% | 0.88 | 0.12 | 45 | 6 | 51 | 14% | 17% | 83% | 8 | 40 | 48 | 0 |
| | 2-9 | 0.85 | Commercial | Specialty Retail Center | 24.5% | 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. | 5.6% | 2,000 | Projected Retail | 523.17 | 1,046 | 13% | 0.47 | 0.53 | 66 | 74 | 140 | 5% | 50% | 50% | 28 | 28 | 56 | |
| 2 | 2-11 | 2.87 | Public Facility | Business Park | 0.0% | - | Detention Basin | 12.76 | - | 11% | 0.84 | 0.16 | - | - | 0 | 10% | 23% | 77% | - | - | - | 0 |
| 2 | Lot A | 0.23 | Public Facility | Business Park | 0.0% | - | Pump Site | 12.76 | - | 11% | 0.84 | 0.16 | - | - | 0 | 10% | 23% | 77% | - | - | - | 0 |
| 2 | Lot B | 0.58 | Public Facility | Business Park | 0.0% | - | Projected | 12.76 | - | 11% | 0.84 | 0.16 | - | - | 0 | 10% | 23% | 77% | - | - | - | 0 |
| | Subtotal | 51.52 | Total SF | | | 468,669 | | | | | | | | | | | | | | | |
| | | 11.60 | | | SPA only | 149,669 | | | 11,258 | | | | 989 | 435 | 1,490 | | | | 323 | 947 | 1,270 | | 16 |
| | **Unit 5** | | | | | | | | | | | | | | | | | | | | |
| 2 | 5-1 to 5-5 | 66.30 | Industrial | Warehousing | 50.0% | 1,921,428 | Tesco Fresh & Easy (built) | 3.56 | 10,457 | 8% | 0.78 | 0.21 | 415 | 217 | 632 | 9% | 25% | 75% | 97 | 612 | 709 | 0.72 |
| 2 | | | Industrial | Warehousing | 0.0% | - | Tesco Expansion | - | - | 8% | 0.78 | 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) | 1.60 | 799 | 6% | 0.65 | 0.35 | 32 | 17 | 50 | 7% | 33% | 67% | 18 | 37 | 55 | 0.53 |
| | Subtotal | 112.1 | Total SF | | | 2,410,428 | | | | | | | | | | | | | | | |
| | | | | | SPA only | 0 | | | 11,256 | | | | 447 | 234 | 682 | | | | 116 | 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 |
| 2 | 3-2 | 13.53 | Industrial | Warehousing | 45.0% | 265,215 | Ridge Spec | 3.56 | 944 | 8% | 0.79 | 0.21 | 63 | 17 | 80 | 9% | 25% | 75% | 21 | 64 | 85 | 0.72 |
| 2 | 3-3 | 10.27 | Business Park | Manufacturing | 21.3% | 95,270 | 2 Sisters Food Group (U/C) | 4.87 | 464 | 19% | 0.78 | 0.22 | 73 | 21 | 93 | 19% | 36% | 64% | 34 | 60 | 93 | 2.93 |
| 2 | | | Business Park | Manufacturing | 18.8% | 84,230 | 2 Sisters Food Group Expansion | 3.82 | 385 | 19% | 0.78 | 0.22 | 57 | 16 | 74 | 19% | 36% | 64% | 26 | 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 |
| 2 | 3-5 | 1.55 | 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 |
| 2 | 3-6 | 1.17 | Industrial | Warehousing | 45.0% | 22,934 | Projected | 3.56 | 82 | 8% | 0.79 | 0.21 | 5 | 1 | 7 | 9% | 25% | 75% | 2 | 6 | 7 | 0.72 |
| 2 | 3-7 | 1.17 | Industrial | Warehousing | 45.0% | 22,934 | Projected | 3.56 | 82 | 8% | 0.79 | 0.21 | 5 | 1 | 7 | 9% | 25% | 75% | 2 | 6 | 7 | 0.72 |
| 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 |
| | Subtotal | 35.1 | Total SF | | | 685,604 | | | | | | | | | | | | | | | |
| | | | | | SPA only | 597,194 | | | 2,679 | | | | 250 | 69 | 319 | | | | 101 | 229 | 329 | | 389 |
| | **Unit 6** | | | | | | | | | | | | | | | | | | | | |
| 2 | 6-1a | 2.12 | Public Facility | Business Park | 16.2% | 15,000 | Fire Station | | 50 | 8% | 0.30 | 0.70 | 1 | 3 | 4 | 10% | 70% | 30% | 4 | 2 | 5 | 0 |
| 2 | 6-1b | 4.82 | Industrial | Warehousing | 32.0% | 67,161 | | 3.56 | 239 | 8% | 0.79 | 0.21 | 16 | 4 | 20 | 9% | 25% | 75% | 5 | 16 | 21 | 0.72 |
| 2 | 6-2 | 6.90 | Industrial | Manufacturing | 42.0% | 126,229 | LNR Planned Industrial | 3.82 | 482 | 19% | 0.78 | 0.22 | 72 | 20 | 92 | 19% | 36% | 64% | 33 | 59 | 92 | 2.93 |
| | **Unit 4** | | | | | | | | | | | | | | | | | | | | |
| 3 | 4-1 | 7.23 | Industrial | High-Cube Warehouse | 45.0% | 141,722 | Projected | 1.44 | 204 | 6% | 0.65 | 0.35 | 8 | 4 | 13 | 7% | 33% | 67% | 5 | 9 | 14 | 0.53 |
| 3 | 4-2 | 6.30 | Industrial | Warehousing | 45.0% | 123,493 | Projected | 3.56 | 440 | 8% | 0.79 | 0.21 | 29 | 8 | 37 | 9% | 25% | 75% | 10 | 30 | 40 | 0.72 |
| 3 | 4-3 | 9.90 | Business Park | General Office Building | 35.0% | 150,935 | Projected | ln(T)=0.77ln(x)+3.65 | 1,830 | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 229 | 31 | 261 | I=1.12x+78.81 | 17% | 83% | 42 | 206 | 248 | 0 |
| 3 | 4-4 | 14.84 | Commercial | Business Hotel | 1% | 40,000 | 60 Room hotel | 7.77 | 436 | 8% | 0.59 | 0.41 | 21 | 14 | 35 | 9% | 60% | 40% | 22 | 15 | 37 | 0 |
| | | | Commercial | Business Hotel | | 108,000 | 90 room hotel | 7.77 | 854 | 8% | 0.59 | 0.41 | 31 | 21 | 52 | 9% | 60% | 40% | 33 | 22 | 56 | 0 |
| | | | Commercial | Quality Restaurant | 2% | 8,000 | 8K restaurant | 89.95 | 720 | 0% | 0.00 | 0.00 | - | - | 0 | 8% | 67% | 33% | 40 | 20 | 60 | 0 |
| | | | 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 |
| | | | Commercial | Fast-Food Restaurant w/ D.T. | 0.5% | 3,000 | 3.0 K fast food | 496.12 | 1,488 | 10% | 0.51 | 0.49 | 76 | 73 | 148 | 7% | 52% | 48% | 53 | 49 | 102 | 0 |
| | | | 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 |
| | 4-5 | 3.80 | Mixed Use | Specialty Retail Center | 6.0% | 10,000 | Projected | 44.32 | 443 | 0% | 0.00 | 0.00 | - | - | 0 | 6% | 44% | 56% | 12 | 15 | 27 | 0 |
| | | | 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 | |
| | | | 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 | |
| | | | Mixed Use | General Office Building | 22.4% | 37,000 | Projected | ln(T)=0.77ln(x)+3.65 | 620 | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 75 | 10 | 85 | I=1.12x+78.81 | 17% | 83% | 20 | 100 | 120 | |
| | 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 |
| | | | 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 | |
| | | | 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 | |
| | | | Mixed Use | General Office Building | 23.1% | 42,262 | Projected | ln(T)=0.77ln(x)+3.65 | 687 | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 83 | 11 | 94 | I=1.12x+78.81 | 17% | 83% | 21 | 105 | 126 | |
| | 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 |
| | | | 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 | |
| | | | 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 | |
| | | | Mixed Use | General Office Building | 23.0% | 40,000 | Projected | ln(T)=0.77ln(x)+3.65 | 659 | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 79 | 11 | 90 | I=1.12x+78.81 | 17% | 83% | 21 | 103 | 124 | |
| | 4-8 | 3.46 | Office | General Office Building | 32.5% | 48,963 | Projected | ln(T)=0.77ln(x)+3.65 | 770 | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 93 | 13 | 106 | I=1.12x+78.81 | 17% | 83% | 23 | 111 | 134 | 0 |
| | 4-9 | 2.97 | Office | General Office Building | 32.5% | 42,046 | Projected | ln(T)=0.77ln(x)+3.65 | 665 | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 83 | 11 | 94 | I=1.12x+78.81 | 17% | 83% | 21 | 104 | 126 | 0 |
| | 4-10 | 4.31 | Office | General Office Building | 32.5% | 61,017 | Projected | ln(T)=0.77ln(x)+3.65 | 912 | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 111 | 15 | 126 | I=1.12x+78.81 | 17% | 83% | 25 | 122 | 147 | 0 |
| | 4-11 | 3.07 | Office | Medical Office | 32.0% | 42,793 | Projected | 36.13 | 1,546 | 6% | 0.79 | 0.21 | 78 | 21 | 99 | 10% | 27% | 73% | 40 | 108 | 148 | 0 |
| | 4-12 | 7.73 | Office | Medical Office | 32.0% | 107,750 | Projected | 36.13 | 3,893 | 6% | 0.79 | 0.21 | 196 | 52 | 248 | 10% | 27% | 73% | 101 | 272 | 373 | 0 |
| | 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 |
| | 4-14 | 3.40 | Business Park | General Light Industrial | 42.0% | 62,204 | Projected | 6.97 | 434 | 13% | 0.88 | 0.12 | 50 | 7 | 57 | 14% | 12% | 88% | 7 | 53 | 60 | 2.51 |
| | 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 |
| | 4-16 | 45.00 | Industrial | Warehousing | 43.0% | 842,886 | Projected | 3.56 | 3,001 | 8% | 0.79 | 0.21 | 200 | 53 | 253 | 9% | 25% | 75% | 67 | 202 | 270 | 0.72 |

Land use is subject to change and should not be expected to be developed as shown herein.

# EXHIBIT A 7
## Parking Study Analysis

ABI ENGINEERING CONSULTANTS, INC.
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March 6, 2017
Project No.: 17028

March Joint Powers Authority
14205 Meridian Parkway, #140
Riverside, CA 92518

Attn.: Jeff Smith, AICP

RE: Veteran's Plaza Mixed Use Development- Shared Parking Study

ABI has completed this shared parking study on behalf of Greens Group, who proposes Veteran's Plaza hotels and mixed use retail development. This letter presents the results of a share parking space analysis for the proposed commercial use development (Proposed Project) on the Northeast corner of Van Buren Boulevard and Opportunity Way, also commonly known as Meridian Unit 4 Lot 4, in Riverside, California. The purpose of the analysis was to identify the maximum parking demand of the Proposed Project utilizing commonly accepted methods and practices as described in the Urban Land Institute's (ULI) 2005 "Shared Parking Study."

ULI's Shared Parking Study defines shared parking as the use of a parking space to serve two or more individual land uses without conflict or encroachment. The ability to share parking spaces is based on:

1. Variations in the accumulation of vehicles by hour, by day, and by season at the individual land uses, and
2. Relationships among the land uses that result in visiting multiple land uses on the same auto trip."

Excess parking spaces in a development has many adverse environmental, economic, and aesthetic impacts to a development. The extra parking spaces decrease the area for landscaping that has aesthetic value, increase storm water run-off, and when managed properly improves storm water quality by reducing the discharge of pollution into downstream water bodies.

The 2005 ULI Shared Parking Study is a credible source of parking guidelines and has been cited on analysis accepted by the United States EPA as well as several cities in California such as, Anaheim, Pasadena, Fremont, Santa Rosa, and Fullerton to name a few.

**Analysis**

The accumulation of the individual land uses and the expected parking spaces required by use, by hour, by day, and by season are presented below. The parking assumptions used in the analysis (see Table 1) are consistent with those found in the March JPA "Off-street Parking Requirements" found in the 2016 March JPA Development Code Chapter 9.11, with one notable exception. The Hotel Use parking requirement is listed as 1.25 spaces per guest room, which the applicant notes is inconsistent with modern Hotel Land Use planning practices. For example, all March JPA Member Jurisdictions currently utilize rates consistent with current planning practices, for e.g. City of Riverside and Moreno Valley use 1 space per guestroom, County of Riverside uses 1 space per guestroom plus 2 spaces for staff, and the City of Perris utilizes 1.1 spaces per guestroom. Our analysis utilizes the most conservative ratio of the Member agencies at 1.25 spaces per room as shown in the table below. ULI Adjustment Factors were used in the analysis (see Attachment 1).

**Table 1: Parking Assumptions Used in Analysis**

| Lot U4-4 | Designation | Building s.f | Room,% or MPD's | Square Footage | Parking Rate | Parking |
|---|---|---|---|---|---|---|
| Building A | Business Hotel (161 rooms) | | 161 | 86,568 | 1.25 | 201.3 |
| Building B | Business Hotel (90 rooms) | | 90 | 47,760 | 1.25 | 112.5 |
| Building C | Specialty Retail Center | | | 50,097 | 3.50 | 175.3 |
| Building D | Specialty Retail Center - 25% Fast Food | 6,000 | 25% | 1,500 | 8.00 | 12.0 |
| Building D | Specialty Retail Fine/Casual Quality Restaurant | 6,000 | 33% | 1,980 | 8.00 | 15.8 |
| Building D | Specialty Retail Center - 42% Retail | 6,000 | 42% | 2,520 | 3.50 | 8.8 |
| Building E | Gasoline Station w/ Convenience Market and Car | | 16 | 3,800 | 3.50 | 13.3 |
| Building F | Fast-Food Restaurant w/ D.T | 2,420 | 100% | 2,420 | 8.00 | 19.4 |
| Building | Fast-Food Restaurant w/ D.T | 3,550 | 100% | 3,550 | 8.00 | 28.4 |
| Building J | Retail | 7,500 | 100% | 7,500 | 3.50 | 26.3 |
| Building K | Fine/Casual Dining Restaurant | 6,000 | 100% | 6,000 | 8.00 | 48.0 |
| Building L | Family Restaurant | 6,000 | 100% | 6,000 | 8.00 | 48.0 |

| | |
|---|---|
| Pre-analysis | **709.1** |
| Provided | 606 |
| Shared Analysis | 512 |
| Parking Surplus | 94 |

Multiple scenarios were analyzed to determine timing of peak parking requirements given the various uses. The multiple analysis indicated that peak parking occurs during two seasons: 1) peak Hotel season in June, and 2) peak Retail season in December. The first season appears to coincide with school break and onset of summer holidays, and second season coincides with year-end holiday season. The maximum parking required is 512 spaces for these two scenarios (see Figures 1 and 2).

**Figure 1: Peak Hotel season Typical Weekday June Parking Analysis**

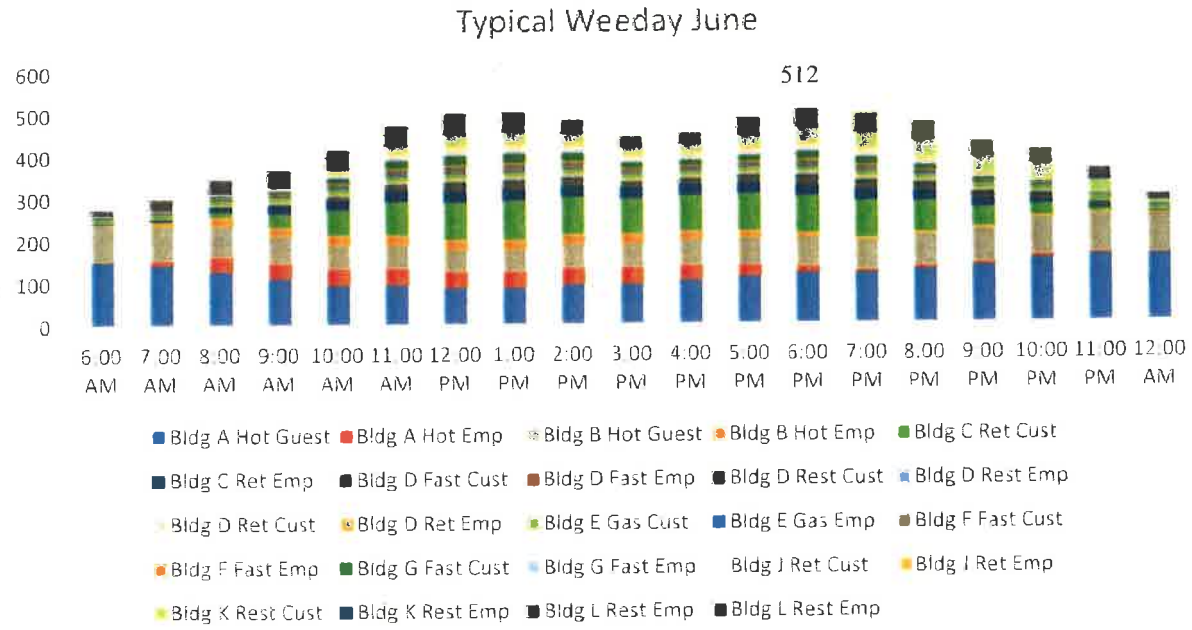
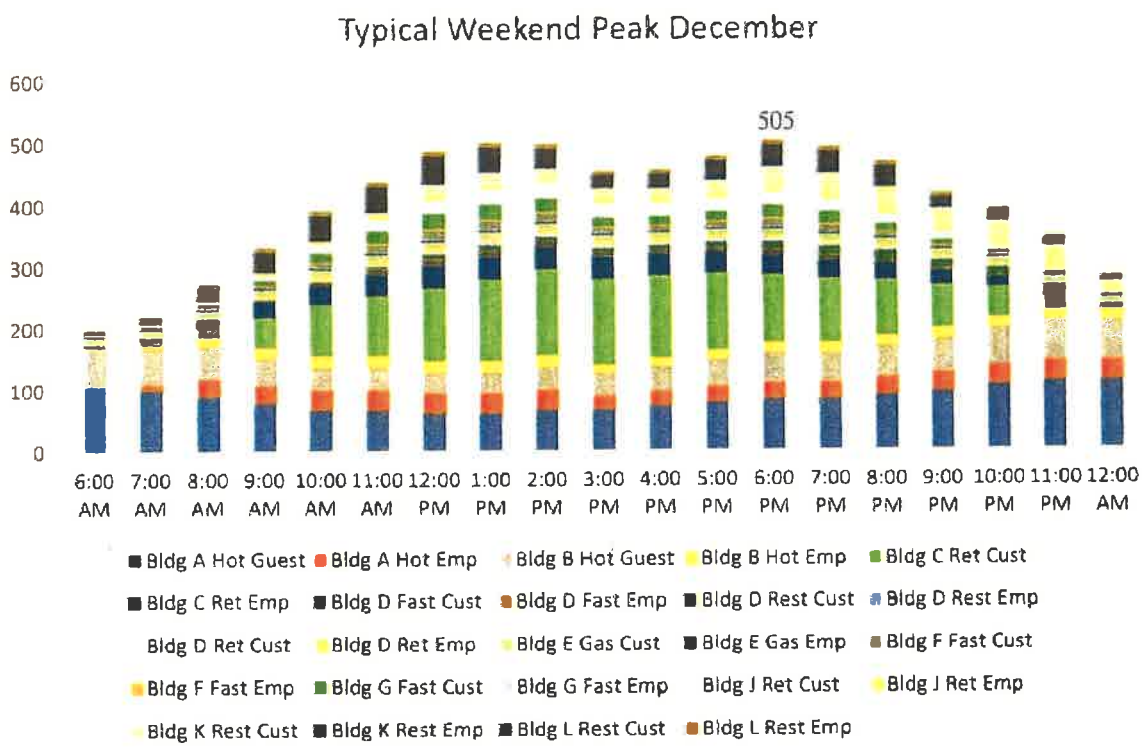


**Figure 2: Peak Retail season Typical December Weekend Parking Analysis**




**Conclusions**

The hotels in conjunction with a mixed retail use creates a highly compatible parking scenario that substantially reduces the parking needs at the proposed Veteran's Plaza development. The proposed 606 parking spaces is more than adequate considering the expected peak parking demand of 512 spaces. The hourly demands indicates that as hotel guests check out for the day, retail uses begin to thrive and peak during the 1:00 PM lunch hour and in the evening during peak dinner hour at 6:00 PM. Subsequently, after the peak dinner hour, the parking needs shift back to the hotels as the retail uses and restaurants wind down for the evening.

As this is a phased development, the parking needs of the Plaza will be periodically assessed during the building permit phase to modify the assumptions used this analysis, and modify parking needs accordingly. As such, the Veteran's Plaza Plot Plan, as proposed, with 606 parking spaces has more than enough parking spaces.

If you have any questions on this letter, please contact me at (888)220-5596 x701.

Sincerely,
**ABI Engineering Consultants, Inc.**

Daya Bettadapura, P.E.
Principal Engineer

REGISTERED PROFESSIONAL ENGINEER
DAYANAND P. BETTADAPURA
No. C048505
Exp. 6-30-17
CIVIL
STATE OF CALIFORNIA

Attachment 1: ULI Adjustment Factors

**Table 2-3** Recommended Monthly Adjustment Factors for Customer/Visitor Parking

| Land Use | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | Late DEC | Source |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Shopping Center | 56% | 57% | 64% | 63% | 66% | 67% | 64% | 69% | 64% | 66% | 72% | 100% | 80% | 1, 3 |
| Restaurant | 85% | 86% | 95% | 92% | 96% | 95% | 98% | 99% | 91% | 96% | 93% | 100% | 95% | 1 |
| Fast Food | 85% | 86% | 95% | 92% | 96% | 95% | 98% | 99% | 91% | 96% | 93% | 100% | 95% | 1 |
| Nightclub | 84% | 86% | 98% | 90% | 90% | 91% | 94% | 96% | 92% | 98% | 96% | 100% | 95% | 1 |
| Cineplex Weekdays | 27% | 21% | 20% | 19% | 27% | 41% | 55% | 40% | 15% | 15% | 25% | 23% | 100% | 3 |
| Cineplex Weekends | 71% | 59% | 67% | 58% | 71% | 82% | 92% | 75% | 51% | 62% | 78% | 67% | 100% | 3 |
| Performing Arts Theater | 90% | 90% | 90% | 90% | 90% | 90% | 90% | 90% | 90% | 90% | 90% | 100% | 100% | 2 |
| Arena | 90% | 100% | 100% | 100% | 100% | 75% | — | — | 60% | 65% | 90% | 95% | 95% | 2 |
| Pro Football Stadium[1] | — | — | — | — | — | — | — | 67% | — | — | — | 100% | 100% | 2 |
| Pro Baseball Stadium | — | — | — | 100% | 100% | 100% | 100% | 100% | 100% | 100% | — | — | — | 2 |
| Health Club | 100% | 95% | 85% | 70% | 65% | 65% | 65% | 70% | 80% | 85% | 85% | 90% | 95% | 2, 4 |
| Convention Center[2] | 75% | 100% | 90% | 55% | 60% | 50% | 45% | 75% | 80% | 85% | 100% | 60% | — | 2 |
| Hotel—Business | 71% | 85% | 91% | 90% | 92% | 100% | 98% | 92% | 93% | 93% | 81% | 67% | 50% | 5 |
| Hotel—Leisure | 90% | 100% | 100% | 100% | 90% | 90% | 100% | 100% | 75% | 75% | 75% | 50% | 100% | 5 |
| Restaurant/Lounge | 85% | 86% | 95% | 92% | 96% | 95% | 98% | 99% | 91% | 96% | 93% | 100% | 95% | 1 |
| Meeting/Banquet (20 to 50 sq. ft./guest room) | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 2 |
| Convention (>50 sq. ft./guest room) | 75% | 100% | 90% | 55% | 60% | 50% | 45% | 75% | 80% | 85% | 100% | 60% | — | 2 |
| Residential | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 2 |
| Office, Bank | 100% | 100% | 100% | 100% | 100% | 100% | 95% | 95% | 100% | 100% | 100% | 100% | 80% | 2, 6 |

**Notes**

December — December 24; Late December — December 25–31

[illegible] only one weeknight game and no Saturday games; Pro Hockey, Soccer, other Pro Football, Basketball, and Hockey data are modified or adjusted due to the crowds expected. This category is not covered in detail in this report due to parking planning.

Many convention centers are complementary land uses with hotels and have Year 2000 data.

**Sources:**

1. U.S. Census Bureau, calculated as ratios of monthly retail and food [illegible] 1999–2002
2. Data collected by team members
3. Traffic Generation Manual (Washington, DC: Institute of Transportation Engineers, 2001).
4. Thomas W. Dorsett, Parking Requirements for Health Clubs, The Parking Professional, April 2003.
5. Smith Travel Research, www.strglobal.com
6. Parking Study conducted by Rolland Hein & Associates for Lee Enterprises, 2000

**Table 2-4** Recommended Monthly Adjustment Factors for Employee Parking

| Land Use | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | Late DEC | Source |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Shopping Center | 80% | 80% | 80% | 80% | 80% | 80% | 80% | 80% | 80% | 80% | 90% | 100% | 90% | 1, 2 |
| Restaurant | 95% | 95% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 1, 2 |
| Fast Food | 95% | 95% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 1, 2 |
| Nightclub | 90% | 90% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 1, 2 |
| Cineplex Weekdays | 50% | 50% | 50% | 50% | 50% | 75% | 75% | 75% | 50% | 50% | 50% | 50% | 100% | 3, 2 |
| Cineplex Weekends | 80% | 80% | 80% | 80% | 80% | 100% | 100% | 90% | 80% | 80% | 80% | 80% | 100% | 3, 2 |
| Performing Arts Theater | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 2 |
| Arena | 100% | 100% | 100% | 100% | 100% | 75% | 10% | 10% | 75% | 75% | 100% | 100% | 100% | 2 |
| Pro Football Stadium[1] | 10% | 10% | 10% | 10% | 10% | 10% | 10% | 100% | 10% | 10% | 10% | 100% | 100% | 2 |
| Pro Baseball Stadium | 10% | 10% | 10% | 10% | 100% | 100% | 100% | 100% | 100% | 100% | 10% | 10% | 10% | 2 |
| Health Club | 100% | 100% | 95% | 80% | 75% | 75% | 75% | 80% | 90% | 95% | 95% | 100% | 100% | 4, 2 |
| Convention Center | 85% | 100% | 100% | 65% | 70% | 60% | 55% | 85% | 90% | 95% | 100% | 70% | 10% | 5, 2 |
| Hotel | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 2 |
| Residential | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 2 |
| Office, Bank | 100% | 100% | 100% | 100% | 100% | 100% | 95% | 95% | 100% | 100% | 100% | 100% | 80% | 6 |

**Notes**

December = December 1–24; Late December = December 25–31

[1] Because there is only one weeknight game and no Saturday games per NFL team September through November, productivity patterns are modified at an assumed lower due to the crowds expected. Any category is not considered a "design day" for parking planning.

**Sources:**

1. U.S. Census Bureau, unadjusted estimates of monthly retail and food service sales, 1999–2000
2. Data derived by team members
3. *Parking Generation*, 3rd ed. (Washington, D.C.: Institute of Transportation Engineers, 2004)
4. John W. Dunnett, "Parking Requirements for Health Clubs," *The Parking Professional*, April 2004
5. Smith Travel Research, www.str.com
6. Parking study conducted by Patton Harris Rust & Associates for the Peterson Companies, 2001

**Table 2-5** Recommended Time-of-Day Factors for Weekdays

| Land Use | User | 6 a.m. | 7 a.m. | 8 a.m. | 9 a.m. | 10 a.m. | 11 a.m. | Noon | 1 p.m. | 2 p.m. |
|---|---|---|---|---|---|---|---|---|---|---|
| Shopping Center—Typical | Customer | 1% | 5% | 15% | 35% | 65% | 85% | 95% | 100% | 95% |
| Peak December | Customer | 1% | 5% | 15% | 30% | 55% | 75% | 90% | 100% | 100% |
| Late December | Customer | 1% | 5% | 10% | 20% | 40% | 65% | 90% | 100% | 100% |
| | Employee | 10% | 15% | 40% | 75% | 85% | 95% | 100% | 100% | 100% |
| Fine/Casual Dining | Customer | — | — | — | — | 15% | 40% | 75% | 75% | 65% |
| | Employee | — | 20% | 50% | 75% | 90% | 90% | 90% | 90% | 90% |
| Family Restaurant | Customer | 25% | 50% | 60% | 75% | 85% | 90% | 100% | 90% | 50% |
| | Employee | 50% | 75% | 90% | 90% | 100% | 100% | 100% | 100% | 100% |
| Fast Food | Customer | 5% | 10% | 20% | 30% | 55% | 85% | 100% | 100% | 90% |
| | Employee | 15% | 20% | 30% | 40% | 75% | 100% | 100% | 100% | 95% |
| Nightclub | Customer | — | — | — | — | — | — | — | — | — |
| | Employee | — | — | — | 5% | 5% | 5% | 5% | 10% | 10% |
| Cineplex—Typical | Customer | — | — | — | — | — | — | 20% | 45% | 55% |
| Late December | Customer | — | — | — | — | — | — | 35% | 60% | 75% |
| | Employee | — | — | — | — | — | — | 50% | 60% | 60% |
| Performing Arts Theater | Customer | — | — | — | 1% | 1% | 1% | 1% | 1% | 1% |
| No matinee | Employee | — | 10% | 10% | 20% | 20% | 20% | 30% | 30% | 30% |
| Arena | Customer | — | — | — | 1% | 1% | 1% | 1% | 1% | 1% |
| No matinee | Employee | — | 10% | 10% | 20% | 20% | 20% | 30% | 30% | 30% |
| Stadium | Customer | — | — | — | 1% | 1% | 1% | 5% | 5% | 5% |
| 8 p.m. start | Employee | — | 10% | 10% | 20% | 20% | 20% | 30% | 30% | 30% |
| Health Club | Customer | 70% | 40% | 40% | 70% | 70% | 80% | 60% | 70% | 70% |
| | Employee | 75% | 75% | 75% | 75% | 75% | 75% | 75% | 75% | 75% |
| Convention Center | Visitor | — | — | 50% | 100% | 100% | 100% | 100% | 100% | 100% |
| | Employee | 5% | 30% | 33% | 33% | 100% | 100% | 100% | 100% | 100% |
| Hotel—Business | Guest | 95% | 90% | 80% | 70% | 60% | 60% | 55% | 55% | 60% |
| Hotel—Leisure | Guest | 95% | 95% | 90% | 80% | 70% | 70% | 65% | 65% | 70% |
| Restaurant/Lounge | Customer | — | 10% | 30% | 10% | 10% | 5% | 100% | 100% | 35% |
| Conference/Banquet | Customer | — | — | 30% | 60% | 60% | 60% | 65% | 65% | 65% |
| Convention | Customer | — | — | 50% | 100% | 100% | 100% | 100% | 100% | 100% |
| | Employee | 5% | 30% | 90% | 90% | 100% | 100% | 100% | 100% | 100% |
| Residential | Guest | — | 10% | 20% | 20% | 20% | 20% | 20% | 20% | 20% |
| Residential | Reserved | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Residential | Resident | 100% | 90% | 85% | 80% | 75% | 70% | 65% | 70% | 70% |
| Office | Visitor | — | 1% | 20% | 60% | 100% | 45% | 15% | 45% | 100% |
| Office | Employee | 3% | 30% | 75% | 95% | 100% | 100% | 90% | 90% | 100% |
| Medical/Dental Office | Visitor | — | — | 90% | 90% | 100% | 100% | 30% | 90% | 100% |
| | Employee | — | — | 60% | 100% | 100% | 100% | 100% | 100% | 100% |
| Bank | Customer | — | — | 50% | 90% | 100% | 50% | 50% | 50% | 70% |
| | Employee | — | — | 60% | 100% | 100% | 100% | 100% | 100% | 100% |

| 3 p.m. | 4 p.m. | 5 p.m. | 6 p.m. | 7 p.m. | 8 p.m. | 9 p.m. | 10 p.m. | 11 p.m. | Midnight | Source |
|---|---|---|---|---|---|---|---|---|---|---|
| 90% | 90% | 95% | 95% | 95% | 80% | 50% | 30% | 10% | – | 1 |
| 100% | 95% | 85% | 80% | 75% | 65% | 50% | 30% | 10% | – | 1 |
| 100% | 95% | 85% | 70% | 55% | 40% | 25% | 15% | 5% | – | 1 |
| 100% | 100% | 95% | 95% | 95% | 90% | 75% | 40% | 15% | – | 2 |
| 40% | 50% | 75% | 95% | 100% | 100% | 100% | 95% | 75% | 25% | 2 |
| 75% | 75% | 100% | 100% | 100% | 100% | 100% | 100% | 85% | 35% | 2 |
| 45% | 45% | 75% | 80% | 80% | 80% | 60% | 55% | 50% | 25% | 2 |
| 75% | 75% | 95% | 95% | 95% | 95% | 80% | 65% | 65% | 35% | 2 |
| 60% | 55% | 60% | 85% | 80% | 50% | 30% | 20% | 10% | 5% | 3 |
| 70% | 60% | 70% | 90% | 90% | 60% | 40% | 30% | 20% | 20% | 2 |
| – | – | – | 25% | 50% | 75% | 100% | 100% | 100% | 100% | 2 |
| 10% | 20% | 45% | 70% | 100% | 100% | 100% | 100% | 100% | 100% | 2 |
| 55% | 55% | 60% | 60% | 80% | 100% | 100% | 80% | 65% | 40% | 2, 6 |
| 80% | 80% | 80% | 70% | 80% | 100% | 100% | 85% | 70% | 55% | 2, 6 |
| 75% | 75% | 100% | 100% | 100% | 100% | 100% | 100% | 70% | 50% | 2 |
| 1% | 1% | 1% | 1% | 25% | 100% | 100% | – | – | – | 2 |
| 30% | 30% | 30% | 100% | 100% | 100% | 100% | 30% | 10% | 5% | 2 |
| 1% | 1% | 1% | 10% | 25% | 100% | 100% | 85% | – | – | 2 |
| 30% | 30% | 30% | 100% | 100% | 100% | 100% | 30% | 10% | 5% | 2 |
| 5% | 5% | 5% | 10% | 50% | 100% | 100% | 85% | 25% | – | 2 |
| 30% | 30% | 30% | 100% | 100% | 100% | 100% | 100% | 25% | 10% | 2 |
| 70% | 80% | 90% | 100% | 90% | 80% | 70% | 35% | 10% | – | 2, 4 |
| 75% | 75% | 100% | 100% | 75% | 50% | 20% | 20% | 20% | – | 2, 4 |
| 100% | 100% | 100% | 50% | 30% | 30% | 10% | – | – | – | 2 |
| 100% | 90% | 70% | 40% | 25% | 20% | 20% | 5% | – | – | 2 |
| 60% | 65% | 70% | 75% | 75% | 80% | 85% | 95% | 100% | 100% | 5 |
| 70% | 75% | 80% | 85% | 85% | 90% | 95% | 95% | 100% | 100% | 2 |
| 10% | 10% | 30% | 55% | 60% | 70% | 67% | 60% | 40% | 30% | 5, 3 |
| 65% | 65% | 100% | 100% | 100% | 100% | 100% | 50% | – | – | 2 |
| 100% | 100% | 100% | 50% | 30% | 30% | 10% | – | – | – | 2 |
| 100% | 90% | 70% | 40% | 20% | 20% | 20% | 20% | 10% | 5% | 2 |
| 20% | 20% | 40% | 60% | 100% | 100% | 100% | 100% | 80% | 50% | 2 |
| 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 2 |
| 70% | 75% | 85% | 90% | 97% | 98% | 99% | 100% | 100% | 100% | 2 |
| 45% | 15% | 10% | 5% | 2% | 1% | – | – | – | – | 2 |
| 100% | 90% | 50% | 25% | 10% | 7% | 3% | 1% | – | – | 3 |
| 100% | 90% | 80% | 67% | 30% | 15% | – | – | – | – | 2 |
| 100% | 100% | 100% | 67% | 30% | 15% | – | – | – | – | 2 |
| 50% | 80% | 100% | – | – | – | – | – | – | – | 3 |
| 100% | 100% | 100% | – | – | – | – | – | – | – | 2 |

**Sources:**

1 Consultant's data provided by shopping center managers

2 Data used by team members

3 Parking Generation 3rd ed. (Washington, DC: Institute of Transportation Engineers, 2004)

4 John W. Dorsett, "Parking Requirements for Health Clubs," The Parking Professional, April 2004

5 Gerald Salzman, "Hotel Parking: How Much is Enough?" Urban Land, January 1986

6 Parking study conducted by Patton Harris Rust & Associates for the Peterson Companies, 2001

**Table 2-6** Recommended Time-of-Day Factors for Weekends

| Land Use | User | 6 a.m. | 7 a.m. | 8 a.m. | 9 a.m. | 10 a.m. | 11 a.m. | Noon | 1 p.m. | 2 p.m. |
|---|---|---|---|---|---|---|---|---|---|---|
| Shopping Center—Typical | Customer | 1% | 5% | 10% | 30% | 50% | 65% | 80% | 90% | 100% |
| Peak December | Customer | 1% | 5% | 10% | 35% | 60% | 70% | 85% | 95% | 100% |
| Late December | Customer | 1% | 5% | 10% | 20% | 40% | 60% | 80% | 95% | 100% |
| | Employee | 10% | 15% | 40% | 75% | 85% | 95% | 100% | 100% | 100% |
| Fine/Casual Dining | Customer | — | — | — | — | — | 15% | 50% | 55% | 45% |
| | Employee | — | 20% | 30% | 60% | 75% | 75% | 75% | 75% | 75% |
| Family Restaurant | Customer | 10% | 25% | 45% | 70% | 90% | 90% | 100% | 85% | 65% |
| | Employee | 50% | 75% | 90% | 90% | 100% | 100% | 100% | 100% | 100% |
| Fast Food | Customer | 5% | 10% | 20% | 30% | 55% | 85% | 100% | 100% | 90% |
| | Employee | 15% | 20% | 30% | 40% | 75% | 100% | 100% | 100% | 95% |
| Nightclub | Customer | — | — | — | — | — | — | — | — | — |
| | Employee | — | — | — | 5% | 5% | 5% | 5% | 10% | 10% |
| Cineplex—Typical | Customer | — | — | — | — | — | — | 20% | 45% | 55% |
| Late December | Customer | — | — | — | — | — | — | 35% | 60% | 75% |
| | Employee | — | — | — | — | — | — | 50% | 60% | 60% |
| Performing Arts Theater | Customer | — | — | — | 1% | 1% | 1% | 1% | 17% | 67% |
| With matinee | Employee | — | 10% | 10% | 20% | 20% | 20% | 30% | 100% | 100% |
| Arena (two shows) | Customer | — | — | — | 1% | 1% | 1% | 1% | 25% | 95% |
| | Employee | — | 10% | 10% | 20% | 20% | 20% | 30% | 100% | 100% |
| Stadium (1 p.m. start; see | Customer | — | — | 1% | 1% | 5% | 5% | 50% | 100% | 100% |
| weekday for evening game) | Employee | — | 5% | 10% | 20% | 30% | 30% | 100% | 100% | 100% |
| Health Club | Customer | 80% | 45% | 35% | 50% | 35% | 50% | 50% | 30% | 25% |
| | Employee | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% |
| Convention Center | Visitor | — | — | 50% | 100% | 100% | 100% | 100% | 100% | 100% |
| | Employee | 5% | 30% | 33% | 33% | 100% | 100% | 100% | 100% | 100% |
| Hotel—Business | Guest | 95% | 90% | 80% | 70% | 60% | 60% | 55% | 55% | 60% |
| Hotel—Leisure | Guest | 95% | 95% | 90% | 80% | 70% | 70% | 65% | 65% | 70% |
| Restaurant/Lounge | Customer | — | 10% | 30% | 10% | 10% | 5% | 100% | 100% | 33% |
| Conference/Banquet | Customer | — | — | 30% | 60% | 60% | 60% | 65% | 65% | 65% |
| Convention | Customer | — | — | 50% | 100% | 100% | 100% | 100% | 100% | 100% |
| | Employee | 5% | 30% | 90% | 90% | 100% | 100% | 100% | 100% | 100% |
| Residential | Guest | — | 20% | 20% | 20% | 20% | 20% | 20% | 20% | 20% |
| Residential | Reserved | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Residential | Resident | 100% | 90% | 85% | 80% | 75% | 70% | 65% | 70% | 70% |
| Office | Visitor | — | 20% | 60% | 80% | 90% | 100% | 90% | 80% | 60% |
| Office | Employee | — | 20% | 60% | 80% | 90% | 100% | 90% | 80% | 60% |
| Medical/Dental Office | Visitor | — | — | 90% | 90% | 100% | 100% | 30% | — | — |
| | Employee | — | — | 60% | 100% | 100% | 100% | 100% | — | — |
| Bank | Customer | — | — | 25% | 40% | 75% | 100% | 90% | — | — |
| | Employee | — | — | 90% | 100% | 100% | 100% | 100% | — | — |

| 3 p.m. | 4 p.m. | 5 p.m. | 6 p.m. | 7 p.m. | 8 p.m. | 9 p.m. | 10 p.m. | 11 p.m. | Midnight | Source |
|---|---|---|---|---|---|---|---|---|---|---|
| 100% | 95% | 90% | 80% | 75% | 65% | 50% | 35% | 15% | — | 1 |
| 100% | 95% | 90% | 80% | 75% | 65% | 50% | 35% | 15% | — | 1 |
| 100% | 95% | 85% | 70% | 60% | 50% | 30% | 20% | 10% | — | 1 |
| 100% | 100% | 95% | 85% | 80% | 75% | 65% | 45% | 15% | — | 2 |
| 45% | 45% | 60% | 90% | 95% | 100% | 90% | 90% | 90% | 50% | 2 |
| 75% | 75% | 100% | 100% | 100% | 100% | 100% | 100% | 85% | 50% | 2 |
| 40% | 45% | 60% | 70% | 70% | 65% | 30% | 25% | 15% | 10% | 2 |
| 75% | 75% | 95% | 95% | 95% | 95% | 80% | 65% | 65% | 35% | 2 |
| 60% | 55% | 60% | 85% | 80% | 50% | 30% | 20% | 10% | 5% | 3 |
| 70% | 60% | 70% | 90% | 90% | 60% | 40% | 30% | 20% | 20% | 2 |
| — | — | — | 25% | 50% | 75% | 100% | 100% | 100% | 100% | 2 |
| 10% | 20% | 45% | 70% | 100% | 100% | 100% | 100% | 100% | 100% | 2 |
| 55% | 55% | 60% | 60% | 80% | 100% | 100% | 100% | 80% | 50% | 2, 6 |
| 80% | 80% | 80% | 70% | 80% | 100% | 100% | 100% | 85% | 70% | 2, 6 |
| 75% | 75% | 100% | 100% | 100% | 100% | 100% | 100% | 70% | 50% | 2 |
| 67% | 1% | 1% | 1% | 25% | 100% | 100% | — | — | — | 2 |
| 100% | 30% | 30% | 100% | 100% | 100% | 100% | 30% | 10% | 5% | 2 |
| 95% | 81% | 1% | 1% | 25% | 100% | 100% | — | — | — | 2 |
| 100% | 100% | 30% | 100% | 100% | 100% | 100% | 30% | 10% | 5% | 2 |
| 85% | 25% | — | — | — | — | — | — | — | — | 2 |
| 100% | 25% | 10% | 5% | 5% | — | — | — | — | — | 2 |
| 30% | 55% | 100% | 95% | 60% | 30% | 10% | 1% | 1% | — | 2, 4 |
| 50% | 75% | 100% | 100% | 75% | 50% | 20% | 20% | 20% | — | 2, 4 |
| 100% | 100% | 100% | 50% | 30% | 30% | 10% | — | — | — | 2 |
| 100% | 90% | 70% | 40% | 25% | 20% | 20% | 5% | — | — | 2 |
| 60% | 65% | 70% | 75% | 75% | 80% | 85% | 95% | 100% | 100% | 5 |
| 70% | 75% | 80% | 85% | 85% | 90% | 95% | 95% | 100% | 100% | 2 |
| 10% | 10% | 30% | 55% | 60% | 70% | 67% | 60% | 40% | 30% | 5 |
| 65% | 65% | 100% | 100% | 100% | 100% | 100% | 50% | — | — | 5 |
| 100% | 100% | 100% | 50% | 30% | 30% | 10% | — | — | — | 2 |
| 100% | 90% | 75% | 60% | 55% | 55% | 55% | 45% | 45% | 30% | 5 |
| 20% | 20% | 40% | 60% | 100% | 100% | 100% | 100% | 80% | 50% | 2 |
| 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 2 |
| 70% | 75% | 85% | 90% | 97% | 98% | 99% | 100% | 100% | 100% | 2 |
| 40% | 20% | 10% | 5% | — | — | — | — | — | — | 2 |
| 40% | 20% | 10% | 5% | — | — | — | — | — | — | 3 |
| — | — | — | — | — | — | — | — | — | — | 2 |
| — | — | — | — | — | — | — | — | — | — | 2 |
| — | — | — | — | — | — | — | — | — | — | 3 |
| — | — | — | — | — | — | — | — | — | — | 2 |

**Sources:**

1 Confidential data provided by shopping center managers

2 Developed by team members

3 Parking Generation. 2nd ed. (Washington DC: Institute of Transportation Engineers, 2004)

4 John W. Dorsett. "Parking Requirements for Health Clubs." *The Parking Professional*, April 2004

5 Gerald Salzman. "Hotel Parking: How Much is Enough?" *Urban Land*, January 1988

6 Parking study, conducted by Patton Harris Rust & Associates for the Peterson Companies, 2004

# EXHIBIT A 8
## Riverside County ALUC Development Review – Director's Determination

# AIRPORT LAND USE COMMISSION
# RIVERSIDE COUNTY

RECEIVED
FEB 27 2017
By KB

February 15, 2017

Mr. Jeffrey Smith, Senior Planner
March Joint Powers Authority
14205 Meridian Parkway, Suite 140
Riverside CA 92518

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Glen Holmes
Hemet

Steve Manos
Lake Elsinore

Russell Betts
Desert Hot Springs

STAFF

Director
Ed Cooper

John Guerin
Paul Rull
Barbara Santos

County Administrative Center
4080 Lemon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR'S DETERMINATION**

File No.: ZAP1240MA17
Related File Nos.: SP5, A3 (Specific Plan Amendment)
APNs: Multiple

Dear Mr. Smith:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Resolution No. 2011-02, staff reviewed March Joint Powers Authority Case No. SP5A3 (Specific Plan Amendment), a proposal to amend the 2010 Meridian Specific Plan (SP5) to incorporate the site-specific exception language from Volume 1 of the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP). The Specific Plan is located southerly of Alessandro Boulevard, westerly of the 215 Freeway, and northerly of Van Buren Boulevard.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Edward C. Cooper, Director

Attachments: Notice of Airport in Vicinity

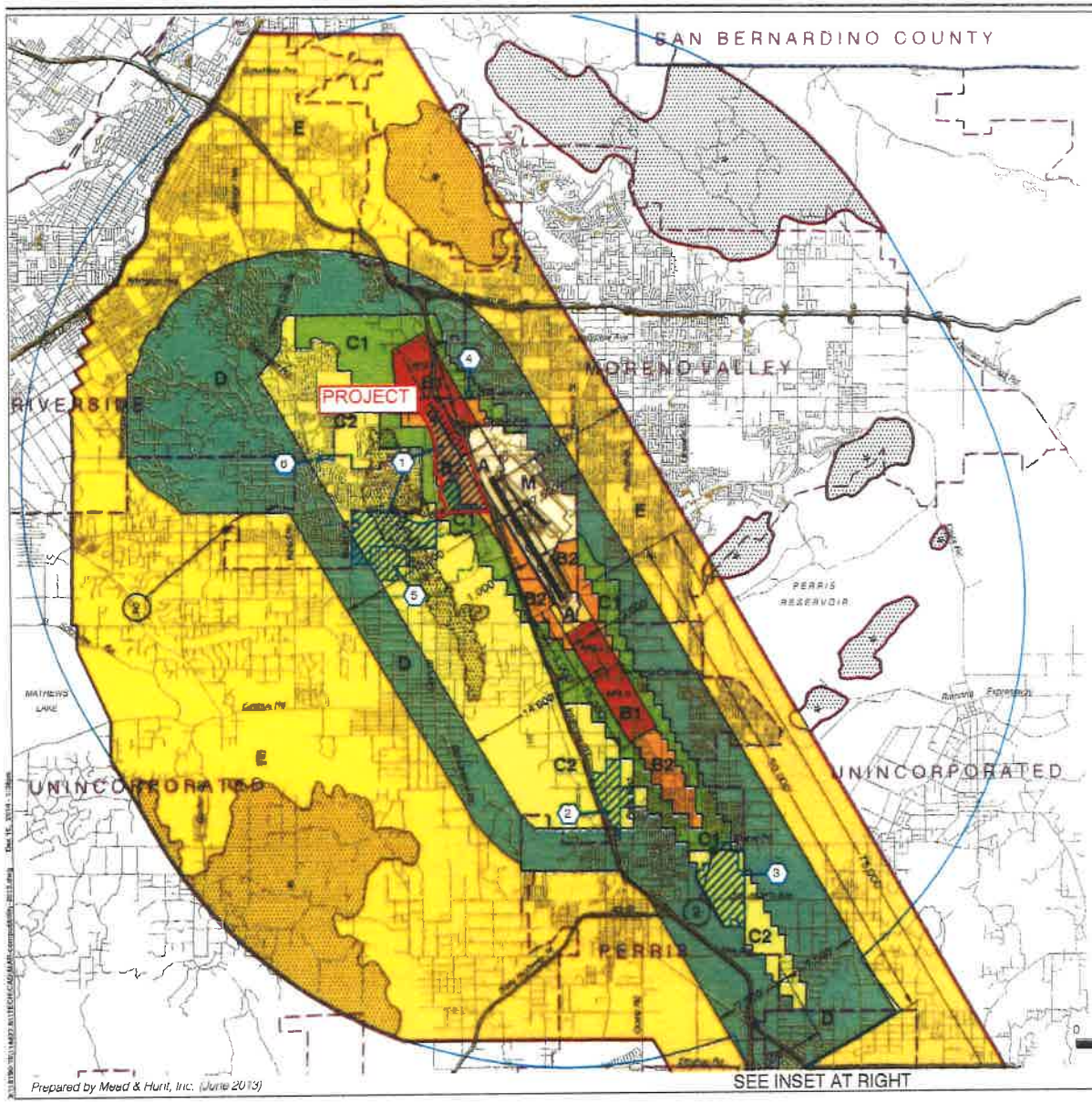
cc:

Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser, March Air Reserve Base
Greens Hospitality
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1240MA17\ZAP1240MA17.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)




## LEGEND

### Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

(1) Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.

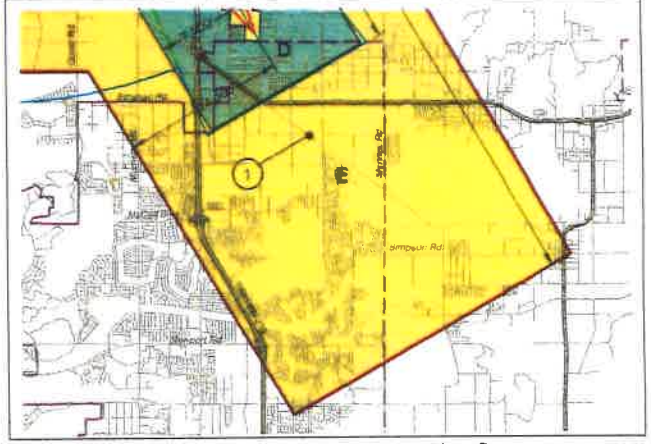
(2) Point at which departing aircraft typically reach 3,000 feet above runway end.

### Boundary Lines

- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

(1) March JPA: March Business Center/Meridian
(2) Perris: Harvest Landing
(3) Perris: Park West
(4) Moreno Valley: Affordable Housing
(5) March JPA: Ben Clark Training Center
(6) Riverside: Ridge Crest Subdivision

INSET




Note:
All dimensions are measured from runway ends and centerlines.

N

0 2 4 MILES

Base map source: County of Riverside 2013

***Riverside County***
***Airport Land Use Commission***

***March Air Reserve Base / Inland Port Airport***
***Land Use Compatibility Plan***

***(Adopted November 13, 2014)***

**Map MA-1**

## Compatibility Map

**March Air Reserve Base / Inland Port Airport**

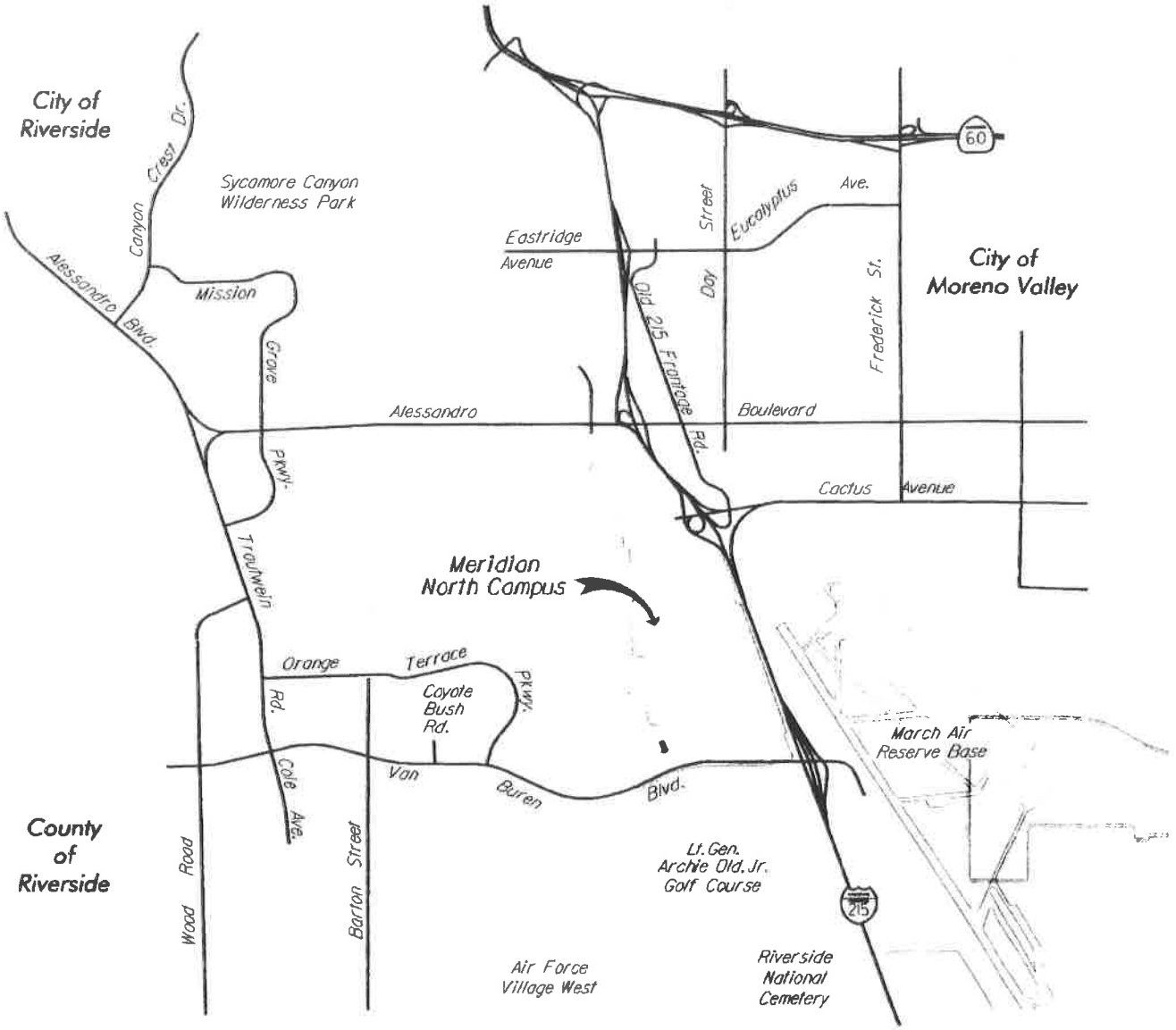



**Figure I-2**

**Local Vicinity Map**

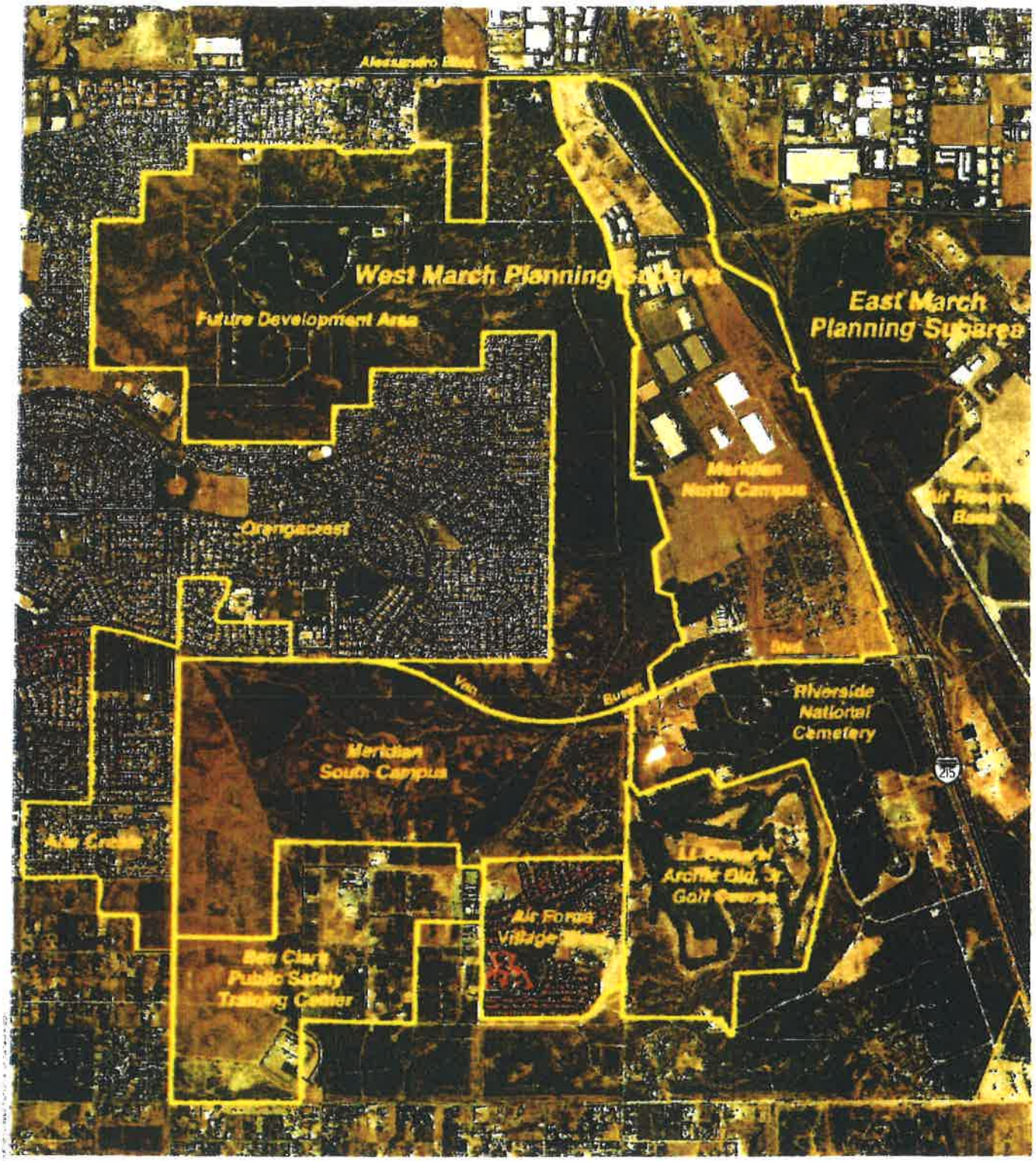
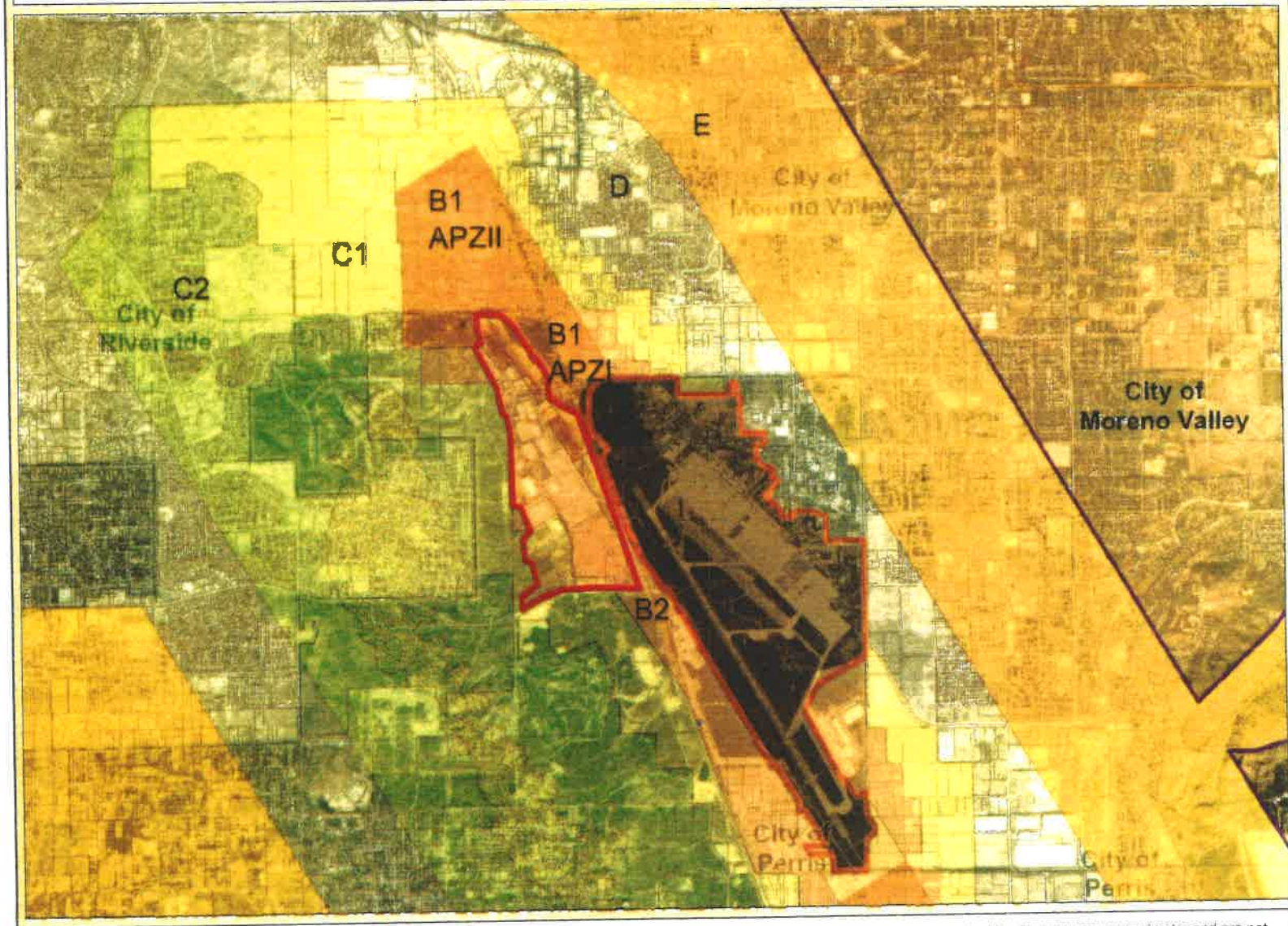
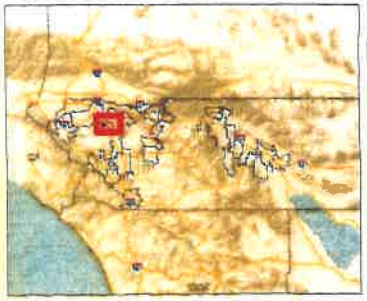



Figure II-2

Aerial Photo

# My Map



## Legend

- Airports
- AIA
- Airport Compatibility
  - OTHER ZONE
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5
  - C2-EXC6
  - C2-HIGHT

## Notes

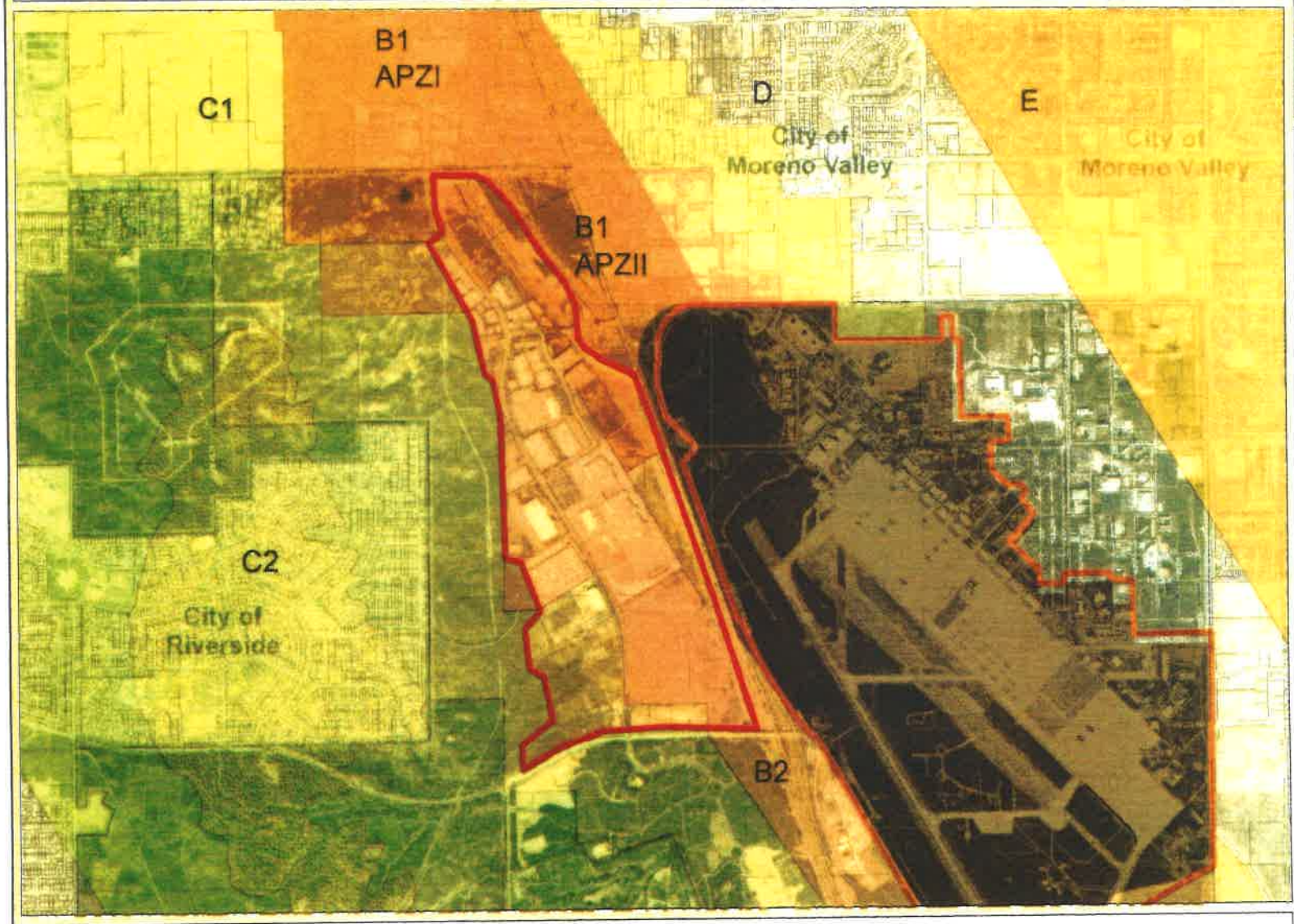
0 6,817 13,634 Feet

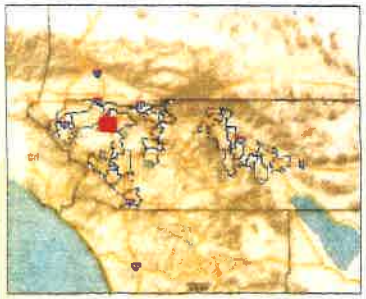
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# My Map



**Legend**

- Airports
- AIA
- Airport Compatibility
  - OTHER ZONE
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5
  - C2-EXC6
  - C2-HIGHT

0 3,408 6,817 Feet

*IMPORTANT* Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

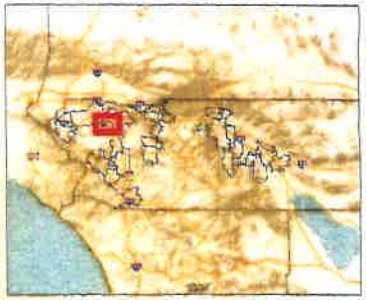
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**Notes**

# My Map



Legend

- City Boundaries
- Cities
- highways_large
  - HWY
  - INTERCHANGE
  - INTERSTATE
  - USHWY
- majorroads
- counties
- cities

0 6,817 13,634 Feet

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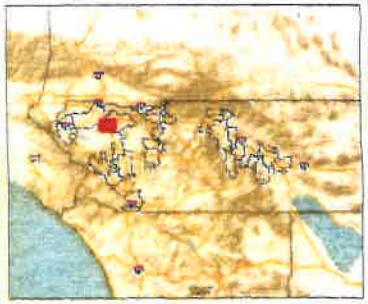
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Notes

# My Map



Legend

- City Boundaries
- Cities
- roadsanno
- highways
  - HWY
  - INTERCHANGE
  - INTERSTATE
  - OFFRAMP
  - ONRAMP
  - USHWY
- roads
  - Major Roads
  - Arterial
  - Collector
  - Residential
- counties
- cities
- hydrographylines
- waterbodies
  - Lakes
  - Rivers

0 3,408 6,817 Feet

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Notes

MARCH JOINT POWERS AUTHORITY

# Memorandum

**To:** **John J. G. Guerin, Principal Planner**
Riverside County Airport Land Use Commission

**From:** **Jeffrey Smith, Senior Planner**
March Joint Powers Authority

**Date:** February 3, 2017

**Subject:** Application – Non-Impact Legislative Project

**Introduction**

The March Joint Powers Authority wishes to incorporate the "Site Exception" language from the 2014 March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan into the 2010 Meridian Specific Plan (SP5, A3), thereby making the Meridian Specific Plan consistent with the 2014 MARB/IPA Land Use Compatibility Plan as adopted by the Riverside County Airport Land Use Commission on November 13, 2014. This memorandum serves as a request and application to the Riverside County Airport Land Use Commission to incorporate the "Site Exception" language. The Meridian Specific Plan Area is a phased development located within the north campus of the Specific Plan Area, south of Alessandro Boulevard, north of Van Buren Boulevard and west of the I-215 Freeway.

**Background**

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 FEIR 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.

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 (which amended the March Business Center Specific Plan) and Subsequent EIR (SEIR) (SCH#2009071069) were prepared and certified to modify land

uses in response to changes in market conditions since certification of the 2003 FEIR.

Appendix B of the 2010 Specific Plan Amendment (SP-5) incorporated Chapter 3 of the draft March Air Reserve Base / Inland Port Airport 2007 Joint Land Use Study. In this study, hotel/motel use is listed as a prohibited use on exhibit 3-4 of this study. On November 13th of 2014, the Airport Land Use Commission adopted the 2014 "March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan" which grants a specific site exception to allow hotel/motel use in section 2.7.a.4.

**Non-Impact Legislative Project Application**

The March Joint Powers Authority wishes to incorporate the exception language from, Volume 1 of the 2014 "March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan" into Appendix B of the 2010 Meridian Specific Plan (SP5, A3), thereby making the Specific Plan consistent with the 2014 MARB/IPA Land Use Compatibility Plan. The following excerpt below is from the 2010 Meridian Specific Plan Amendment (SP-5), *Land Use Section; E. Overlay Districts; 1. Joint Land Use Study; page III-4*, with included *"Site Exception"* language added in *italics*, for ALUC Staff review and consideration:

---

## 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.

*Additional Site Specific Exceptions found in section 2.7 of the 2014 March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan as it pertains to (Exception Site 1) March Business Center (SP-1) and Meridian (SP-5), March Joint Powers Authority:*

1. *Situated in Compatibility Zones B1, B2, C1, C2 and D*

2. *March Business Center, a 1,032-acre, non-residential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions (Ord #JPA 03-01, SP-1), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004.*

3. *Meridian, a 258-acre portion of the original March Business Center, consisting of a nonresidential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions (Ord. #JPA 10-02, SP-5), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004*

4. *For the purpose of this Compatibility Plan, the Meridian exception area specifically allows development of a hotel or hotels on the 13-acre site situated within Compatibility Zone B2 and bordered by Interstate 215 on the east and Van Buren Boulevard on the south. Any such hotel or hotels shall be limited as follows: maximum of 100 people per acre; maximum of 250 people per single acre; maximum of 3 aboveground habitable floors; no conference facilities (however, small meeting room(s) for a total of up to 50 people is (are) acceptable). Sound attenuation as appropriate for the combined airport and freeway noise levels shall be provided.*

5. *The Development Agreement referenced in Paragraphs (2) and (3) above expires on December 27, 2016. After that, the agreement provides for two more 5-year automatic extensions. The developer must request the Development Agreement extensions and the Authority must make findings that the development is still in substantial conformance*

# EXHBIT A 9
# FAA Determination of No Hazard to Air Navigation

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2016-AWP-12258-OE

Issued Date: 01/09/2017

RECEIVED
MAR 29 2017
By

Adam Corral
Greens Group
9289 Research Drive
Irvine, CA 92618

**** 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 Building C |
| Location: | Moreno Valley, CA |
| Latitude: | 33-53-24.13N NAD 83 |
| Longitude: | 117-16-23.93W |
| Heights: | 1549 feet site elevation (SE) |
| | 31 feet above ground level (AGL) |
| | 1580 feet above mean sea level (AMSL) |

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

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 07/09/2018 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

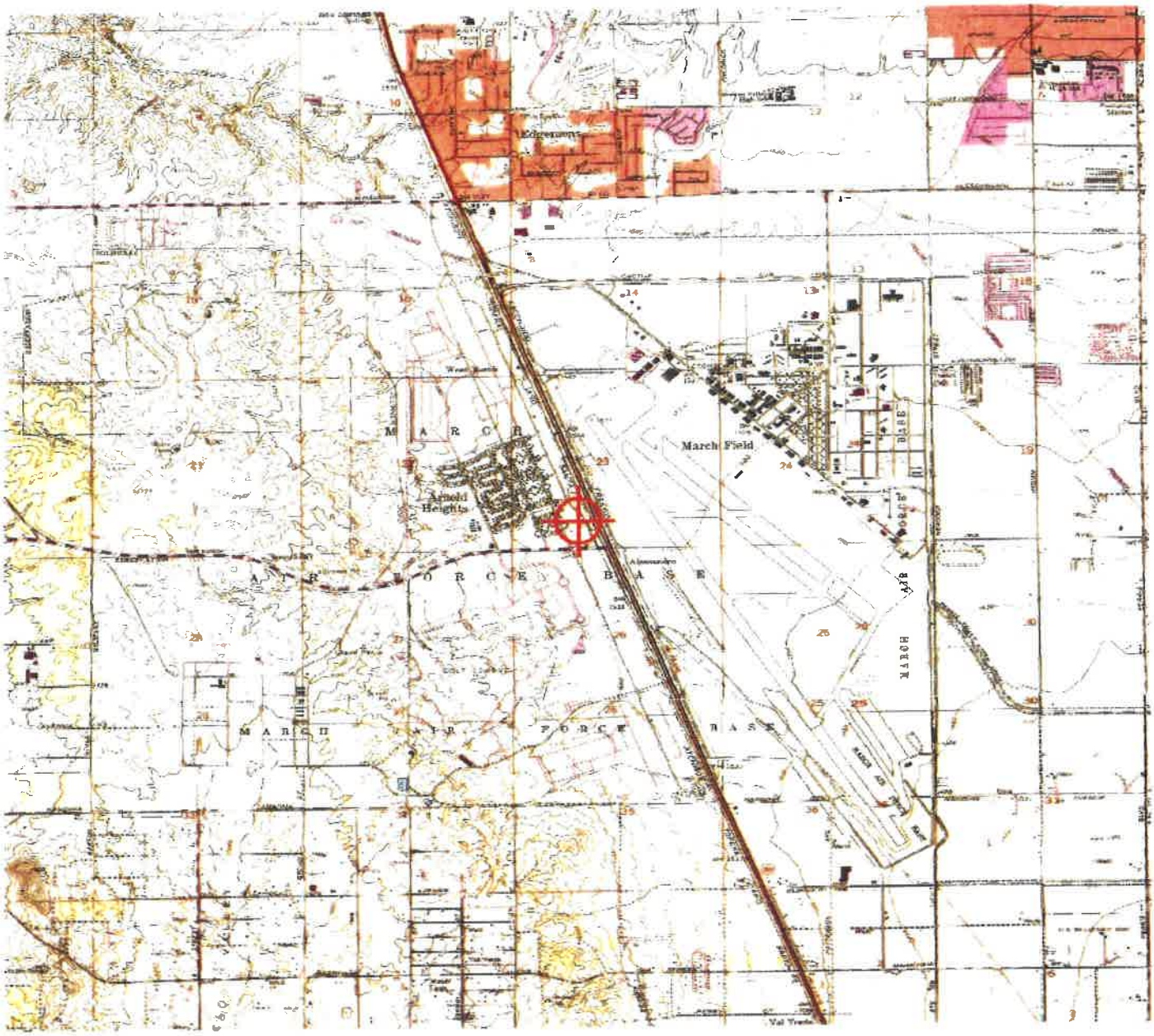
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-12258-OE.

**Signature Control No: 312230753-314472651** ( DNE )
Karen McDonald
Specialist

Attachment(s)
Map(s)

# TOPO Map for ASN 2016-AWP-12258-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2016-AWP-12259-OE

Issued Date: 01/09/2017




Adam Corral
Greens Group
9289 Research Drive
Irvine, CA 92618

**** 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 Building J |
| Location: | Moreno Valley, CA |
| Latitude: | 33-53-24.13N NAD 83 |
| Longitude: | 117-16-23.93W |
| Heights: | 1547 feet site elevation (SE) |
| | 27 feet above ground level (AGL) |
| | 1574 feet above mean sea level (AMSL) |

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

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 07/09/2018 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

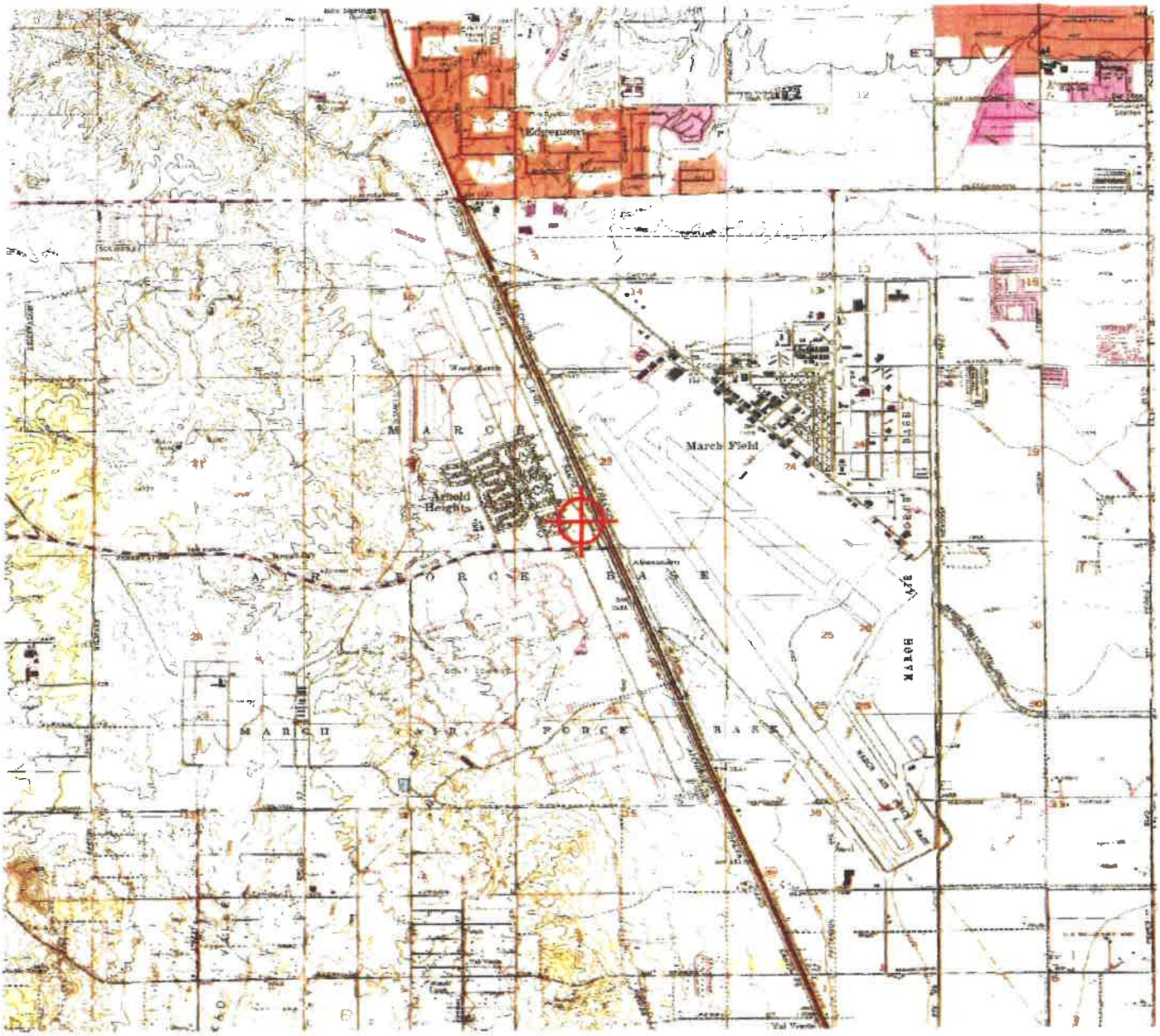
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-12259-OE.

**Signature Control No: 312230757-314472655** ( DNE )
Karen McDonald
Specialist

Attachment(s)
Map(s)

# TOPO Map for ASN 2016-AWP-12259-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2016-AWP-12260-OE




Issued Date: 01/09/2017

Adam Corral
Greens Group
9289 Research Drive
Irvine, CA 92618

**** 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 Building B |
| Location: | Moreno Valley, CA |
| Latitude: | 33-53-19.54N NAD 83 |
| Longitude: | 117-16-21.85W |
| Heights: | 1545 feet site elevation (SE) |
| | 50 feet above ground level (AGL) |
| | 1595 feet above mean sea level (AMSL) |

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

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 07/09/2018 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

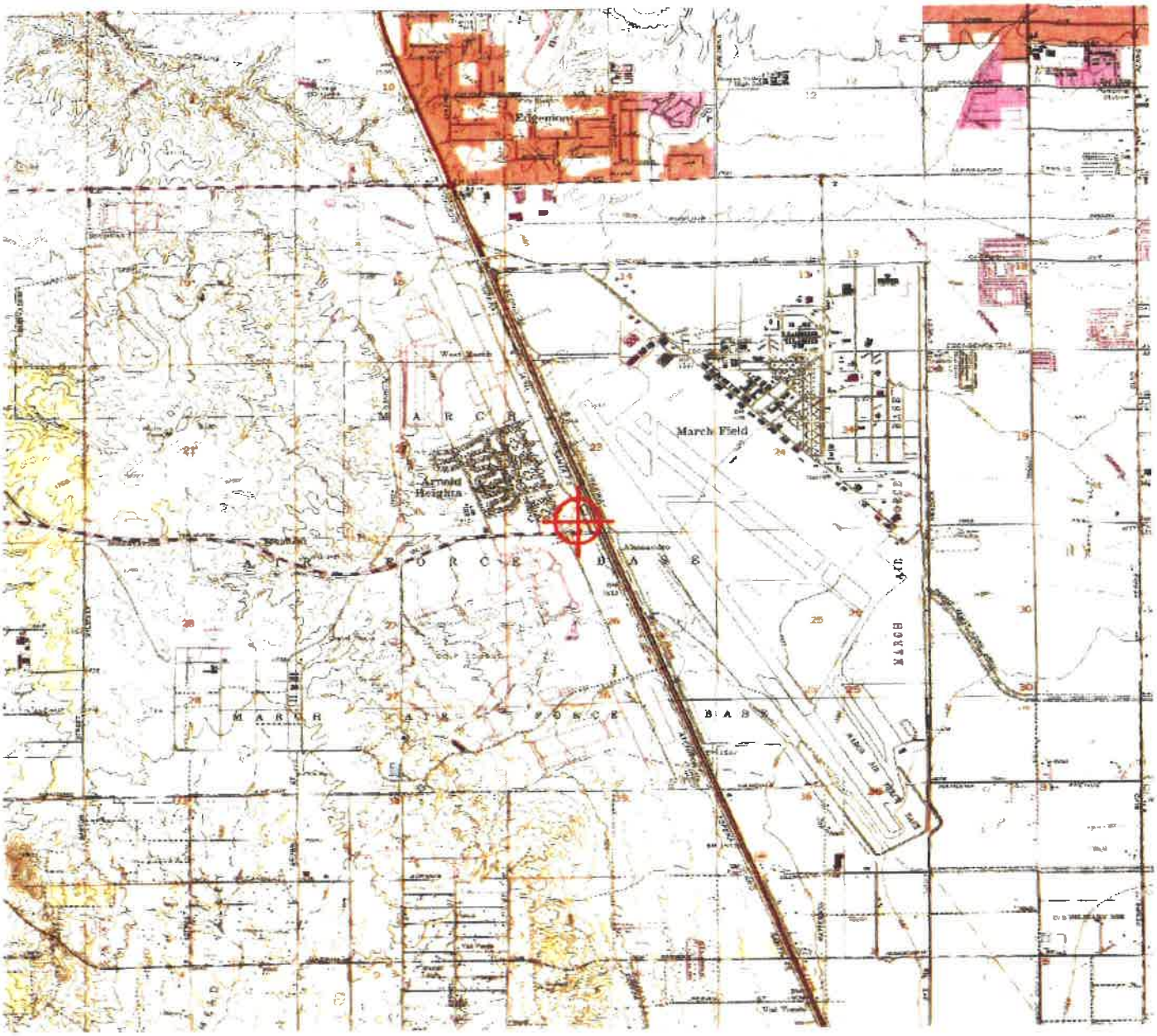
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-12260-OE.

**Signature Control No: 312230758-314472653** ( DNE )
Karen McDonald
Specialist

Attachment(s)
Map(s)

# TOPO Map for ASN 2016-AWP-12260-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2016-AWP-12261-OE




Issued Date: 01/09/2017

Adam Corral
Greens Group
9289 Research Drive
Irvine, CA 92618

**** 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 Building A |
| Location: | Moreno Valley, CA |
| Latitude: | 33-53-22.38N NAD 83 |
| Longitude: | 117-16-27.79W |
| Heights: | 1552 feet site elevation (SE) |
| | 50 feet above ground level (AGL) |
| | 1602 feet above mean sea level (AMSL) |

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

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 07/09/2018 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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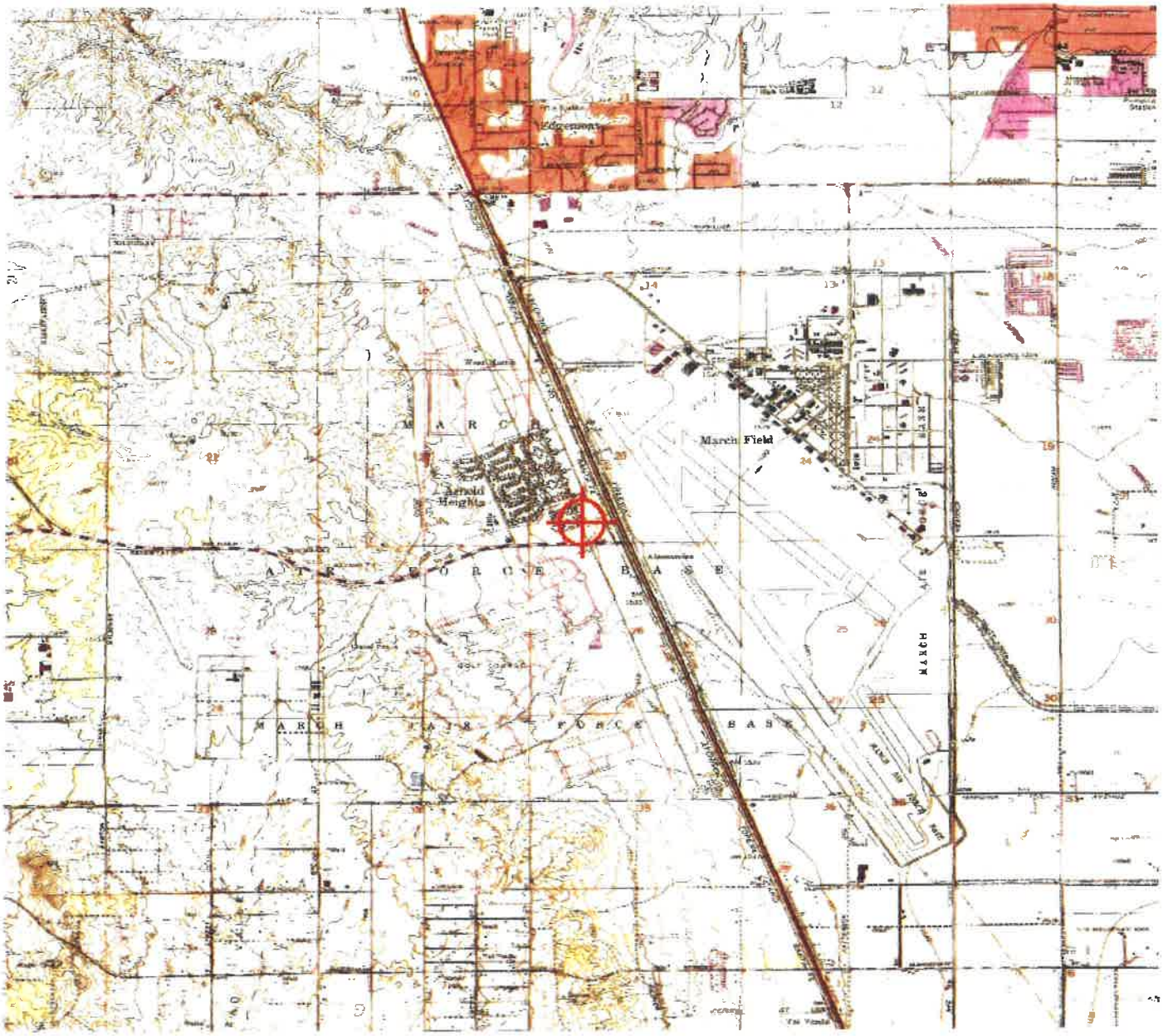
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-12261-OE.

**Signature Control No: 312230759-314472652** ( DNE )
Karen McDonald
Specialist

Attachment(s)
Map(s)

# TOPO Map for ASN 2016-AWP-12261-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2017-AWP-280-OE




Issued Date: 02/27/2017

Adam Corral
Greens Group
9289 Research Drive
Irvine, CA 92618

**** 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: | Sign Freeway Sign North |
| Location: | Moreno Valley, CA |
| Latitude: | 33-53-23.50N NAD 83 |
| Longitude: | 117-16-23.15W |
| Heights: | 1547 feet site elevation (SE) |
| | 60 feet above ground level (AGL) |
| | 1607 feet above mean sea level (AMSL) |

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 08/27/2018 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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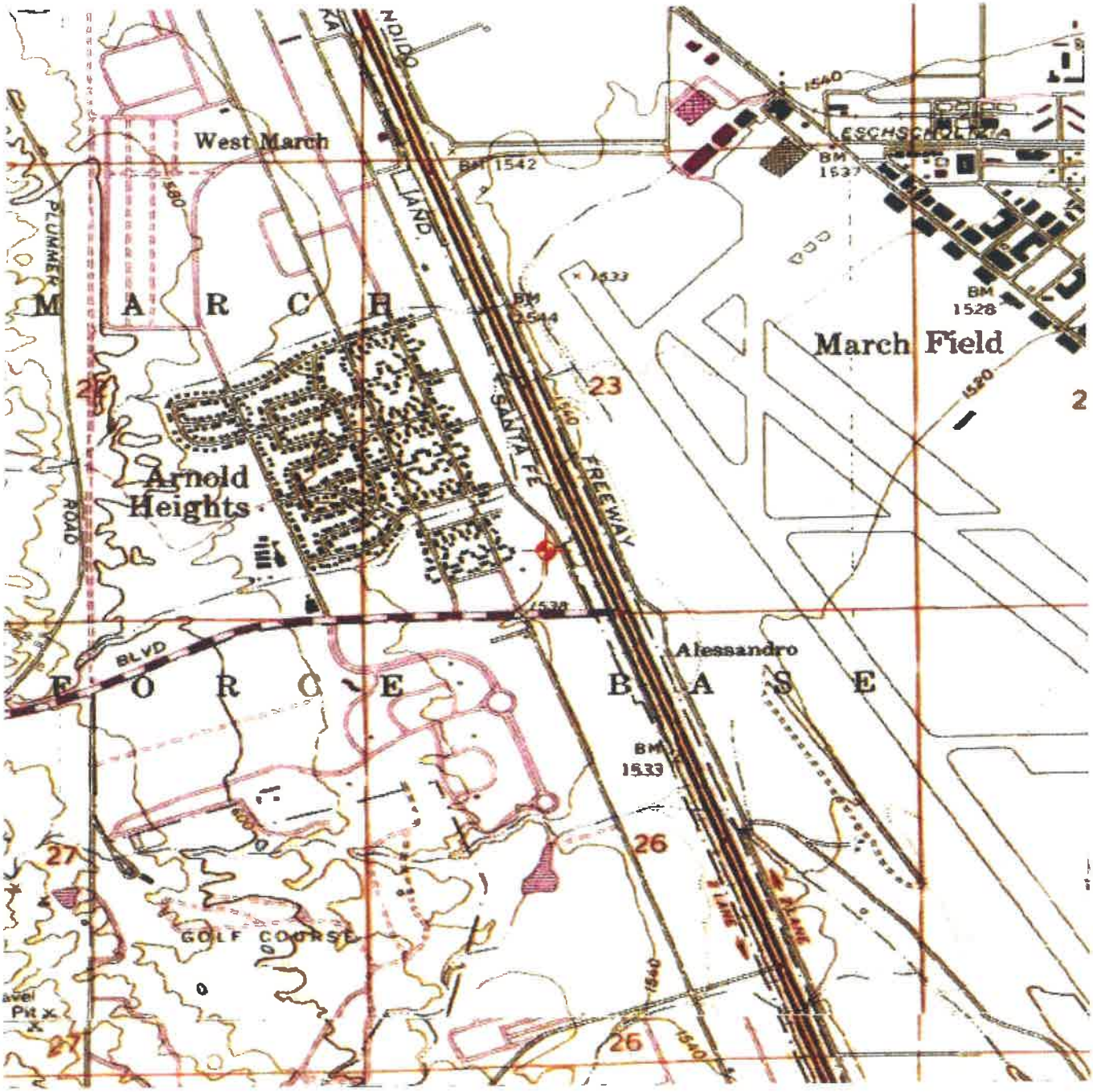
This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6558. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-280-OE.

**Signature Control No: 314557247-323264034** ( DNE )
LaDonna James
Technician

Attachment(s)
Map(s)


West March
MARCH
Arnold Heights
March Field
ESCHSCHOLTZIA
PLUMMER ROAD
BLVD
SANTA FE
FREEWAY
Alessandro
BASE
GOLF COURSE
BM 1542
BM 1537
BM 1528
BM 1533
1540
1520
1538
23
26
27

# EXHIBIT B

Conditions of Approval

Veterans Plaza: Meridian SP 5, Unit 4/Lot 4 – Greens Hospitality Incorporated

**PLANNING DEPARTMENT General Planning Conditions:**

1. The site shall be developed in accordance with the approved Plot Plan 16-02 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 Phase 1 development, which has been determined to be compliant with the airport compatibility and density provisions in Specific Plan-5 (Meridian) and the Riverside County Airport Land Use Plan, may progress forward to building construction plan review without further airport compatibility review. Prior to submittal of building construction plans for any development in Phase II (the speculative development area), the applicant shall submit to and the March JPA staff shall analyze, the compliance of each building with the permitted uses and authorized density parameters, consistent with Specific Plan 5 and the Riverside County Airport Land Use Plan. Such consistency may be accomplished in several ways, including but not limited to, reducing building size and/or increasing building spacing to ensure density criteria have been satisfied.

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. (MJPA 9.11.040)

9. The development shall incorporate 5% of parking spaces as preferential parking for car pools and vanpools in extremely convenient locations. (MMRP)

10. 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)

11. All new and existing utilities located on the site shall be under grounded. (MJPA 9.13.130)

12. 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)

13. 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)

14. 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)

15. 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)

16. 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)

17. 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)

18. Uses located in proximity of noise sensitive uses shall comply with the noise mitigation measures identified in the Meridian Subsequent EIR (SCH#2009071069). (MMRP)

19. All uses shall comply with the noise emission criteria identified in the March JPA Development Code. (MMRP)

20. Applicant shall include Mitigation Measures Compliance Checklist for the Project on Construction Plans for Planning Department Staff review and sign-off.

21. Prior to recording the Final Map, the Applicant shall prepare Covenants, Conditions, and Restrictions (CC&Rs) providing for shared parking, reciprocal access and shared maintenance of common areas. The CC&R's shall be approved by the March JPA Commission and recorded on the property title prior to approval of the final map.

22. The project Applicant shall prepare and submit a Sign Program, applicable to the entire project and project site, for review and approval by the March JPA Planning Division to installation of any signs on-site.

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

1. 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)

2. 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)

3. 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)

4. 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)

5. Prior to issuance of building permits, the developer or developer's successor-in-interest shall pay the applicable March JPA Development Impact Fee (DIF).

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

7. 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.

8. 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)

9. 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)

10. Prior to issuance of building permits, the Planning Division shall review and approve a pedestrian lighting plan as a component the construction plan review. The pedestrian lighting plan shall be generated on the site plan and integrated with the final landscape plan. The plan shall indicate the manufacturer's specification, catalog cuts, details, wattage, illumination type, location, and height. Coordination shall occur with adjacent property owners to establish a uniform design along Van Buren Boulevard.

11. 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.

12. 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:**

1. 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)

2. 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.).

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

4. 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)

5. 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)

**Landscape Provisions (Timing Varies)**

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

2. Prior to the issuance of building permits, the Applicant shall prepare a design plan for interior enhanced intersections and paving within the project area, and a military-themed landmark on the southeastern corner of project area. The design and location of these elements will be reviewed and approved by the March JPA Planning Department, in consultation with the Altavita Community, March Field Air Museum, and March ARB as identified in the Meridian Specific Plan (SP-5).

3. 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).

4. 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).

5. All on-site landscape irrigation shall be designed and constructed to meet non-potable "Purple Pipe" standards for reclaimed water systems. (MMRP)

6. 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).

7. 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)

8. 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.

9. 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.

10. 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.

11. 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.

12. 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.

13. 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)**

1. 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.

2. 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.

3. 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.

4. 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.

5. 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.

6. 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).

7. The development shall be subject to all requirements of the March JPA NPDES Guidelines Provision 1.8, which establishes storm water/urban runoff management and discharge controls. These ensure compliance with federal regulations, subsequent amendments, revisions, or ordinances.

8. The structural BMPs selected for this project have been approved in concept. The owner shall submit a final WQMP including plans and details providing the elevations, slopes, and other details for the proposed structural BMPs including the *grass lined bio-swales.* The Engineering Department shall review and approve the final WQMP text, plans and details.

**Clean Air Provisions (Timing Varies)**

1. 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)

2. 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)

3. 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)

4. 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.

5. 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)

6. Project shall provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances. (MMRP)

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

8. 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)

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

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

11. 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)

12. 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)

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

**MJPA BUILDING AND SAFETY DEPARTMENT: WILLDAN**

These conditions of approval will follow the CUP for the above project. Each building proposed will have additional conditions of approval at the time the applicant submits each project. The listed items below are standard conditions that will be used when each building project is submitted.

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 must be provided.

4. Provide four (4) sets of construction plans and documentation for plan review of the proposed project. Below you will find a list of the plans and documents Building and Safety will need for plan review. The initial plan review will take approximately two weeks on most projects. Prior to submitting plans to Building & Safety, applicant may need to submit plans to the County of Riverside Environmental Health Department and County Fire Department for approvals.

5. Please provide the following sets of plans and documents for each building. All conditions of approval from each department and agency shall be placed on the building plans.

   Building and Safety submittal's required at first plan review.

   (4) Architectural Plans
   (4) Structural Plans
   (2) Structural Calculations
   (4) Plot/Site Plans
   (4) Electrical Plans
   (4) Electrical Load Calculations
   (4) Plumbing Plans/Isometrics, Water, Sewer and Gas
   (4) Mechanical Plans
   (4) Mechanical Duct Layout Plans
   (4) Disabled Access Improvement Plan for the Site
   (2) Roof Truss Plans
   (2) Title 24 Energy Calculations
   (4) Copy of Approved Precise Grading Plans
   (2) Proposed Water Quality Management Plan, (WQMP)
   (2) Erosion Control Plan.
   (2) Stormwater Pollution Prevention Plan
   (1) Copy of Approved Fire Department Plans for the project.
   (1) Copy of Approved Health Department Plans for the project
   (2) Soils Reports
   (2) Commissioning Plans for Buildings over 10,000 square foot.

***Building & Safety General Information***

1. All structures shall be designed in accordance with the 2016 California Building Code, 2016 California Mechanical Code, 2016 California Plumbing Code, and the 2016 California Electrical Code, and the 2016 California Green Buildings Standards adopted by the State of California.

2. The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall obtain clearances from each department, division, or agency prior to requesting a final building inspection from Building & Safety. Each agency shall sign the bottom of the Building & Safety job card.

3. Building & Safety inspection requests can be made twenty-four (24) hours in advance for next day inspection. Please contact (951) 656-7000. You may also request inspections at the Building & Safety public counter.

4. Temporary toilet facilities shall be provided for construction workers. The toilet facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non-sewer type shall conform to ANSI ZA.3.

5. The City enforces the State of California provisions of the California Building Code disabled access requirements. The Federal Americans with Disabilities Act (ADA) standards may differ in some cases from the California State requirements, therefore it is the building owner's responsibility to be aware of those differences and comply accordingly.

6. 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.

7. MJPA Building & Safety (Willdan) will inspect all foundation work, structural work on the building to include plumbing, electrical, mechanical, title 24, green building code items. Building & Safety will also inspect the electrical conduit in the common areas for light standards as well as accessibility from the right of way to the building and the disabled parking stalls. Signage will be inspected by the Building & Safety as well as trash enclosures and other ornamental structures on the site.

8. MJPA Engineering (Tri-Lake Engineering) will inspect construction in the right of way as well as the grading and precise grading on site. Storm drain, sewer and water lines outside the building will be inspected by Tri-Lake Engineering.

9. Storm Water (CG Resource Management & Engineering) will inspect the Storm Water requirements on and off site.

10. Construction projects which require temporary electrical power shall obtain an Electrical Permit from MJPA Building and Safety Department. No temporary electrical power will be granted to a project unless one of the following is in place and approved by Building and Safety and the MJPA Planning Department:

    a) Installation of a construction trailer; or
    b) Security fenced area where the electrical power will be located.

**Building & Safety Conditions**

1. Prior to the issuance of a building permit, the applicant shall pay all Development Improvement Fee's to March JPA; this also includes any school fees and outside agency fees such as sewer water and utilities. Copies of receipts shall be provided to Building & Safety prior to permit issuance.

2. All on site utilities shall be underground to the new proposed structures unless prior approval has been obtained by the utility company or March JPA.

3 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.

3. Prior to issuance of building permits, site grading certification and pad certifications shall be submitted to Building & Safety. Prior to concrete placement, submit a certification for the finish floor elevation and set backs of the structures. The certification needs to reflect that the structure is in conformance with the precise grading plans. Compaction reports shall accompany pad certifications. The certifications are required to be signed by the engineer of record.

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

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

6. Special inspectors and structural observation inspectors that are required by the engineer of record shall register with Building & Safety. The special inspectors shall provide a copy of his or her certifications and a copy of their driver's license before the start of work as an inspector on the project. Special inspectors are to provide daily reports to Building & Safety by e-mail to the City inspector and to the permit technician. Special inspectors are also required to provide a hard copy of the reports in the construction office daily for the inspector's use. The special inspectors shall make all necessary and required inspections before the City provides periodic inspections.

7. All unused construction materials shall be recycled using March JPA's Franchise Hauler. Prior to the certificate of occupancy, the building inspector will request copies of all recycling receipts.

8. A Certificate of Occupancy will be granted to the Developer/Owner when the building is 100 percent complete and all agencies have signed for permanent occupancy. If the Developer/Owner has a tenant that will be performing a tenant improvement, Building & Safety will issue a permit for the tenant improvement if all other agencies agree to allow the

permit to be issued and the plans are approved. No temporary certificate of occupancy will be granted prior to the building and site being 100 percent complete.

9. Site development and grading shall be designed to provide access to all building entrances on the site and exterior ground floors exits and access to normal paths of travel. 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, vehicle charging stations 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, Section, 11B.

**MJPA ENGINEERING DEPARTMENT: TRILAKE ENGINEERING**

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 and the tentative map correctly shows all existing easements, traveled ways and drainage courses with appropriate Q's and that their omission may require the map to be resubmitted for further consideration. The following conditions are essential parts and requirement occurring in ONE is as binding as though occurring in all. They are intended to be complimentary to the tract map and specific plan and to describe the conditions for a complete design of the improvements. All questions regarding the true meaning of the conditions shall be referred to the MJPA Public Works Engineer. The on and offsite improvements shall be installed pursuant to Riverside County Flood Control, Riverside County Transportation Department and Western Municipal Water District Standards and as approved by MJPA. Encroachment permit shall be obtained from all affected agencies.

1. Drainage and flood control facilities and improvements shall be provided in accordance with the MJPA and Riverside County Flood Control requirements and standards stated in their letter dated May 6, 2016. The following drainage related conditions are the requirement of this project:

    a. Drainage facilities outletting sump conditions shall be designed to convey the tributary 100-year on and offsite storm flows. Additional emergency escape shall also be provided pursuant to Flood Control requirements.

    b. The property's grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage area. No ponding or concentration of water to upstream and downstream properties shall be permitted.

    The project site and building design shall consider the water table. The design of the site and the building shall be reviewed and approved by Building Department.

c. Final hydrology report and hydraulic calculation shall be submitted to the MJPA Public Works Engineer and RCFC for review and approval. The report shall address the offsite flow, accumulative onsite runoff, and the impact to adjacent downstream properties.

d. All grading and drainage improvements shall comply with NPDES and Best Management Practices. Erosion control plans shall be prepared and submitted to Water Quality Board and the MJPA Public Works Engineer as part of the grading plans.

e. The "first flush" basins shall be private and located onsite and properly landscaped and screened as determined by Planning Department. The parkway and onsite landscaping may be utilized for this purpose.

f. Connection to drainage facilities maintained by RCFC will require their approval, any onsite drainage facilities not maintained by RCFC and the JPA's maintenance district shall be privately maintained.

2. Streetlights shall be required along Van Buren Boulevard as determined by Riverside County. Additional street lights along Opportunity Way adjacent to the site if required shall be determined by MJPA. The lights shall conform to SCE standards and cost of maintenance paid by the developer pursuant to JPA requirements.

3. The proposed development is in the service area of WMWD for water and sewer services. On and offsite water/sewer improvements shall be installed to their standards and reviewed by JPA.

4. On and offsite improvements including grading, paving, water/sewer and drainage plans along with hydrology, shall be submitted to MJPA Public Works Engineer's and RCFC review and approval.

5. Onsite striping, lighting, and landscaping shall be reviewed and approved by Planning Department.

6. Van Buren Boulevard adjacent to this site is within jurisdictions of Riverside County and shall be improved as required by County. Improvements to the above road including dedication of right-of-way, landscaping, striping, signage, street lights, signal, sidewalk, and driveway locations shall be reviewed and approved by the County.

7. Opportunity Way along the property frontage may require additional improvements including streetlights and right turn in and out, transition lanes, striping, and signage to accommodate the proposed driveways.

   Opportunity Way adjacent to the most southerly driveway shall require installation of raised landscape/hardscape median to prohibit left turn movements (in and out) as determined by JPA.

8. The intersection of Sysco Way and Opportunity Way may require installation of a traffic signal. The developers/owner shall submit a signal warrant study prior to the issuance of building permits for any units in Phase 2 and install signal if warranted prior to occupancy of Phase 2 units.

9. The tentative map is proposing to create 10 lots. This map is considered a Financing Map and as such other than installation of monuments and dedication of right-of-way, no other improvements shall be required.

10. All on and offsite plans including signal, striping, signing, grading, drainage, water & sewer shall be submitted to JPA for review and approval.

**MARCH AIR RESERVE BASE**

1. Prior to construction plan approval, design of all Project site detention basins and basin calculations shall be submitted to March Air Reserve Base Civil Engineer for review and approval

**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**

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 of the buildings. While it is not required, the applicant and its successors-in-internet are encouraged to provide a copy of said "Notice of Airport in Vicinity" to employees who would regularly be working therein:

**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)

5. Any retention basin shall be designed so as to provide a maximum 48-hour detention period for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

6. Noise attenuation measures shall be incorporated into the design of office areas of structures, as necessary to ensure interior office noise levels from aircraft operations are at or below 45 CNEL.

**RIVERSIDE COUNTY DEPARTMENT OF ENVIRONMENTAL HEALTH**

Based on information provided, the Department of Environmental Health requires the following:

1. Water and Wastewater: Provide an original copy of a water and sewer "Will Serve" letter from Western Municipal Water District (WMWD) along with a map of the nearest water and sewer main connection

2. Industrial Hygiene-Noise: The Project Applicant shall obtain written clearance from DEH Office of Industrial Hygiene. Please note that a Noise Study may be required. Please contact (951) 955-8992 for further information.

3. Environmental Cleanups Program: The Project Applicant shall obtain written clearance from DEH Environmental Cleanup Programs Office. Submit a Phase I Environmental Site Assessment for review. Please contact (951) 955-8992 for further information.

4. Hazardous Materials Management: The Project Applicant shall provide a summary of the types of hazardous materials/waste to be used and/or stored on site. If there are no hazardous materials/waste, please indicate in a written statement

5. Retention Basins: Any proposed retention basins (i.e. water quality basin) shall be constructed and maintained in such a manner that prevents vector breeding and vector nuisances.

6. Review Fees: The Project Applicant shall pay any and all appropriate fees prior to project review and approval.

**RIVERSIDE COUNTY FIRE DEPARTMENT, FIRE MARSHALL**

With respect to the conditions of approval for CUP 16-01, PP 16-02, and TM 16-01, the Riverside County Fire Department requires the following fire protection measures be provided in accordance with Riverside County Ordinances and/or recognized fire protection standards:

1. California Fire Code requirements to be provided by Riverside County Fire on an individual project basis.

2. Fire Hydrants: Provide fire hydrants within 400 feet of all portions of all structures and distributed in accordance with California Fire Code, Section C105, Appendix C.

3. Fire Flow: Provide or show there exists a water system capable of delivering fire flow of 4,000 gpm at 20 psi for 4 hours as required by California Fire Code and Riverside County Fire Department standards. This fire flow is based Type V-A construction and buildings having a fire sprinkler system. Fire flow may be adjusted upon receiving building plans.

4. Water Plans: Prior to building plan approval and construction, applicant/developer shall furnish two copies of the water system fire hydrant plans to Fire Department for review and approval. Plans shall be signed by a registered civil engineer, and shall confirm hydrant type, location, spacing, and minimum fire flow.

5. Water System Prior to Permit Issuance: Prior to issuance of building permits, the water system for fire protection must be installed and approved by the Fire Department.

6. Water System Prior to Combustibles on Site: The water system shall be installed and accepted prior to bringing any combustibles on site.

7. Blue Dot Reflectors: Blue retro-reflective pavement markers shall be mounted on public/private streets and driveways to indicate the location of fire hydrants. Prior to installation, placement of markers must be approved by the Riverside County Fire Department.

8. Underground Storage Tanks: Plans for Underground Storage Tanks shall be submitted to the Riverside County Fire Department and Riverside County Environmental Health Department for approval prior to installation.

9. Fire Sprinklers: Fire sprinklers are required for all buildings 3,600 square feet and larger. Install fire sprinklers systems in accordance with California Fire Code, 2013 edition, NFPA 13 or 13R, 2013 edition, and Riverside County Fire Department standards. Plans must be submitted to the Fire Department for review and approval prior to installation.

10. Fire Department Access: Provide access to within 150 feet of all portions of all buildings. Access roads shall comply with California Fire Code and Riverside County Fire Department standards.

11. Knox Rapid Entry System: Buildings and gates shall be equipped with a Knox Rapid Entry System. Contact the Riverside County Fire Department for further information.

12. Building Address Numbers: Display street numbers in a prominent location on the address side of buildings. Numbers shall be legible, of a contrasting color, and adequately illuminated to be visible from street at all hours.

13. Fire Department Access: Provide access to within 150 feet of all portions of all buildings. Access roads shall comply with California Fire Code and Riverside County Fire Department standards. Three-story elevations shall require a minimum 30 foot wide fire department access per Fire Prevention Standard (FPS) 06-05. Provide access to within 150 feet of Building B and provide minimum 30 foot wide access.

14. Fire Hydrants: Provide fire hydrants within 400 feet of all portions of all structures and distributed in accordance with California Fire Code, Section C105, Appendix C.

15. Fire Flow: Provide or show there exists a water system capable of delivering fire flow of 4,000 gpm at 20 psi for 4 hours as required by California Fire Code and Riverside County Fire Department standards. This fire flow is based Type V-A construction and buildings having a fire sprinkler system. Fire flow may be adjusted upon receiving building plans.

16. Water Plans: Prior to building plan approval and construction, applicant/developer shall furnish two copies of the water system fire hydrant plans to Fire Department for review and approval. Plans shall be signed by a registered civil engineer, and shall confirm hydrant type, location, spacing, and minimum fire flow.

17. Water System Prior to Permit Issuance: Prior to issuance of building permits, the water system for fire protection must be installed and approved by the Fire Department.

18. Water System Prior to Combustibles on Site: The water system shall be installed and accepted prior to bringing any combustibles on site.

19. Fire Department Access: Provide access to within 150 feet of all portions of all buildings. Access roads shall comply with California Fire Code and Riverside County Fire Department standards. Three-story elevations shall require a minimum 30 foot wide fire department access per Fire Prevention Standard (FPS) 06-05.

20. Building Address Numbers: Display street numbers in a prominent location on the address side of buildings. Numbers shall be legible, of a contrasting color, and adequately illuminated to be visible from street at all hours.

21. These corrections are preliminary; further review will occur upon receipt of revised plans. Additional conditions may be necessary at that time.

**RIVERSIDE COUNTY FLOOD CONTROL DEPARTMENT**

1. Lot 4 is an infill project located at the northeast corner of Opportunity Way and Van Buren Boulevard. The project proposes eleven (11) commercial buildings and associated parking. The project's surrounding infrastructure is built, including street utilities and drainage. Therefore, the project has no offsite drainage. A stub-out from Line 0, maintained by LLMD, exists which currently drains into the South Channel Basin. The project proposes to drain to this stub--30" CMP which is in the same direction as the general grading, easterly toward the South Channel. Ponding will occur prior to the emergency escape flows entering the basin.

   There appears to be only 1.5 feet of ponding available in this area prior to the finish floor elevation. The project must show that a clear path is available to pond no more than 12 inches prior to entering the proposed flood control South Basin to ensure that the pad is not flooded. A weir calculation will be required to show that the head on the emergency escape is no more than 12 inches high. As an alternative, the project may design redundant storm drain inlets and pipe networks at the sump locations as an emergency escape. It is the District's understanding that the project's water quality aspects will be reviewed by March JPA.

2. 100 Year Sump Outlet: Drainage facilities out letting sump conditions shall be designed to convey the tributary 100-year storm flows. Additional emergency escape shall also be provided.

3. Prep Drainage Patterns: 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 areas, outlet points and outlet conditions. Otherwise, a drainage easement shall be obtained from the affected property owners for the release of concentrated or diverted storm flows. A copy of the recorded drainage easement shall be submitted to the District for review and approval.

4. Offsite Easement or Redesign: If needed, offsite drainage facilities shall be located within dedicated drainage easements obtained from the affected property owner(s). Document(s) shall be recorded and a copy submitted to the District prior to recordation of the final map. If the developer cannot obtain such rights, the map shall be redesigned to eliminate the need for the easement.

Prior to Grading Permit

1. Offsite Easement or Redesign: Offsite drainage facilities shall be located within dedicated drainage easements obtained from the affected property owner(s). Document(s) shall be recorded and a copy submitted to the District prior to recordation of the final map. If the developer cannot obtain such rights, the map shall be redesigned to eliminate the need for the easement.

2. Encroachment Permit Required: An encroachment permit shall be obtained for any work within the District right of way or with District facilities. The encroachment permit application shall be processed and approved concurrently with the improvement plans.

3. Submit Plans: A copy of the project specific WQMP, improvement plans, grading plans, BMP improvement plans and any other necessary documentation along with supporting hydrologic and hydraulic calculations (drainage report) shall be submitted to the District as reference material for the review and approval of the drainage report and storm drain plans. The plans must receive District approval prior to the issuance of grading permits. All submittals shall be date stamped by the engineer and include a completed Flood Control Deposit Based Fee Worksheet and the appropriate plan check fee deposit.

**WESTERN MUNICIPAL WATER DISTRICT**

1. Western Municipal Water District Conditions of Approval, letter dated April 29, 2016, as attached

**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.

**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.

**WESTERN MUNICIPAL WATER DISTRICT**
**CONDITIONS OF APPROVAL**
Letter Dated April 29, 2016

John V. Rossi
General Manager

Robert Stockton
Division 1

Thomas P. Evans
Division 2

Brenda Dennstedt
Division 3

Donald D. Galleano
Division 4

S.R. "Al" Lopez
Division 5

WESTERN MUNICIPAL WATER DISTRICT

Securing Your Water Supply

April 29, 2016




Jeffrey Smith, AICP
Senior Planner
March Joint Powers Authority
23555 Meyers Drive
Riverside, CA 92518

**CONDITIONS OF APPROVAL FOR GREENS GROUP – UNIT 4, LOT 4: COMMERCIAL CENTER**

In response to your letter received on April 13, 2016, Western Municipal Water District's (Western) Conditions of Approval for the above referenced project are as follows:

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

2. Western would like to partner with you to design an attractive, climate-appropriate landscape experience. We would like to discuss this unique opportunity in detail in the near future. Please contact Western's Director of Water Resources, Tim Barr, at (951) 571-7254 or via email at tbarr@wmwd.com.

3. 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.

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

5. Western, as a member agency of Metropolitan Water District of Southern California (MWD) will enforce MWD's Plan for Water Use Efficiency Guideline requirements for water conservation.

6. The property is located within the 1837 Pressure Zone. Currently, Western has an existing 12-inch water pipeline located Opportunity Way and Van Buren Boulevard for service connection to the proposed project. Available Fire Flow will be determined by a flow test or model.

7. Proposed relocation plan for existing 12-inch water transmission main located within the project property must be designed by a Registered Civil Engineer, and reviewed and approved by Western. Deposit for Plan Check must be received prior to plan submittal and Deposit for Inspection must be received prior to approval of the plans.

8. Western has an existing 8-inch recycled water pipeline in Opportunity Way for service connection to the proposed project. Developer is responsible for cost to design and construct connection to this pipeline.

9. Western has an existing 15-inch gravity sewer pipeline in Opportunity Way for service connection to the proposed project. Developer is responsible for cost to design and construct connection to this pipeline.

10. Proposed plan to address the existing 15-inch sewer gravity main and sewer lift station located within the project property must be approved by Western. Sewer will require odor control enhancements to match new land use. No trees, buildings, fences, walls, or structures of any kind, shall be installed, constructed, erected, placed, planted on any portion of the easement and right-of-way for this infrastructure. Any grading operations within easement area requires prior written authorization.

11. Developer to submit a 24" x 36" preliminary on-site and/or off-site plan of water, sewer and/or recycled water plan layout to Western before formal submittal of Water, Sewer and/or Recycled Improvement Plans.

12. 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.

13. 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.

14. Water, Sewer and/or Recycled Water Improvement Plans shall be designed per Western's Standard Specifications. Please review Western's Developer Handbook for submittal formats and requirements online at:

    http://www.wmwd.com/162/Developer-Handbook

15. Water, Sewer and Recycled Water Commercial Plans for connections only shall be designed per Western's Standards and Specifications. Please review Western's Commercial Plan Check Package for submittal formats and requirements online at:

http://www.wmwd.com/DocumentCenter/Home/View/237

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

17. 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.

18. 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.

19. For water, sewer and/or recycled water service by Western, the developer must comply with the "Standard Conditions," and all applicable Rules, Regulations, and General Policies of Western at the time of construction.

20. Developer to grant to Western easements that allow continuous access to onsite Western owned water and sewer infrastructure.

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

**In response to the Governor's Declaration of California Drought Contingency Plan, Western intends to prohibit use of potable water for grading activities. The Developer is hereby notified that with the drought contingency plan approved by Western's Board of Directors, the use of potable water for grading is discontinued and penalties will be enforced. The Developer is encouraged to find alternative Best Management Practices for dust control and soil moisture conditioning.**

Thank you for giving Western the opportunity to submit these items as part of the Conditions of Approval.

Thomas W. Thornton

THOMAS W. THORNTON, P.E.
Principal Engineer

TWT:tp:sc

Enclosure: Transmittal (copy)

# MARCH JOINT POWERS COMMISSION
## OF THE
## MARCH JOINT POWERS AUTHORITY

## *MJPA - Public Hearing*
## *Agenda Item No. 9a*

**Meeting Date:** April 12, 2017

**Action:** **APPROVE THE FOLLOWING ACTIONS AS THEY PERTAIN TO THE GREENS GROUP INCORPORATED, PROPOSED VETERANS PLAZA PROJECT LOCATED AT THE NORTHWEST CORNER OF I-215 AND VAN BUREN BOULEVARD: 1) ADOPT RESOLUTION #JPA 17-04 ADOPTING AN ADDENDUM TO THE CERTIFIED SUBSEQUENT ENVIRONMENTAL IMPACT REPORT (SCH #2009071069) FOR THE MERIDIAN SPECIFIC PLAN AMENDMENT AND ACCOMPANYING ENTITLEMENT APPLICATIONS; 2) ADOPT ORDINANCE #JPA 17-01 ADOPTING AN AMENDMENT TO THE MERIDIAN SPECIFIC PLAN SP-5, A3 TO ALLOW HOTELS WITHIN THE B2 AIRPORT COMPATIBILITY ZONE, SUBJECT TO CONDITIONAL USE PERMIT APPROVAL; 3) ADOPT RESOLUTION #JPA 17-03 APPROVING PLOT PLAN (PP 16-02) FOR 219,695 S/F OF COMMERCIAL DEVELOPMENT ON 14.41-ACRES, APPROVING A MASTER CONDITIONAL USE PERMIT (CUP 16-01) FOR HOTEL USES, AN AUTOMOBILE SERVICE STATION, CONVENIENCE STORE AND CAR WASH AND REDUCED PARKING SPACES THROUGH A DETAILED PARKING ANALYSIS; APPROVING TENTATIVE TRACT MAP 37116 CREATING 10 FEE TITLE LOTS; AND APPROVING VARIANCE (V 16-01) ALLOWING A 60' TALL FREEWAY SIGN AND 500 S/F OF SIGNAGE WHEREAS THE DESIGN GUIDELINES AND SECTION 9.12.060 D. OF THE MARCH JPA DEVELOPMENT CODE LIMIT FREEWAY SIGNAGE TO 45' IN HEIGHT AND 150 S/F OF SIGNAGE AREA; AND 4) DIRECT STAFF TO FILE A NOTICE OF DETERMINATION PURSUANT TO THE MARCH JPA LOCAL CEQA GUIDELINES**

**Preparation Date: April 7, 2017**

**Motions:**

1) Adopt Resolution #JPA 17-04, Adopting an Addendum to the Certified Subsequent Environmental Impact Report (SCH #2009071069) for the Meridian Specific Plan Amendment and accompanying entitlement applications;

2) Adopt Ordinance #JPA 17-01 Adopting an Amendment to the Meridian Specific Plan SP-5, A3 to allow Hotels within the B2 Airport Compatibility Zone, subject to Conditional Use Permit Approval;

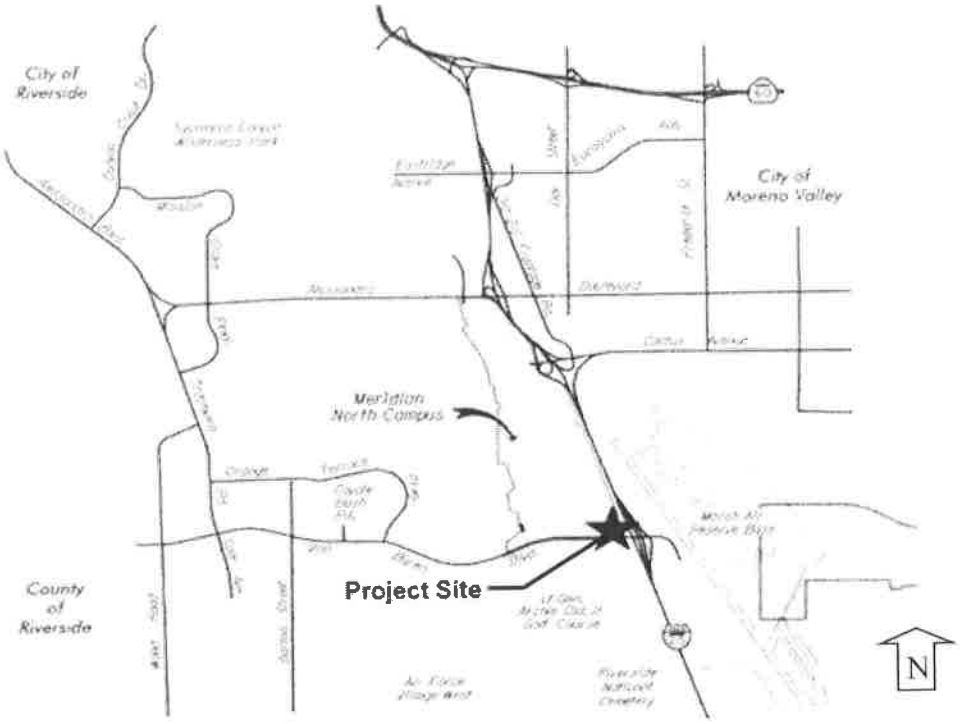
3) Adopt Resolution #JPA 17-03 Approving Plot Plan (PP 16-02) for 219,695 S/F of Commercial Development on 14.41-acres, Approving a Master Conditional Use Permit (CUP 16-01) for hotel uses, an automobile service station, convenience store and car wash and reduced parking spaces through a detailed Parking Analysis; approving Tentative Tract Map 37116 creating 10 Fee Title Lots; and Approving Variance (V 16-01) allowing a 60' tall freeway sign and 500 S/F of signage, whereas the Design Guidelines and Section 9.12.060 D. of the March JPA Development Code limit freeway signage to 45' in height and 150 S/F of signage area; and

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

**Background:**

On February 16, 2016, Greens Hospitality, Incorporated (the "Applicant") submitted applications to develop Lot 4 of Final Map 30857-4 as a Commercial Center within the Meridian Specific Plan Area. The proposed Commercial Center, "Veterans Plaza", is located within the southeastern portion of the North Campus of the Meridian Specific Plan Area, specifically at the northeast corner of Van Buren Boulevard and Opportunity Way. Individual summaries of the Specific Plan Amendment, Plot Plan, Master Conditional Use Permit, Tentative Tract Map and Variance applications are listed below, collectively referred to as the "Project."

Specific Plan Amendment SPA 5, A3 (SPA 16-01): The proposed Specific Plan Amendment will allow the addition of language/new text to the Meridian Specific Plan to be consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, adopted by the Riverside County Airport Land Use Commission. Specifically, Policy 2.7.a.4 of the 2014 Airport Land Use Compatibility Plan allows a hotel use on the Meridian Unit 4, Lot 4 site, located in the B2 Airport Compatibility Zone. However, the Meridian Specific Plan Appendix B, Exhibit 3-4 references earlier compatibility provisions, which were not incorporated into the Final Riverside County Airport Land Use Plan. The proposed Amendment, will modify this language/text to be consistent with the current 2014 Airport Land Use Compatibility Plan.




Plot Plan (PP 16-02): The proposed Plot Plan, considers the phased development of a commercial/service center. "Veterans Plaza" (Meridian Unit 4 Lot 4, the Proposed Project) 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 proposed Project site is bounded by Meridian Unit 4 Lot 3, which is currently under construction with two light industrial buildings to the north; the March Joint Powers Authority (March JPA) controlled south detention basin to the east, Van Buren Boulevard to the south, and Opportunity Way to the west. The proposed Project 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 following table is a summary of proposed uses associated with Exhibit A, 4, Conceptual Site Plan:

| Building | Size | Unit | Use | Notes |
|---|---|---|---|---|
| A | 86,568 | SF | Hotel | 161 Rooms |
| B | 47,760 | SF | Hotel | 90 Rooms |
| C | 50,097 | SF | Retail | |
| D | 6,000 | SF | Mixed Use | 25% Fast Food<br>33% Restaurant<br>42% Retail |
| E | 3,800 | SF | Convenience Store | |
| F | 2,420 | SF | Fast Food | |
| G | 3,550 | SF | Fast Food | |

**Preparation Date: April 7, 2017**

| | | | | |
|---|---|---|---|---|
| H | - | - | - | Not Used |
| I | - | - | - | Not Used |
| J | 7,500 | SF | Retail | |
| K | 6,000 | SF | Restaurant | |
| L | 6,000 | SF | Restaurant | |

The Project is proposed to be developed in two phases. Phase 1 will feature a gas station/convenience store, two fast food restaurants, Mixed Use/retail and restaurant. The total building area for Phase 1 is 21,700 S/F. Phase 2 will include two retail buildings, restaurant and two hotels. The total building area for Phase II is 197,925 S/F. As proposed, the total building area on-site is 219,695 S/F and includes 606 parking spaces.

The Project will take access off Opportunity Way via three driveways and one "Right-In/Right-Out" driveway on Van Buren Boulevard. The driveways along Opportunity Way will include, a shared driveway at the Unit 4 Lot 3 development site boundary. This reciprocal access point will require an access easement agreement to be recorded as part of the proposed development as this access point is shared with Unit 4, Lot 3 development to the north. A full access driveway will occur at the intersection of Opportunity Way/Sysco Way, whereas the southernmost driveway on Opportunity Way will be right-in/right-out.

The "Right-In/Right-Out" driveway on Van Buren Boulevard is expected to serve as a major entrance for vehicular access onto the site. Project related improvements and features include a dedicated deceleration lane on Van Buren Blvd. to help ensure traffic can safely access the site to minimize any impacts to the westbound Van Buren Blvd. through movements. The Plot Plan, as conditioned, complies with the requirements of the March Business Center Design Guidelines.

Master Conditional Use Permit (CUP 16-01): The proposed Master Conditional Use Permit would allow three components in the SP-5/C-2 zoning district that are subject to conditional use permit approval, as follows: 1) hotel uses; 2) the automobile service station (gas station), with ancillary convenience store and car wash; and 3) a Parking Study justifying a reduction in site parking based on the commercial parking demand characteristics and shared use between the mix of uses.

The Project includes two proposed hotels, labeled as Buildings A and B on the submitted site plan. Building A is a 161-room, 3-story hotel with 86,568 square feet of building area, which is identified as a Hampton Inn + Home2 Suites. The second smaller hotel is identified as Building B, which provides a 90-room, three-story hotel, labeled as an upper midscale extended stay hotel, consisting of 47,760 S/F. The specific hotel chain is not being approved by this request and the applicant retains flexibility to pursue other hotel franchisees through this request. The common area/assembly area planned within Building A is approximately 3,300 S/F and approximately 1,500 S/F within Building B.

The automobile service station consists of the following improvements: a 3,800 square foot convenience store, an approximately 6,270 square foot gas pump canopy, 16 gas pumps and an approximately 1,000 square foot automatic car wash facility.

A Parking Study was also prepared for the Project to identify the maximum parking demand for the project site. The Project, as proposed, requires 709 parking spaces in accordance with the Meridian Specific Plan (SP-5, A2) Section III. G. f. and March JPA Development Code parking requirements. The Parking Study identifies that the hotel use March JPA Development Code) parking requirement is 1.25 spaces per guest room, while surrounding jurisdictions have an average requirement of 1.1 spaces per guest room. The Study also considered and analyzed a shared parking scenario, serving two or more uses without conflict or encroachment based on a) variations in the accumulation of vehicles by hour, by day, and by season at the individual land uses, and b) relationships among the land uses that result in visiting multiple land uses on the same auto trip.

The Study determined that hotels, in conjunction with a mix of retail uses, creates a compatible parking scenario that reduces the parking needs for the Project. The hourly demands indicates that as hotel guests check out for the day, retail uses begin to thrive and peak during the 1:00 PM lunch hour and in the evening during peak dinner hour at 6:00 PM. Subsequently, after the peak dinner hour, the parking needs shift back to the hotels as the retail uses and restaurants wind down for the evening. Based on the analysis, 512 parking spaces would be needed. As proposed, 606 parking spaces is more than adequate considering the expected peak parking demand of 512 spaces.

Tentative Tract Map (TM 37116): The proposed Tentative Tract Map allows for the subdivision of the project site pursuant to the Map Act. The project site will be subdivided into ten (10) lots, each with a lot of area of 30,000 sq. ft. minimum.

Variance (V 16-01): The proposed Variance allows for a variation on the maximum height and sign copy area of a freeway sign as currently specified in the Design Guidelines. The March Business Center Design Guidelines and March JPA Development Code allows for the development of three freeway signs with a maximum height of 45 feet and a maximum sign area of 150 square feet. The freeway sign for the proposed Project will reach a maximum height of 60 feet and a maximum sign area of 500 square feet.

Surrounding Area/Land Use:

| Location | GP Designation/Zoning | Existing Land Use |
|---|---|---|
| **Site** | Meridian SPA – SP-5/A2 Commercial | Vacant, rough graded lot within the Meridian Business Park (NW corner, Van Buren Blvd. & Opportunity Way) |
| **North** | Meridian SPA – SP-5/A2 Business Park | Entitled and under construction, two Business Park buildings, total building area of 192,468 sq. ft. |
| **East** | March Bus. Ctr. – SP-1 Park/Rec/Opens Space | Regional Drainage Facility; BNSF Rail Lines and I-215 Freeway |
| **South** | | Van Buren Boulevard |
| **West** | Meridian SPA – SP-5/A2 Industrial and Mixed Use | Sysco Industrial Park and vacant, rough graded lots within the Meridian Business Park |

Compliance with Development Standards:

| Proposed Development | | |
|---|---|---|
| **Development Standard** | **Minimum/Maximum Required** | **Proposed Development** |
| **Building Area:** | N/A | 219,695 sq. ft. |
| **Gross Site Area:** | 30,000 sq. ft. (min) | 627,699 sq. ft. (14.41 Acres) |
| **Number of Buildings:** | N/A | 10 Buildings |
| **Floor Area Ratio (Max):** | 35% | 35% |
| **Setbacks – Required:** | FY-25', SY-15'<br>RY-10' | FY-25', SY-15'<br>RY-10' |
| **Landscape Required:** | 20% (min) | 27% |
| **Maximum Building Height:** | 50' / 3 Stories | 3 Retail Bldgs. – 26'-6" / 1 Story<br>2 Fast Food Bldgs. – 26'-6" / 1 Story<br>2 Hotels - 50' / 3 Stories<br>2 Restaurant Bldgs. – 26'-6" / 1 Story<br>1 Gas/Conv Bldg. – 26"-6" / 1 Story |
| **Freeway Signage** | 3 Signs/<br>Max Height – 45'/<br>Max Sign Area – 150' | Max Height – 60'/<br>Max Sign Area – 500'[1] |
| **Parking:** | 709 | 606[2] |

[1] *Applicant requests a Variance to allow change in maximum height and sign area pursuant to March JPA Development Code 9.02.100.*

[2] *Applicant requests a reduction to the minimum parking requirement pursuant to March JPA Development Code 9.11.070.*

Analysis of Development Proposal:

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 General Plan Land Use Map designates the project property as appropriate for Commercial Land Uses, as identified by Resolution #JPA 03-02. The following Policies are consistent with the objectives of developing Commercial Land Uses within the March Business Center (Meridian) Development:

General Plan Land Use Policy 1.1: Provide for a mix of land uses which implement the Base Master Reuse Plan for March Air Force Base; offer a variety of employment opportunities; and capitalize, enhance and expand upon existing physical and economic assets of the Planning Area.

General Plan Land Use Policy 1.4: Use specific and/or master plan processes for the coordinated development of large properties to ensure cohesive, comprehensive development.

General Plan Land Use Policy 4.4: Develop a distinctive community identity for commercial, business park and industrial developments that reflect the character and atmosphere of March

Joint Powers Authority Planning Area through the use of good planning and design principles, sound development practices which serve as guidelines for building materials, colors, site design and orientation, and landscaping.

General Plan Land Use Policy 4.8: Preserve a scenic corridor along Van Buren Boulevard and enhanced gateway treatment at the Riverside National Cemetery.

General Plan Land Use Policy 5.1: Support the development and establishment of new employment centers and economic development activities that contribute to an improved tax base.

General Plan Land Use Policy 6.3: Ensure that plans and development do not interfere, conflict or degrade the military mission of March ARB.

General Plan Land Use Policy 6.5: Ensure that plans and development conform to the draft Comprehensive Land Use Plan for March ARB/March Inland Port.

General Plan Land Use Policy 6.8: Ensure that land uses adhere to both military and civilian Part 77 conical surface criteria, relative to height restrictions.

The Meridian Specific Plan identifies Commercial Land Uses as those that 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 the I-215 Freeway. 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.

Conformance with the Meridian Specific Plan (SP-5, A2):
The March Business Center Specific Plan was amended on July 21, 2010 ("Meridian Specific Plan Amendment") to revise the framework of development within a 257.7-acre portion of the original Specific Plan's North Campus. The Specific Plan Amendment maintained the original Specific Plan land use designations that included Business Park, Industrial, Commercial, Office, Mixed-Use and Park/Recreation and Open Space, but made minor modifications to increase the land area available for Commercial development. Under the Meridian Specific Plan Amendment, the subject 14.41-acre site retained the Commercial zoning that existed in the prior March Business Center Specific Plan.

A Subsequent Environmental Impact Report (SEIR) was completed to analyze changes under the Specific Plan Amendment, and incorporated a land use and traffic budget system that would assure compatibility between proposed projects and the future buildout scenario analyzed within the SEIR. As such, individual development applications are reviewed for consistency against analyzed traffic counts (truck and passenger vehicles) and air quality emissions within the SEIR. Any changes to analyzed emissions or traffic expectations within the Specific Plan Amendment would trigger further CEQA analysis.

The Project proposes a commercial development, consisting of multiple tenants, on the 14.41-acre commercial designated parcel. While the Project is designed to accommodate commercial

uses as outlined within the Specific Plan Amendment, the project site was assessed to review the Project's consistency to what was previously analyzed for Unit 4, Lot 4.

Traffic associated with the Specific Plan Amendment are managed using a system of Planning Areas and Planning Regions. Each Planning Area is allocated a traffic generation "budget" based on land uses. As determined and analyzed under the SEIR, the Specific Plan Amendment accounted for a total combined external traffic budget of 45,419 daily passenger trips and 3,890 daily truck trips within the Amendment area as illustrated on Appendix C of the Specific Plan. The Project site is located within Planning Area 7 and Planning Region C, and accounted for 18,579 passenger car average daily trip, and 16,164 external average daily trips within the Amendment area.

A traffic consistency memo was prepared by Kimley Horn and Associates for the Project on August 5, 2016. The purpose of the memo was to assess the Project's consistency with applicable traffic planning documents and determine if the Project would result in changes to the traffic volumes anticipated in the traffic study update prepared in August 2013. The traffic study update was prepared after the Meridian SEIR as part of the ongoing monitoring of traffic (per Mitigation Measure B-3 from the 2003 FEIR) as properties within the North Campus are developed. A traffic budget was established for the Meridian SP-5, and allocates 14,579 external daily trips to the proposed Project site. The Project would result in 9,458 external trips per day, which is less than the 14,579 trips remaining within the current traffic budget. An additional 5,111 trips would remain available to serve the remaining undeveloped areas within Planning Area 7.

As such, the Project would not result in an increase of off-site traffic impacts and is therefore consistent with the previously certified SEIR for Planning Region C. Based on the aforementioned assessment of consistency, and the attached Initial Study, the Project complies with the requirement of the Specific Plan Amendment, as listed below:

The Project conforms to the required development standards from the March Business Center (Meridian) development, inclusive of site landscaping, FAR and parking requirements. The development of this site into a Commercial use is consistent with permitted uses allowed in the Specific Plan, Commercial Use designation.

Conformance with the Riverside County Airport Land Use Plan for March ARB/IP (2014):
The March Business Center/Meridian Specific Plan is an exception area to the 2014 Riverside County Airport Land Use Commission (ALUC) Compatibility Plan for March Air Reserve Base/Inland Port Airport. Airport compatibility provisions were also established for Meridian Specific Plan in Appendix B. Appendix B of the Specific Plan (SP-5) incorporated Chapter 3 of the draft March Air Reserve Base / Inland Port Airport 2007 Joint Land Use Study. In this study, hotel/motel use is listed as prohibited. In November 2014, ALUC adopted the "March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan", which grants a specific site exception to allow hotel/motel uses.

The Project includes a Specific Plan Amendment to allow this site exception for hotel/motel uses and modify the language in the existing Meridian SP-5 to be consistent with the adopted ALUC Compatibility Plan. On February 3, 2017, the March JPA submitted a "Non-Impact Legislative Project" application to ALUC to bring the current Meridian SP-5 document in conformance with the 2014 ALUC Compatibility Plan. ALUC reviewed the application and proposal to amend the 2010 Meridian Specific Plan (SP-5) to incorporate the site specific

exception language from the 2014 ALUC Compatibility Plan, and found the Project consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

*Airport Compatibility Analysis*

According to the 2014 Riverside County Airport Land Use Compatibility Plan (RCALUCP), 13-acres of the Project site is located within the B2 Compatibility Zone, while 1.4 acres are located within the C1 Compatibility Zone. Both of these Compatibility zones allow an average intensity of 100 people per acre and a maximum intensity of 250 people within the most densely occupied acre.

The Meridian Specific Plan (SP-5) incorporates an airport compatibility map and density provisions similar to the provisions of the 2014 RCALUCP. One difference in these plans, however is that SP-5 designates the entire 14.4 acre site as the B2 compatibility zone. The density provisions in SP-5 and the RCALUP are the same, allowing 100 individuals per acre on an average basis and 250 persons per acre in the most concentrated acre.

The maximum intensity provisions apply to all areas of the project, including the proposed hotels, retail spaces and restaurants, based on the potential maximum individuals located within a 210' X 210' area. In order to analyze the average and maximum intensity of the proposed Project, the following "Building Code Method", analysis factors, used and provided by the Riverside County ALUC Staff, were used to calculate intensity to determine building occupancy:

- Hotel: 1 person/200 square feet which equates to 1.85 persons/ room
- Retail: 1 person/ 115 square feet; and
- Restaurant: 1 person/15 square feet (dining area)

A second method for determining total occupancy, used by Riverside County ALUC Staff, involves multiplying the number of parking spaces provided by average vehicle occupancy. The standard used for this calculation is 1.5 persons per vehicle.

*Maximum Building Intensity by Acreage Analysis:*
Hotel Building A, consists of a building area of 86,568 square feet, including 161 rooms. The building would also include a small meeting room not to exceed 50 individuals (conference facilities are prohibited in compliance with the Airport Compatibility Plan). The single acre intensity area includes 110 hotel rooms. At an intensity of 1.85 persons/room, this would accommodate 204 people per acre, which is consistent with the B2-Compatibility Zone average of 250 people/acre. Full occupancy of the meeting room would not meaningfully affect the building density as individuals would simply be within the meeting room as opposed to within their hotel room. On a single acre basis, the hotel site provides 137.5 parking spaces and would create a density of 206 individuals at 1.5 individuals per car. Therefore, Building A is compliant with the maximum intensity from both a building code and parking basis.

Hotel Building B, consists of a building area of 47,760 square feet, including 90 rooms. The building would also include a small meeting room not to exceed 50 individuals (conference facilities are prohibited in compliance with the Airport Compatibility Plan). The single acre intensity area includes 90 hotel rooms. At an intensity of 1.85 persons/room, this would accommodate 167 people per acre. Full occupancy of the meeting room would not meaningfully affect the building density as individuals would simply be within the meeting

room as opposed to within their hotel room. On a single acre basis, the hotel site provides 112.5 parking spaces and would create a density of 169 individuals at 1.5 individuals per car. Therefore, Building B is compliant with the maximum intensity from both a building code and parking basis.

Retail Building C, consists of a building area of 50,000 square feet. The single acre intensity area calculated at 1 person/115 square feet, would result in 349 people per acre. On a single acre basis, the retail building provides 140 parking spaces and would create a density of 210 individuals at 1.5 individuals per car. Therefore, Building C is compliant with the maximum intensity provision of 250 individuals per acre from a parking basis, but it does not comply with the maximum density on a building code basis. The applicant's project narrative identifies that building C is speculative, and that the final building site plan will be developed at a later stage, at which full compliance with the density parameters will be required.

Restaurant Buildings K and L, consists of a combined total building area of 12,000 square feet (Building K - 6,000 sf, Building L – 6,000 sf). Given the distance between building K and L, only 11,000 square feet of building area would be analyzed as within the most concentrated area. At an intensity of 1 person/15 square feet of restaurant space and 1 person/200 square feet of kitchen space, this would accommodate 395 people per acre. On a parking basis, these building accommodate a combined 96 parking spaces, and would create a density of 144 individuals at 1.5 individuals per car. Therefore, Buildings K and L are compliant with the maximum intensity provision of 250 individuals per acre from a parking basis, but it does not comply with the maximum density on a building code basis. The applicant's project narrative identifies that Buildings K and L are speculative, and that the final building site plan will be developed at a later stage, at which time full compliance with the density parameters will be required.

Buildings D, E, F, G and J consists of various convenience, retail and restaurant uses. These various building have densities of 33 to 147 persons/acre based on the building code occupancy method. Based on the available parking method, these buildings provide for a density of 13 to 43 individuals an acre, using 1.5 individuals per car. Therefore, Buildings D, E, F, G and J are compliant with the maximum intensity calculations from both a building code and parking analysis basis.

*Average Building Intensity by Acreage Analysis:*
Based on the number of standard parking spaces required, 709 parking spaces, the total occupancy for the entire project site would be estimated at 1,064 people, resulting in an average intensity of 74 people per acre. This is consistent with the B2-Compatibility Zone of 100 people per acre. Because the Applicant is requesting a reduction in parking, the above method was also used to determine total occupancy. Based on the reduced number of parking spaces requested, 609 parking spaces, the total occupancy for the entire project site would be estimated at 909 people, resulting in an average intensity of 63 people per acre. This is also consistent with the B2-Compatibility Zone of 100 people per acre.

Conformance with the March Business Center Design Guidelines:
The March Business Center Design Guidelines establishes the development requirements for all Projects within the March Business Center (Meridian) development. The Guidelines institute criteria for site planning, architecture, landscaping, lighting and project signage, as listed below:

Site Planning: The proposed site plan meets the minimum standards for lot area, building location and height, setbacks, parking, pedestrian/bicycle and vehicle circulation, floor area ratio and site landscaping. The Project complies with the Site Planning objectives and requirements of the March Business Center Design Guidelines.

Architecture/Color Palette: The proposed commercial buildings will be of wood frame construction, designed in a contemporary theme to create development consistency. Prominent entry features are used to emphasize building entrances and provide variation in the building elevations. The proposed buildings incorporate Navajo White (SW 6126), Macadamia (SW 6142), Dapper Tan (SW 6144) and Virtual Taupe (SW 7039) in a combination of field colors, entry tower/roof accent colors; exterior stone, reclaimed and hard plank wood siding, modular exterior planting trellis, as well as glazing with clear anodized window frames (Acacia, Clear AC-2). The proposed architecture, color palette and glazing all comply with the requirements of the March Business Center Design Guidelines.

*Landscaping:* Along the northerly property perimeter, the landscaping includes 24" box, Heart of Gold Redbud trees and a mix of ground cover and 5-gallon shrubs, used to separate the Project from the Unit 4 Lot 3 development to the north. The eastern property boundary of the Project site will consist of 24" box Afghan Pine and Heart of Gold Redbud trees along with 5-gallon shrubs of Trailing Indigo and Toyon. To the south, Van Buren Boulevard, is dominated by landscape consisting of Camphor, London Plane, Evergreen Oak and Little Gem Magnolia trees. The Van Buren Street frontage also includes a mix of shrubs and ground cover. Along Opportunity Way, to the west, the landscaping will consist of 24" box Evergreen Oak Trees and 5-gallon shrubs and ground cover including Coast Rosemary, Lantana, Myoporum and Pink Muhly. The Project will enhance the LLMD streetscape through the addition of several rows of ground cover and a mix of 5 gallon shrubs within the Project limits.

Landscaping within the project area will include a variety of trees consisting of Italian Cypress, London Plane, Evergreen Oak, Heart of Gold Redbud, Marina Strawberry, Mexican Fan and Date Palms. A mix of shrubs, ground cover and trees will provide landscaping around the perimeter of some buildings. Hedges, shrubs and ground cover will be used along Fast Food Restaurant drive-through aisles to screen traffic and protect pedestrians

Exterior Lighting: Given the proximity of the March Air Reserve Base, the March Business Center Design Guidelines provide specific requirements that restrict all exterior Project lighting to low or high pressure sodium lighting, fully shielded fixtures with the source of illumination not visible above the horizon, maximum of 24' above finished grade, and a maximum illumination of 0.5 candle/foot$^2$ at the property line. Accordingly, the Project Conditions of Approval require that the developer complies with the exterior lighting requirements of the March Business Center Design Guidelines requirements.

Development Signage: All development signage is required to be consistent with the March Business Center Design Guidelines, including building, monument, multi-tenant and freeway signage. The proposed development will require a Unified Sign Program, as it is a multi-tenant development. This will be a separate application and review, which has not been submitted to date for the proposed development, but is required to be approved by staff prior to the issuance of any signage permits.

*Compliance with Development Code Findings for a Variance of the Maximum Freeway Sign Height and Maximum Signage Copy Area:* Local governmental bodies make quasi-judicial decisions when they apply existing policies or regulations to specific situations or development proposals. One classic example of a quasi-judicial decision is a Variance. This type of quasi-judicial decision is made by the March JPA Commission following public notice and a public hearing pursuant to March JPA Development Code Section 9.02.100 B and Section 9.02.200.

The purpose of granting a Variance is to provide for equity in use of property, and to prevent unnecessary hardships that might result from a strict or literal interpretation and enforcement of certain regulations prescribed by the March JPA Development Code. The Applicant is requesting a Variance for a variation on the maximum height and sign copy area of a freeway sign as currently specified in the Design Guidelines. The March Business Center Design Guidelines allows for the development of three freeway signs with a maximum height of 45 feet and a maximum sign area of 150 square feet. The freeway sign for the proposed Project will reach a maximum height of 60 feet and a maximum sign area of 500 square feet. In order grant the Variance, the following required findings, as outlined in Section 9.02.100 D of the March JPA Development Code, shall be made:

1. The strict or literal interpretation and enforcement of the specified regulation would result in practical difficulty or unnecessary hardship not otherwise shared by others within the surrounding area or vicinity.

   The current sign guideline of a maximum 45 foot tall freeway sign with maximum sign area of 150 square feet for three tenants, as outlined in the March JPA Development Code and March Business Center Design Guidelines, would not be sufficient to display businesses and associated services to the community. The request for a Variance to the permitted sign requirements includes a freeway sign, 60 feet in height and maximum of 500 square feet in sign area. The proposed Project includes a commercial development, consistent with the land use and zoning designations analyzed in the Meridian SEIR and as a result, the proposed height and size of the proposed freeway sign would not substantially degrade the existing visual character of quality of the project site and surrounding community.

2. There are exceptional or extraordinary circumstances or conditions applicable to the property involved or to the intended use of the property which do not apply generally to other properties in the vicinity and under the same zoning classification.

   The Project site is separated by physical features including the I-215 Freeway, adjacent railroad tracks and a detention basin. These features diminish freeway sign visibility from southbound I-215 drivers and freeway signage visibility is severely blocked by the Van Buren Interchange to northbound I-215 drivers. As explained in Findings #1, the request for a Variance to the permitted sign requirements includes a freeway sign, 60 feet in height and maximum of 500 square feet in sign area. Due to the separation by physical features, the proposed freeway sign would be designed for appropriate visibility for north and southbound I-215 Freeway drivers.

3. The strict or literal interpretation and enforcement of the specified regulation would deprive the applicant of privileges enjoyed by the owners or other properties in the vicinity and under the same zoning classification.

   Freeway signage in adjacent communities and March JPA member jurisdictions have allotted for large freeway signs along SR-60 and I-215. Specifically, the cities of Moreno Valley, Perris, Riverside, and the County of Riverside all have permitted similar sized freeway signs for commercial centers, consistent with that of the proposed freeway sign maximum height and signage area. Those signs are generally for larger commercial power centers, however those signs do not have the visual barriers created by the overcrossing of Van Buren Boulevard and the BNSF/RCTC rail line; and

4. The granting of the Variance will not constitute a grant of special privilege inconsistent with the limitations on other properties in the vicinity and under the same zoning classification.

   As discussed in Finding #3, Freeway signage in adjacent communities and March JPA member jurisdictions have approved large freeway signs to identify tenant occupancy, thus, granting of the Variance will not constitute a grant of special privilege inconsistent with the limitations on other properties in the vicinity and under the same zoning classification.

5. That the granting of the Variance will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity.

   The granting of the Variance for a 60' height and 500 square feet of sign space is not detrimental to public health, safety or welfare, or materially injurious to properties or improvements. The site is located in proximity to, but not within the Accident Potential Zones identified within the 2005 March Installation Compatibility Use Zone Study (AICUZ). The proposed sign is 30' below the MARB Part 77 surface, which has been verified through the FAA 7460-1 review process. The increased height and square footage of the sign will assist southbound I-215 traffic to recognize and make informed decisions when deciding to visit the site prior to the Van Buren Boulevard off-ramp. The improved sign visibility will assist in avoiding last second decisions to exit. The sign location is devoid of any public facilities and improvements and it will have no impact to adjacent properties or to the general public; and

6. The granting of a Variance is consistent with the objectives and policies of the March JPA General Plan and the intent of the March JPA Development Code.

   The requested Variance is compatible with existing and anticipated future development in the vicinity of the Project site, within the Meridian Specific Plan Amendment (SP-5) area and the community. Furthermore, the requested Variance is intended to improve, not only freeway driver safety considerations, but will aid the overall economic sustainability of the Project, by enhancing employment opportunities, servicing the community and improving the local tax base.

CEQA Analysis:

Master EIR

The potential environmental effects of the re-development of the excessed land from the former March Air Force Base (4,400-acres) described in the March JPA General Plan were evaluated in the March JPA Master EIR, which was certified on March 15, 1999. The Master EIR identified significant unavoidable impacts to biology (Stephen's kangaroo rat habitat) solid waste (effects on regional landfill capacity) and significant unavoidable cumulative impacts to air quality (air pollutant emissions within a non-attainment area); thus the Master EIR was adopted with a Statement of Overriding Considerations. The Master EIR (MEIR pg. 3-68) also notes that, "regional and cumulative impacts without the Project and its associated transportation improvements would result in significant impacts to the transportation of the subregion", and specifically identified that development consistent with the General Plan would create a regional employment center that would reduce vehicle miles traveled within the region by 350,000 per day and would reduce daily traffic volume in and out of the County by approximately 32,000 trips per day (MEIR pg. 3-69). All other issue areas addressed in the Master EIR were assessed as either less than significant or less than significant as mitigated.

Subsequent EIR for Meridian Business Park Specific Plan Amendment

The Subsequent EIR for the 257.7-acre portion (inclusive of this site) of the March Business Center Specific Plan North Campus, was certified by the March Joint Powers Commission on July 21, 2010. The SEIR analyzed the reconfiguration of Unit 2, lots 3, 9 and 10 and Unit 1, lot 19 to reflect revised land uses and/or revised lot dimensions near the Metrolink site; revise the land use designation for Unit 2, lots 9 and 10 from Business Park to Commercial; identify a temporary sewer lift facility near Unit 4, lot 3; incorporate Clear Zone (CZ) and Accident Potential Zones (APZs) (i.e., March JPA Resolution #JPA 08-01); reconfigure lots west of Meridian Parkway and south of Opportunity Way to include a revised detention basin and incorporate the former Arnold Heights School site into the March Business Center Specific Plan North Campus; create Lot 16 through the consolidation of 14 smaller lots east of Meridian Parkway and south and west of Opportunity Way, and removal of the eastern portion of Street F; develop a new east/west private street along the south side of new lot 16; modify Unit 6, lots 1a and 1b to reflect the planned location of a Riverside County Fire Station; remove cul-de-sacs serving office lots located along the north side of Van Buren Boulevard and relocate access via Street F; construct three rail spurs to accommodate freight rail service to Unit 1, Lots 5 and 6; and modify the long and shallow lot running along the eastern side of Meridian Parkway to incorporate it into an adjacent Defense Reutilization and Marketing Office (DRMO) parcel.

The Subsequent EIR found that no significant or cumulative impacts would occur to Aesthetic, Agricultural and Forest, Mineral, Population and Housing and Recreational Resources. Accordingly, these resources were scoped out of the EIR and not addressed in detail. Environmental Impacts that were mitigated to a level of less than significance included Land Use, Transportation/Traffic (Threshold IV.B-2 through B-6), Air Quality (Thresholds IV.C-1 and C-4), Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Geology and Soils, Hydrology and Water Quality, Utilities and Service Systems, Noise and Vibration, Public Services, Global Warming/Climate Change. Environmental Impacts that required a Statement of Overriding Considerations included Air Quality (Threshold IV.C-2), and Transportation/Traffic (Threshold IV.B-1).

Addendum to the Certified SEIR

In accordance with section 15183(a) of the CEQA Guidelines, "CEQA mandates that Projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are Project-specific effects which are peculiar to the Project or its site. This streamlines the review of such Projects and reduces the need to prepare repetitive environmental documents".

In accordance with the CEQA guidelines, the attached SEIR Addendum for the proposed Project tiers off the previous environmental analysis from the Master EIR and Subsequent EIR, and finds that the proposed Project would not result in any new significant environmental impacts or substantially increase the severity of significant unavoidable impacts evaluated in the Meridian SP-5 SEIR. The Supplemental Environmental Checklist presented in this document provides an analysis of the proposed Project in comparison to what was analyzed in the SEIR. The anticipated environmental impacts of the proposed Project are consistent with the analysis contained in the previous analysis. In addition, the proposed Project would not result in additional impacts and would not require additional mitigation measures.

California Environmental Quality Act (CEQA) Compliance

CEQA and the State Guidelines for Implementing CEQA ("State CEQA Guidelines"; California Code of Regulations Section 15000 et seq.) require that state and local agencies:

(1) Inform governmental decision-makers and the public about the potential, significant environmental effects of proposed activities.

(2) Identify the ways that environmental damage can be avoided or significantly reduced.

(3) Prevent significant, avoidable damage to the environment by requiring changes in Projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.

(4) Disclose to the public the reasons why a governmental agency approved the Project in the manner the agency chose if significant environmental effects are involved.

*SB 18, AB 52 Tribal Consultation*

Government Code Section 65352.3 requires local governments to consult with California Tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting and/or mitigating impacts to cultural places. Senate Bill (SB) 18 and Assembly Bill (AB) 52 requires local (city and county) governments to consult with California Native American tribes to aid in the protection of traditional tribal cultural places ("cultural places") through local land use planning. The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places.

These consultation requirements apply to adoption and amendment of both general plans (defined in Government Code §65300 et seq.) and specific plans (defined in Government Code §65450 et seq.). The intent of AB 52 is to provide a formal consultation process for California tribes as part of the CEQA and equates significant impacts on "tribal cultural resources" with significant environmental impacts (Public Resources Code (PRC) Section 21084.2). AB 52 only applies to projects that have a notice of preparation or notice of negative declaration/mitigated negative declaration filed.

Thirty-five tribes in Riverside County were contacted for consultation. Of the thirty-five tribes contacted, two tribes requested consultation (SB 18) and one tribe (AB 52) requested consultation. The Project is not anticipated to significantly impact any historic, archaeological, or paleontological resources as none have been identified within the Project area. The Project site has been previously mass graded and future ground disturbance would be limited to fine grading, trenching, and paving. The consultation process and the CEQA (Initial Study) analysis and findings did not identify any additional impacts related to cultural resources resulting from the Project. No additional mitigation measures, beyond those identified in the Meridian SEIR, are required.

Conclusions:
Staff concludes that the proposed Project consisting of a Master Conditional Use Permit, Plot Plan, Specific Plan Amendment, Tract Map and Variance meet all requirements of the Meridian Specific Plan Amendment SP-5 and Design Guidelines and recommends adoption of Resolution #JPA 17-03 with Conditions of Approval; and.

Staff concludes that the Addendum to the Certified Subsequent EIR for March Business Center (Meridian) provides full analysis under CEQA, and appropriately identifies that the proposed Project would not result in any new significant environmental impacts or substantially increase the severity of significant unavoidable impacts evaluated in the Meridian SP-5 SEIR and recommends adoption of Resolution #JPA 17-04; and

Finally, Staff concludes that the proposed Project consisting of a minor Specific Plan Amendment to the 2010 Meridian Specific Plan Amendment SP-5, allowing hotel sites within the B2 airport compatibility zone consistent with the 2014 ALUC Compatibility Plan, is in conformance with the March JPA General Plan and consistent with the March JPA Development Code and recommends adoption of Ordinance #JPA 17-01.

**Attachments:**

1) Resolution #JPA 17-03: Approving a Master Conditional Use Permit (CUP 16-01), Plot Plan (PP 16-02), Tentative Tract Map (TM 37116), and Variance (V16-01) for the development of a Commercial Center and Construction of Ten Buildings on Unit 4, Lot 4 within Planning Area 7 of the Meridian Specific Plan Amendment Area (SP-5), including:

   Exhibit A: Project Entitlements
   1) General Plan Land Use Map
   2) Meridian (SP-5) Zoning Map
   3) Applicant's Narrative
   4) Veterans Plaza Reduced Site Plan, Building Elevations, Landscape Plan, Tentative Tract Map, Preliminary Grading and Drainage Plan
   5) Freeway Sign Elevations
   6) Traffic Consistency Memo
   7) Parking Study Analysis
   8) Riverside County ALUC Development Review - Director's Determination
   9) FAA Determination of No Hazard to Air Navigation

Exhibit B: Conditions of Approval

2) Resolution #JPA 17-04: Adopting an Addendum to the Certified Subsequent Environmental Impact Report for the Meridian Specific Plan Amendment (SCH #2009071069), including:
   Exhibit A: Initial Study
   Exhibit B: Addendum

3) Ordinance #JPA 17-01: Adopting an Amendment to the Meridian Specific Plan Amendment SP-5 A3 (SPA 16-01 A3), including:
   Exhibit A: Specific Plan Amendment SP-5, A3

4) Notice of Determination.

5) Meridian Subsequent EIR available at the office of the March JPA.

# RESOLUTION #JPA 17-03

**A RESOLUTION OF THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY APPROVING A MASTER CONDITIONAL USE PERMIT (CUP 16-01), PLOT PLAN (PP 16-02), TENTATIVE TRACT MAP (TM 37116), AND VARIANCE (V 16-01) FOR THE DEVELOPMENT OF A COMMERCIAL CENTER AND CONSTRUCTION OF TEN BUILDINGS ON UNIT 4, LOT 4 WITHIN PLANNING AREA 7 OF THE MERIDIAN SPECIFIC PLAN AMENDMENT AREA (SP-5)**

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

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

**WHEREAS**, in February 2003, the Authority approved the March Business Center Specific Plan (SP-1) to guide land use decisions within a 1,290-acre portion of the former March Air Force Base; and

**WHEREAS**, in July 2010, the Authority approved Specific Plan Amendment (SP-5) to amend the March Business Center Specific Plan by amending its name to the "Meridian Specific Plan Amendment" and implementing revisions to a 257.7 acre portion of the specific plan's North Campus area, including revisions to land use and development regulations, and land use designations; and

**WHEREAS**, Greens Hospitality, Incorporated ("Applicant") proposes the development of 14.41 acres within Planning Area 7 of the Meridian Specific Plan Amendment (SP-5), including the commercial development of 10 lots totaling approximately 219,695 square feet for hotel, retail, mixed use, and restaurant uses ("Project"); and

**WHEREAS**, on February 16, 2016, Applicant submitted certain land use applications (collectively the "Project Entitlements") requesting the following:

1. A Master Conditional Use Permit application (CUP 16-01) to allow hotel uses in the commercial zoning district. The Project includes two proposed hotels. Lot 1 includes a 161-room hotel with 86,568 square feet and Lot 7 includes a 90-room hotel with 47,760 square feet. Because the proposed hotel uses exceed 25,000 square feet each, approval of a Conditional Use Permit is required. The request also authorizes an automotive service station/convenience store and a reduction in site parking analyzed through a detailed parking analysis.

2. A Plot Plan application (PP 16-02) to depict the proposed site layout and authorize the phased development of 219,695 square feet on 14.41 acres (Unit 4, Lot 4) in a mix of commercial uses, including fast food restaurants, a gas station/convenience store with 16 gas

pumps, and a mixed-use building with fast food, restaurant, and retail uses in the southwestern corner of the project site during Phase 1. Phase 2 would include the development of both hotels, two retail buildings, and a restaurant in the northern and eastern portions of the Project site. A total of four driveways are planned, including three along Opportunity Way and one along Van Buren Boulevard. Building heights would range between 26.5 feet and 50 feet. Proposed buildings would be single-story, with the exception of the two hotels, which would be developed as three-story buildings. A total of 606 parking stalls are included for the Project. The final building site layout/design for the development of Phase 2 have not been confirmed. At the time of final building site layout/design is determined, the project Applicant will submit to the March JPA staff the required density calculations, identifying compliance with Meridian Specific Plan SP-5 A3 airport compatibility provisions and the Riverside County Airport Land Use Plan provisions, for each individual site/ building within Phase 2.; and

3. A Tentative Tract Map application (TM 37116) to subdivide the project site into ten legal lots ranging between 0.85 acre and 2.83 acres in size; and

4. A Variance application (V 16-01) to exceed the maximum height standard for a freeway sign as required by the Development Regulations set forth in the March Business Center Design Guidelines. The proposed signage would be 60 feet in height and 500 feet in total square footage area, which exceeds the currently adopted March Business Center Design Guidelines restrictions of 45 feet in height and 150 square feet in area; and

**WHEREAS**, in accordance with CEQA and the State CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 *et seq.*), March JPA staff prepared and the March Joint Powers Commission ("Commission") certified a Final Environmental Impact Report for the March Business Center Specific Plan (SP-1) (SCH #2002071089) ("FEIR"); and

**WHEREAS**, in accordance with CEQA and the State CEQA Guidelines, March JPA staff prepared and the Commission certified a Subsequent Environmental Impact Report for the Meridian Specific Plan Amendment (SP-5) (SCH #2009071069) ("SEIR"); and

**WHEREAS**, in accordance with CEQA and the State CEQA Guidelines, March JPA staff has prepared and the Commission has adopted an Addendum to the certified SEIR for the Meridian Specific Plan Amendment (SP-5) for the Project Entitlements; and

**WHEREAS**, the Addendum to the certified SEIR was prepared pursuant to CEQA, the State CEQA Guidelines, and the March JPA's Local CEQA Guidelines; and

**WHEREAS**, on April 12, 2017, the Commission conducted a duly-noticed public hearing pursuant to the March JPA Development Code on the Project Entitlements, at which time all persons wishing to testify in connection with the Project Entitlements were heard and the Project Entitlements were comprehensively reviewed; and

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

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

**SECTION 1.** Recitals. The above recitals are true and correct and incorporated herein as findings of fact.

**SECTION 2.** Compliance with the California Environmental Quality Act. The Commission has considered and adopted an Addendum to the 2010 SEIR for the Meridian Specific Plan Amendment (SP-5) (SCH #2009071069) for the Project, including CUP 16-01, PP 16-02, TM 16-01, and V 16-01, in accordance with the requirements of CEQA, the State CEQA Guidelines, and the March JPA Local CEQA Guidelines. As the decision-making body for the Project, the Commission of the March JPA has reviewed and considered the FEIR, the SEIR, the Addendum to the SEIR, the Initial Study, any oral or written comments received, and the administrative record prior to taking action on the Project, including action on CUP 16-01, PP 16-02, TM 16-01, and V 16-01.

**SECTION 3.** Findings on Environmental Impacts. Based on the Addendum, the Initial Study, the administrative record, and having considered the SEIR and the FEIR and all written and oral evidence presented to the Commission, the Commission finds that all environmental impacts of the Project have been addressed within the certified SEIR and the Initial Study. The Commission finds that no new or additional mitigation measures or alternatives are required. The Commission further finds that there is no substantial evidence in the administrative record supporting a fair argument that the Project, including CUP 16-01, PP 16-02, TM 16-01, and V 16-01, may result in any significant environmental impacts beyond those analyzed in the certified SEIR. The Commission finds that the Addendum contains a complete, objective, and accurate reporting of the environmental impacts associated with the Project, including CUP 16-01, PP 16-02, TM 16-01, and V 16-01, and reflects the independent judgment and analysis of the Commission

**SECTION 4.** Findings for Master Conditional Use Permit 16-01. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of Master Conditional Use Permit 16-01 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, A3); and

2. The proposed Project complies with all applicable zoning and other regulations because the Project complies with all the requirements of Section 9.02.060 and 9.11.070 of the March JPA Development Code and the requirements of the Meridian Specific Plan SP-5, A3; 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, A3. The Project will include a hotel or hotels and shall be limited with a maximum of 100 people per acre; maximum of 250 people per single acre; maximum of 3 above ground habitable floors; no conference facilities (however, small meeting room(s) for a total of up to 50 people is (are) acceptable), and sound attenuation as appropriate for the combined airport and freeway noise levels shall be provided. The proposed Project is also consistent with Section 9.11.070 of the March JPA Development Code because the provided traffic engineering report finds that the Project site uses and the reduction for Project site parking can serve multiple business and trip purposes; and

4. The location, design, and operation of the proposed Project will be compatible with existing and planned land uses in the vicinity because the Project is consistent with the requirements of the Meridian Specific Plan Amendment (SP-5), ensuring that the proposed development is compatible with existing and planned development in the vicinity

**SECTION 5.** Findings for Plot Plan 16-02. Based on the Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of Plot Plan 16-02, in accordance with Section 9.02.070 of the March JPA Development Code:

1. The proposed Project is consistent with the goals, objective, policies, and programs of the March JPA General Plan because the Project proposes the development of a neighborhood commercial center that is compatible with the "Commercial" classification for the project site as identified in the March JPA General Plan and Meridian Specific Plan Amendment SP-5. The Project would also implement the following General Plan Land Use goals:

a) Provide 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.

b) Manage growth and development to avoid adverse environmental and fiscal effects.

c) Develop an identity and foster quality development within the Planning Area.

d) Maximize and enhance the tax base and generation of jobs through new, reuse and joint use opportunities; and

2. The proposed Project complies with all applicable zoning and other regulations because the Project site is located within the boundaries of the Meridian Specific Plan Amendment (SP-5) and is consistent with development regulations and standards outlined in Section G., Development Regulations of the Meridian Specific Plan Amendment (SP-5); and

3. The proposed Project will not be detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity because it is compatible with Safety Risk Management Element of the March JPA General Plan in that Project is designed and oriented in such a way to protect Meridian Specific Plan Area and

adjacent community from unreasonable risks associated with seismic, geologic, fire and flood hazards; and

4. The location, design, and operation of the proposed Project will be compatible with existing and planned land uses in the vicinity because the Project is consistent with the land use and development requirements of the Meridian Specific Plan Amendment (SP-5), which ensures compatibility with existing planned land uses and development within the Specific Plan Area.

**SECTION 6.** Findings for Tentative Tract Map 37116. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of Tentative Tract Map 16-01, in accordance with Government Code section 66410 *et seq.* and Sections 9.14.050 and 9.14.070 of the March JPA Development Code:

1. The Tentative Tract Map is consistent with applicable March JPA General Plan and Meridian Specific Plan Amendment (SP-5) because the Project site is designed to minimize land use conflicts and achieve maximum land use compatibility while improving or maintaining the desired integrity of the Planning Area and subregion; and

2. The design or improvement of the Tentative Tract Map is consistent with applicable March JPA General Plan and Meridian Specific Plan Amendment (SP-5) because the Project site is designed in accordance with Section G. Development Regulations, which each lot meets or exceeds the minimum lot area and width; and

3. The site of the Tentative Tract Map is physically suitable for the type of development because the Project site proposes the development of ten buildings for commercial purposes within a commercial zoning designation; and

4. The design of the Tentative Tract Map or proposed improvements are not likely to cause substantial environmental damage or substantially unavoidably injure fish or wildlife or their habitat because after CEQA compliance the environmental impacts to any significant habitat of a rare or endangered species of plant, animal, insect or any fragile or unique biotic community are at a level of insignificance; and

5. The design of the Tentative Tract Map or the type of improvements are not likely to cause serious public health problems because all development and public improvements will be performed per the requirements of all applicable standards and codes, including zoning and building codes and conditions of approval; and

6. The design of the Tentative Tract Map or the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision because easements have been preserved through subdivision design or easement relocation; and

7. Land is not subject to a contract entered pursuant to the California Land Conservation Act of 1965; and

8. The Tentative Tract Map and the associated design and improvements are consistent with Section 2 of JPA Ordinance #03-01; and

9. The design of the Tentative Tract Map provides, to the extent feasible, for future passive or natural heating and cooling opportunities of the subdivision because the Project proposes the construction of ten commercial buildings 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 current building code requirements; and

10. The discharge of waste into an existing sewer system from development proposed in the Tentative Tract Map will not cause a violation of existing requirements prescribed by the local water quality control board because the addition of ten lots for commercial uses would have minor contributions to the demand for wastewater treatment services identified for the Meridian SP-5 and impacts would be no greater than what was previously analyzed in the Meridian SEIR; and

11. The effect of the Tentative Tract Map on the housing needs of the region were considered. The Project proposes the construction of ten buildings for commercial purposes within a commercial zoning designation. The Project site is a vacant lot that has been previously graded and cleared and as such, does not contain housing that would need to be replaced elsewhere. The Project would not remove or otherwise displace housing or people. No replacement housing is required as part of the Project.

**SECTION 7.** Findings for Variance 16-01. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission makes the following findings for approval of Variance 16-01, in accordance with Section 9.02.100 of the March JPA Development Code:

1. The strict or literal interpretation and enforcement of the specified regulation would result in practical difficulty or unnecessary hardship not otherwise shared by others within the surrounding area or vicinity because given the location of the proposed development with respect to the Van Buren interchange, the current sign guideline of a maximum 45 foot tall freeway sign with maximum sign area of 150 square feet for three tenants, as outlined in the March JPA Development Code and March Business Center Design Guidelines, would not be sufficient to display businesses and associated services to the community. The request for a Variance to the permitted sign requirements includes a freeway sign, 60 feet in height and maximum of 500 square feet in sign area. The proposed Project includes a commercial development, consistent with the land use and zoning designations analyzed in the Meridian SEIR and as a result, the proposed height and size of the proposed freeway sign would not substantially degrade the existing visual character of quality of the project site and surrounding community; and

2. There are exceptional or extraordinary circumstances or conditions applicable to the property involved or to the intended use of the property which do not apply generally to other

properties in the vicinity and under the same zoning classification because the Project site is separated by physical features including the I-215 Freeway, adjacent railroad tracks and a detention basin. These features diminishes freeway sign visibility from southbound I-215 drivers and freeway signage visibility is severely blocked by the Van Buren Interchange to northbound I-215 drivers. As explained in Findings #1, the request for a Variance to the permitted sign requirements includes a freeway sign, 60 feet in height and maximum of 500 square feet in sign area. Due to the separation by physical features, the proposed freeway sign would be designed for maximum visibility for north and southbound I-215 Freeway drivers; and

3. The strict or literal interpretation and enforcement of the specified regulation would deprive the applicant of privileges enjoyed by the owners or other properties in the vicinity and under the same zoning classification because freeway signage in adjacent communities and March JPA member jurisdictions have allotted for large freeway signs along SR-60 and I-215. Specifically, the cities of Moreno Valley, Perris, Riverside, and the County of Riverside all have permitted similar sized freeway signs for commercial centers, consistent with that of the proposed freeway sign maximum height and signage area. Those signs are generally for larger commercial power centers, however those signs do not have the visual barriers created by the overcrossing of Van Buren Boulevard and the BNSF/RCTC rail line; and

4. The granting of the Variance will not constitute a grant of special privilege inconsistent with the limitations on other properties in the vicinity and under the same zoning classification as discussed in Finding #3; and

5. The granting of the Variance for a 60' height and 500 square feet of sign space is not detrimental to public health, safety or welfare, or materially injurious to properties or improvements. The granting of the Variance for a 60' height and 500 square feet of sign space is not detrimental to public health, safety or welfare, or materially injurious to properties or improvements. The site is located in proximity to, but not within the Accident Potential Zones identified within the 2005 March Installation Compatibility Use Zone Study (AICUZ). The proposed sign is 30' below the MARB Part 77 surface, which has been verified through the FAA 7460-1 review process. The increased height and square footage of the sign will assist southbound I-215 traffic to recognize and make informed decisions when deciding to visit the site prior to the Van Buren Boulevard off-ramp. The improved sign visibility will assist in avoiding last second decisions to exit. The sign location is devoid of any public facilities and improvements and it will have no impact to adjacent properties or to the general public; and

6. The granting of a Variance is consistent with the objectives and policies of the March JPA General Plan and the intent of the March JPA Development Code. The requested Variance is compatible with existing and anticipated future development in the vicinity of the Project site, within the Meridian Specific Plan Amendment (SP-5) area and the community. Furthermore, the requested Variance is intended to improve, not only freeway driver safety considerations, but will aid the overall economic sustainability of the Project, by enhancing employment opportunities, servicing the community and improving the local tax base.

**SECTION 8.** Approval of Project Entitlements. Based on the entire record before the Commission, all written and oral evidence presented to the Commission, and the findings made in this Resolution, the Commission hereby approves the Project Entitlements, including CUP 16-

01, PP 16-02, TM 16-01, and V 16-01, as shown on Exhibit "A", attached hereto and incorporated herein by this reference, subject to the Conditions of Approval, as shown on the attached Exhibit "B", attached hereto and incorporated herein by this reference.

**SECTION 9.** Notice of Determination. The Commission directs March JPA staff to prepare, execute, and file a Notice of Determination with the Riverside County Clerk within five (5) working days of the passage and adoption of this Resolution.

**SECTION 10.** Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings are based are located at the Office of the Planning Director, March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518.

**SECTION 11.** Execution of Resolution. The Chair of the Commission of March JPA shall sign this Resolution and the Clerk of March JPA shall attest and certify to the passage and adoption thereof.

**SECTION 12.** Effective Date. This Resolution shall be effective upon its adoption.

**PASSED, APPROVED, AND ADOPTED** this 12th day of April, 2017.

Mike Gardner, Chairman
March Joint Powers Authority Commission

ATTEST:

I, Cindy Camargo, Acting Clerk of the March Joint Powers Commission, do hereby certify that the foregoing Resolution #JPA 17-03 was adopted by the March Joint Powers Commission of the March Joint Powers Authority at a regular meeting thereof held on the 12th day of April, 2017, by the following vote of the Commission:

Ayes: Rogers, Jeffries, Vargas, Baca, Melendrez, Gutierrez, Ashley, Gardner
Noes: None
Abstain: None
Absent: None

Dated: April 12, 2017

Cindy Camargo, Acting Clerk
March Joint Powers Authority Commission

**EXHIBIT A**
Project Entitlements

# General Plan Land Use Map

March Joint Powers Authority

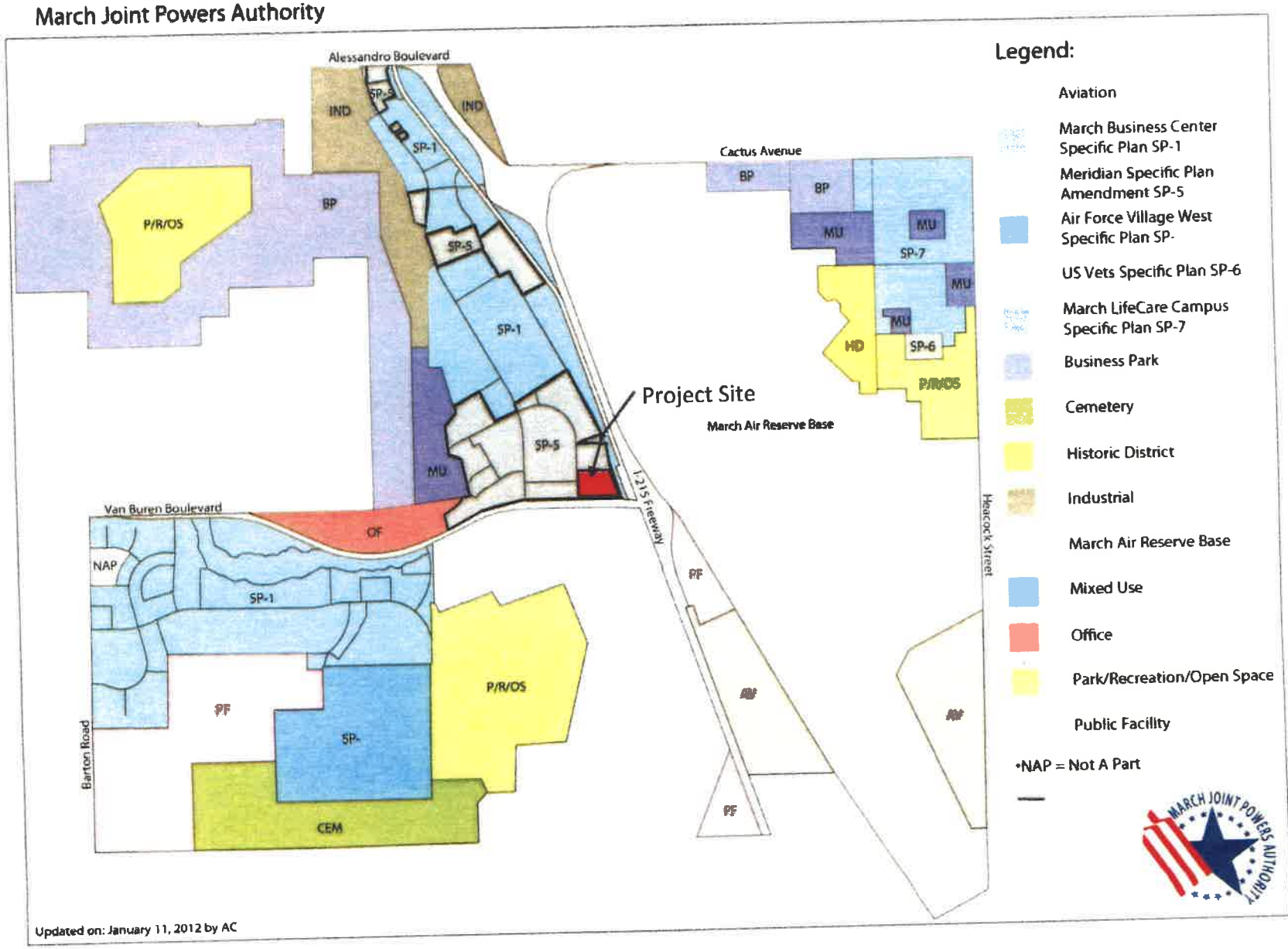



**EXHIBIT A 1**

**General Plan Land Use Map**

# EXHIBIT A 2
## Meridian Specific Plan Amendment SP-5 Zoning Map

*Meridian - Specific Plan Amendment*




*Legend:*
*Specific Plan Amendment (SP-5)*

| | |
|---|---|
| Business Park (22.97 Ac.) | |
| Commercial (22.24 Ac.) | |
| 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 |

*Figure II-5*

*Project Zoning: North Campus*

# EXHIBIT A 3

Greens Hospitality Incorporated – Applicant's Project Narrative
Veterans Plaza (Unit 4 Lot 4)

**Conditional Use Permit/Plot Plan**

The Unit 4 Lot 4 Project "Veterans Plaza" (Proposed Project) is a phased development located within the southeastern portion of the North Campus of the Meridian Specific Plan Area, on the northeast corner of Van Buren Boulevard and Opportunity Way. The Proposed Project site is bounded by JM Realty Business Park (Meridian Unit 4 Lot 3) to the North, the MJPA controlled south detention basin to the East, Van Buren Boulevard to the South, and Opportunity Way to the West. The Proposed Project consists of 10 buildings on a14.1acre parcel, zoned Commercial. In total, the 10 buildings, combined, will equal 219,695 sq. ft. These buildings, as planned, will be used for a mix of permitted commercial uses, including two Hotels, a Convenience Store/Gas Station, Fast Food Restaurants, Dining and Retail uses. The combine square footage will yield a floor area ratio (FAR) of 35%, consistent with the allowed Meridian Specific Plan commercial land use FAR of 35%.

The Proposed Project was included in the *SP-5, An Amendment to the North Campus of the Meridian Specific Plan*, approved in July 2010, referred to hereinafter as the "Meridian SPA." The *Subsequent Environmental Impact Report for the Meridian Specific Plan (SP-5)*, (State Clearinghouse #2009071069), "Meridian SPA SEIR" evaluated the environmental impacts associated with Unit 4 of Meridian (which includes this project) was certified in July 2010.

The following table is a summary of proposed uses associated with the attached site plan:

| Building | Size | Unit | Use | Notes |
|---|---|---|---|---|
| A | 86,568 | SF | Hotel | 161 Rooms |
| B | 47,760 | SF | Hotel | 90 Rooms |
| C | 50,097 | SF | Retail | |
| D | 6,000 | SF | Mixed Use | 25% FF, 33% Restaurant, 42% Retail |
| E | 3,800 | SF | C – Store | |
| F | 2,420 | SF | Fast Food | |
| G | 3,432 | SF | Fast Food | |
| H | - | - | - | Not Used |
| I | - | - | - | Not Used |
| J | 7,500 | SF | Retail | |
| K | 6,000 | SF | Restaurant | |
| L | 6,000 | SF | Restaurant | |

The Proposed Project has previously been mass graded and all major utilities and infrastructure, Streets, Water, Sewer, Storm Drain, etc. have been installed/stubbed to the site as part of the

"Meridian Unit 4 Phase 1 Plans". The Proposed Project will take access off Opportunity Way via 3 driveways and one 'right in/right out driveway on Van Buren Boulevard. The proposed 'right in/right out' driveway on Van Buren is expected to serve as a major entrance for vehicular access onto the site. Of the proposed driveways on Opportunity way, a proposed driveway is a shared driveway at the Unit 4 Lot 3 boundary, a full access driveway at the intersection of Sysco Way, the southernmost driveway is to be a right in/right out which may be evaluated to determine if a full access driveway is feasible. Opportunity Way is an 'Industrial Collector Roadway' and would adhere to the County of Riverside Standard of 200' driveway spacing requirements.

Landscaping coverage for the site is anticipated to meet or exceed coverage requirements as defined in the MJPA Specific Plan, which is twenty percent (20%) for commercial uses.

Project related improvements and features include a dedicated deceleration lane on Van Buren Boulevard to help ensure traffic can safely access the site to minimize any impacts to the westbound Van Buren Blvd. through movements. Additionally, a signal warrants analysis has been prepared, as a part of this Plot Plan, to determine if a signal would be required at the intersection of the Sysco Way and the Opportunity Way Driveway intersection.

The Project is planned to be a phased development whereas construction activity will be dependent upon market conditions. Currently it is anticipated the project will take several years to be built out starting in the 2nd quarter of 2017. The Project would be developed over two phases, beginning with the development of fast food restaurants, a gas station/convenience store with 16 gas pumps, and a mixed-use building with fast food, restaurant, and retail uses in the southwestern corner of the site during Phase 1. Phase 2 would include the development of two hotels, two retail buildings, and a restaurant in the northern and eastern portions of the Project site. As proposed, Buildings A-L are speculative. The buildings would be single-story, with the exception of the two hotels, which would be developed as three-story buildings. A total of 606 parking stalls are included for the Project.

As submitted, the final building site layout/design for the development of Phase 2 have not been confirmed. At the time of final building site layout/design is determined, the project Applicant will submit to the March JPA staff the required density calculations, identifying compliance with Meridian Specific Plan SP-5 airport compatibility provisions and the Riverside County Airport Land Use Plan provisions, for each individual site/ building within Phase 2.

**Tentative Map**

As part of this application, the Applicant also wishes to pursue the subdivision of the property pursuant to the Map Act by filing a Tentative Map associated with the development of the project. Currently it is assumed the Parcel will be subdivided into 10 lots.

**Specific Plan Amendment**

As noted by the March JPA, even though the Riverside County Airport Land Use Commission 2014 Compatibility Plan allows the Hotel use on the Meridian Unit 4 Lot 4 site per Policy 2.7.a.4, The Meridian 2010 Specific Plan Amendment references, as an exhibit, a notation that specifically prohibited hotel use within the "B2 compatibility zone". The proposed Specific Plan Amendment,

will modify this language to be consistent with the current (2014) Airport Land Use Compatibility Plan.

**Request for Variance**

The Proposed Project is requesting a variance to modify the allowance of the Freeway Frontage signage as currently specified in the Design Guidelines. Please see the specific variance request provided with the submittal package.

**Submittal Items**

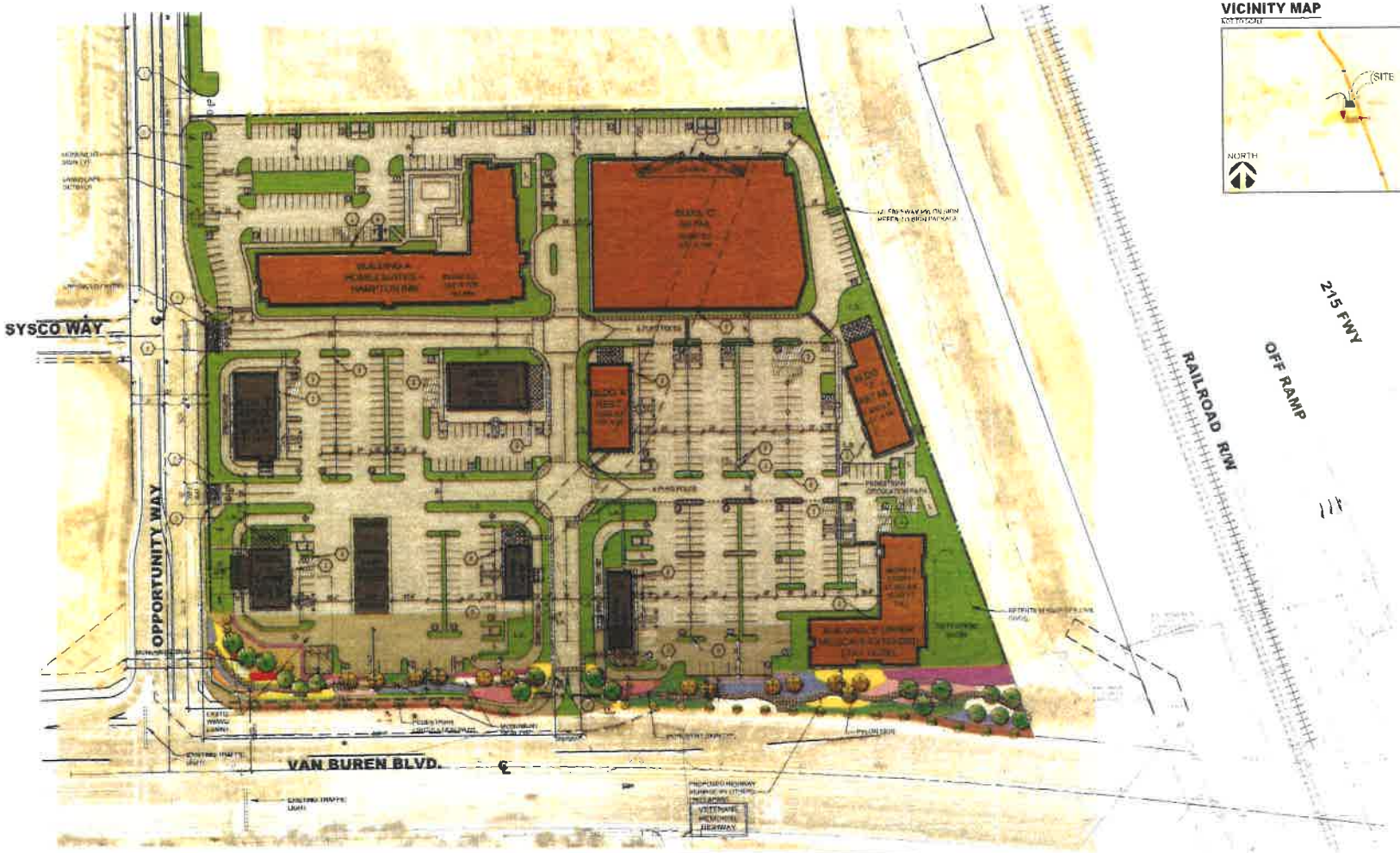
In order to processes the application of the Proposed Project the following submittal items are required by the MJPA or has been submitted as a part of the project or submitted to demonstrate consistency with the underlying entitlement documents: Site Plan, Landscaping Plan, Tentative Map, Preliminary Grading Plan, Preliminary Drainage Plan, Preliminary Water Quality Management Plan, Traffic Consistency Memorandum, Air Quality Memorandum, Green House Gas Memorandum, Signal Warrants Analysis, and a Sign Variance Request

**EXHIBIT A 4**

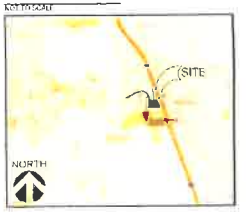
**Veterans Plaza**

**Reduced Site Plan, Building Elevations, Landscape Plan**

**Tentative Tract Map, Preliminary Grading and Drainage Plan**




## VICINITY MAP




## SHEET INDEX


SITE PLAN
FLOOR PLAN - BUILDING A
FLOOR PLAN - BUILDING B
FLOOR PLAN - BUILDING C
FLOOR PLAN - BUILDING D & E
FLOOR PLAN - BUILDING F, G & I
FLOOR PLAN - BUILDING H & J
ELEVATIONS - BUILDING A & B
ELEVATIONS - BUILDING C & D
ELEVATIONS - BUILDING E, F, G & H
ELEVATIONS - BUILDING I & J
PHOTOMETRIC VIEW
CIVIL
CIVIL


## PROJECT DATA

**PROJECT DESCRIPTION**

**PROJECT ADDRESS**

| | |
|---|---|
| PARCEL AREA: | 14.41 AC |
| OWNER: | |
| APPLICANT: | |
| APPLICANT'S REPRESENTATIVE: | |
| APN: | |
| LEGAL DESCRIPTION: | |
| ZONING: | |
| OCCUPANCY: | |
| CONSTRUCTION TYPE: | |
| TOTAL GROSS AREA: | |
| TOTAL BLDG. AREA: | |
| LOT COVERAGE: | |

**AREA & PARKING SUMMARY:**

### UTILITY PURVEYORS

| | |
|---|---|
| WATER: | |
| SEWER: | |
| GAS: | |
| ELECTRIC: | |
| TELEPHONE: | |

NOTE:

### LANDSCAPE SETBACKS

### BUILDING SETBACKS

### PROJECT PHASING

PHASE 1

PHASE 2

### SITE PLAN KEYNOTES

1. PROVIDE CONCRETE PAVING IN TRUCK COURTS
2. PROVIDE (##) EV CHARGING SPACES PER PARKING SUMMARY
3. PREFERENTIAL PARKING SPACES FOR CAR POOLS AND VAN POOLS. IF FULL IDENTIFY PARKING SPACES AS "RESERVED"
4. PRIOR TO OCCUPANCY, TENANT(S) ARE REQUIRED TO SUBMIT A TDM FOR REVIEW AS IDENTIFIED IN MITIGATION MEASURE TR-1
5. MINIMUM 24"X24" SIZE IDENTIFYING THE APPROVED TRUCK ROUTE SIGN
6. 12" NON-STRUCTURAL STEP OUTS AT PARKING ADJACENT TO LANDSCAPE PLANTS TYPICAL
7. STOP SIGN AT POINT OF EGRESS TO PUBLIC STREET
8. ELECTRIC VEHICLE PARKING SPACE WITH PROVIDED CHARGING STATION

### SITE PLAN NOTES:

NORTH

SCALE: 1" = 60'-0"

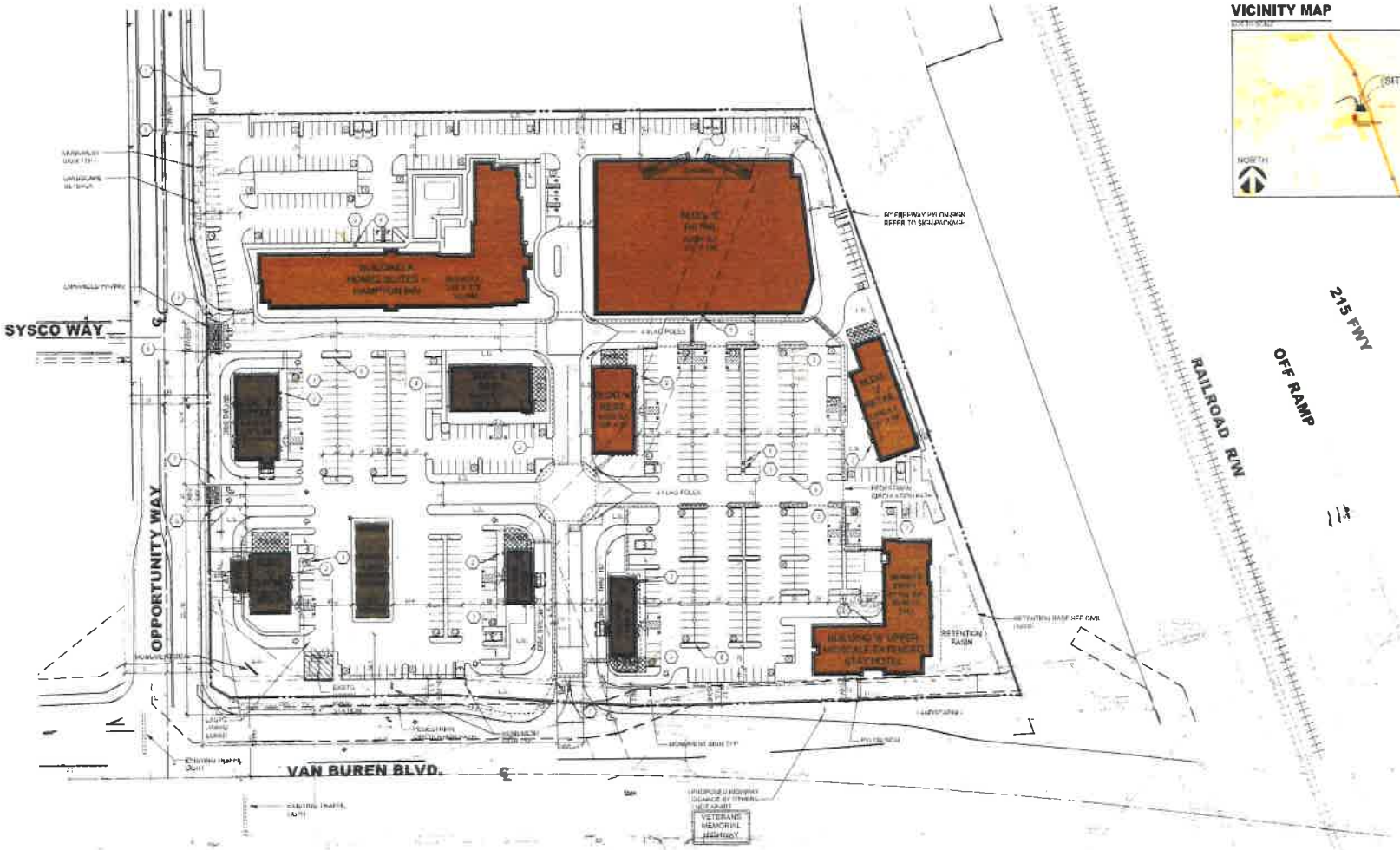
DATE: 2/27/17

**CUP-1**

GREENS GROUP

# Site Plan

VETERAN'S PLAZA
VAN BUREN BLVD. & 215 FREEWAY




## VICINITY MAP




## SHEET INDEX


CUP-1 SITE PLAN
CUP-2 FLOOR PLAN - BUILDING A
CUP-3 FLOOR PLAN - BUILDING B
CUP-4 FLOOR PLAN - BUILDING C
CUP-5 FLOOR PLAN - BUILDING D & E
CUP-6 FLOOR PLAN - BUILDING F, G & I
CUP-7 FLOOR PLAN - BUILDING H & J
CUP-8 ELEVATIONS - BUILDINGS A & B
CUP-9 ELEVATIONS - BUILDING C
CUP-10 ELEVATIONS - BUILDINGS D, E, F & G
CUP-11 ELEVATIONS - BUILDINGS H, I, J & K
CUP-12 PERSPECTIVE VIEWS
L-1 ON-SITE LANDSCAPE PLAN
L-2 OFF-SITE LANDSCAPE PLAN


## PROJECT DATA

### PROJECT DESCRIPTION

PDP FOR A PROPOSE RETAIL CENTER WITH TWO (2) STORY HOTELS, THREE (3) PAD BUILDINGS, TWO (2) RESTAURANTS, SMALL SHOPS / CONVENIENCE AND A GAS STATION / C-STORE WITH CAR WASH. THE PROJECT WILL BE BUILT IN PHASES AS SHOWN ON THE SITE PLAN.

### PROJECT ADDRESS

VACANT LAND, RIVERSIDE COUNTY, EASTERN SIDE OF THE FUTURE NEW VAN BUREN BLVD. AND OPPORTUNITY WAY

| | |
|---|---|
| **PARCEL AREA:** | **14.41 AC** (627,519 SF) |
| **OWNER:** | GREENS GROUP<br>14252 CULVER DRIVE, SUITE A-68<br>IRVINE, CA 92604<br>(949) 509-2600<br>CONTACT: ATHEER KATBEH |
| **APPLICANT:** | GREENS GROUP<br>14252 CULVER DRIVE, SUITE A-68<br>IRVINE, CA 92604<br>(949) 509-2600 |
| **APPLICANT'S REPRESENTATIVE:** | THE DESIGN CENTER<br>7171 MAGNOLIA AVENUE<br>RIVERSIDE, CA 92506<br>CONTACT: THOMAS SHEEHAN<br>PHONE: (951) 222-7170 |
| **APN:** | [illegible] |
| **LEGAL DESCRIPTION:** | [illegible]<br>COUNTY OF RIVERSIDE<br>STATE OF CALIFORNIA |
| **ZONING:** | [illegible] |
| **OCCUPANCY:** | [illegible] |
| **CONSTRUCTION TYPE:** | [illegible] |
| **TOTAL GROSS AREA:** | [illegible] |
| **TOTAL BLDG. AREA:** | [illegible] |
| **LOT COVERAGE:** | LOT COVERAGE [illegible]<br>LANDSCAPE [illegible]<br>HARDSCAPE [illegible]<br>TOTAL [illegible] |

### AREA & PARKING SUMMARY:



DISCLAIMER
THE PRELIMINARY SITE PLAN IS PROVIDED FOR INFORMATIONAL AND DISCUSSION PURPOSES ONLY. IT IS NOT INTENDED TO CONSTITUTE A FORMAL REPRESENTATION OF SPECIFIC TERMS OF WORK AND SHALL NOT BE RELIED UPON AS SUCH. GREENS GROUP MAKES NO WARRANTIES, EXPRESS OR IMPLIED, REGARDING THE ACCURACY OF THE INFORMATION CONTAINED HEREIN. THIS PLAN IS NOT BASED ON ACTUAL SURVEY DATA AND THE MEASUREMENTS, DIMENSIONS, AND THE APPROXIMATE LOCATIONS OF BUILDINGS, PARKING, AND OTHER SITE FEATURES MAY CHANGE. BY USING THIS PLAN, YOU AGREE TO INDEMNIFY, DEFEND, AND HOLD HARMLESS GREENS GROUP, INC. (GREENS GROUP) AND ITS OFFICERS, EMPLOYEES, AND AGENTS FROM ANY AND ALL CLAIMS, LOSSES, OR LIABILITIES ARISING OUT OF OR RELATED TO YOUR USE OF THIS PLAN OR RELIANCE ON ANY INFORMATION CONTAINED ON THIS PLAN.

## UTILITY PURVEYORS

| | |
|---|---|
| **WATER:** | WESTERN MUNICIPAL WATER DISTRICT |
| **SEWER:** | WESTERN MUNICIPAL WATER DISTRICT |
| **GAS:** | SOUTHERN CALIFORNIA GAS COMPANY |
| **ELECTRIC:** | SOUTHERN CALIFORNIA EDISON |
| **TELEPHONE:** | FRONTIER COMMUNICATIONS |

NOTE:

## LANDSCAPE SETBACKS

| | |
|---|---|
| FRONT YARD (VAN BUREN) | 40 FT. |
| SIDE YARD STREET | 15 FT. |
| INTERIOR SIDE YARD | 5 FT. |
| REAR YARD | 10 FT. |

## BUILDING SETBACKS

| | |
|---|---|
| FRONT YARD (VAN BUREN) | 40 FT. |
| SIDE YARD STREET | 15 FT. |
| INTERIOR SIDE YARD | 0 FT. |
| REAR YARD | 10 FT. |

## PROJECT PHASING

PHASE 1

PHASE 2

## SITE PLAN KEYNOTES

1. PROVIDE CONCRETE PATHWAY TO ADJACENT PROPERTIES
2. PROVIDE BICYCLE PARKING SPACES PER PLANNING DIVISION REQUIREMENTS
3. PREFERENTIAL PARKING SPACES FOR CAR POOL AND VAN POOLS. A PHYSICAL RENTAL PARKING SPACE SIGN SHALL BE PROVIDED PRIOR TO OCCUPANCY. TENANT(S) ARE REQUIRED TO SUBMIT A TDM FOR REVIEW AS IDENTIFIED IN MITIGATION MEASURE 5.17-1
4. MINIMUM 8-SQ.FT SIGN IDENTIFYING THE APPROVED TRUCK ROUTE PLAN
5. 12 INCH CONCRETE STEP-OUTS AT PARKING ADJACENT TO LANDSCAPE ISLANDS TYPICAL
6. STOP SIGN AT POINT OF EGRESS TO PUBLIC STREETS
7. ELECTRIC VEHICLE PARKING SPACE WITH PROVIDED CHARGING STATION

## SITE PLAN NOTES:

1. [illegible]

NORTH

SCALE: 1" = 60'-0"

DATE: 2/27/17

**CUP-1**

GREENS GROUP

# Site Plan

VETERAN'S PLAZA
VAN BUREN BLVD. & 215 FREEWAY

## SITE PLAN NOTES:

GREENS GROUP

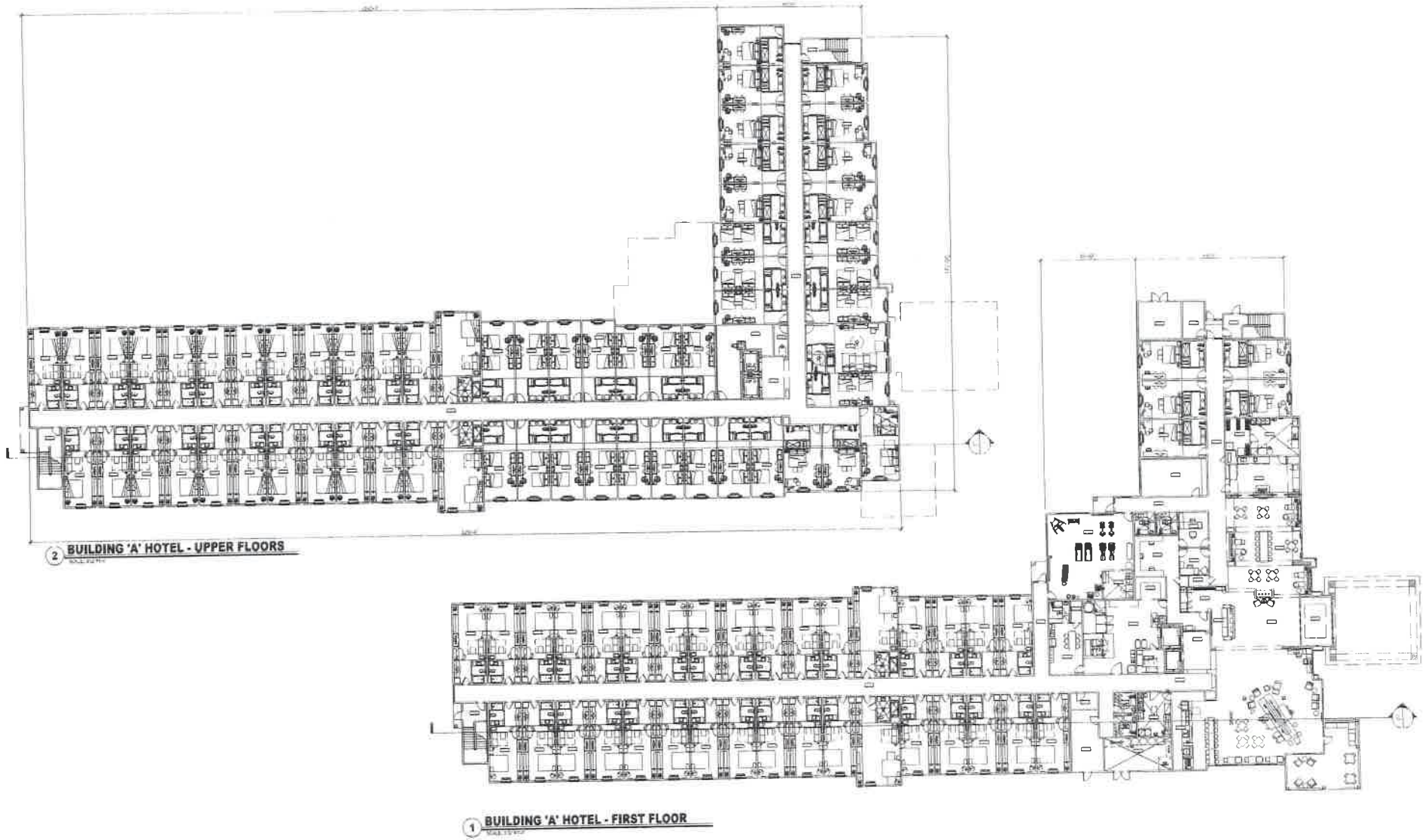
# Site Plan General Notes

VETERAN'S PLAZA
VAN BUREN BLVD. & 215 FREEWAY

DATE: 3/2/17

**CUP-1A**

SCALE:



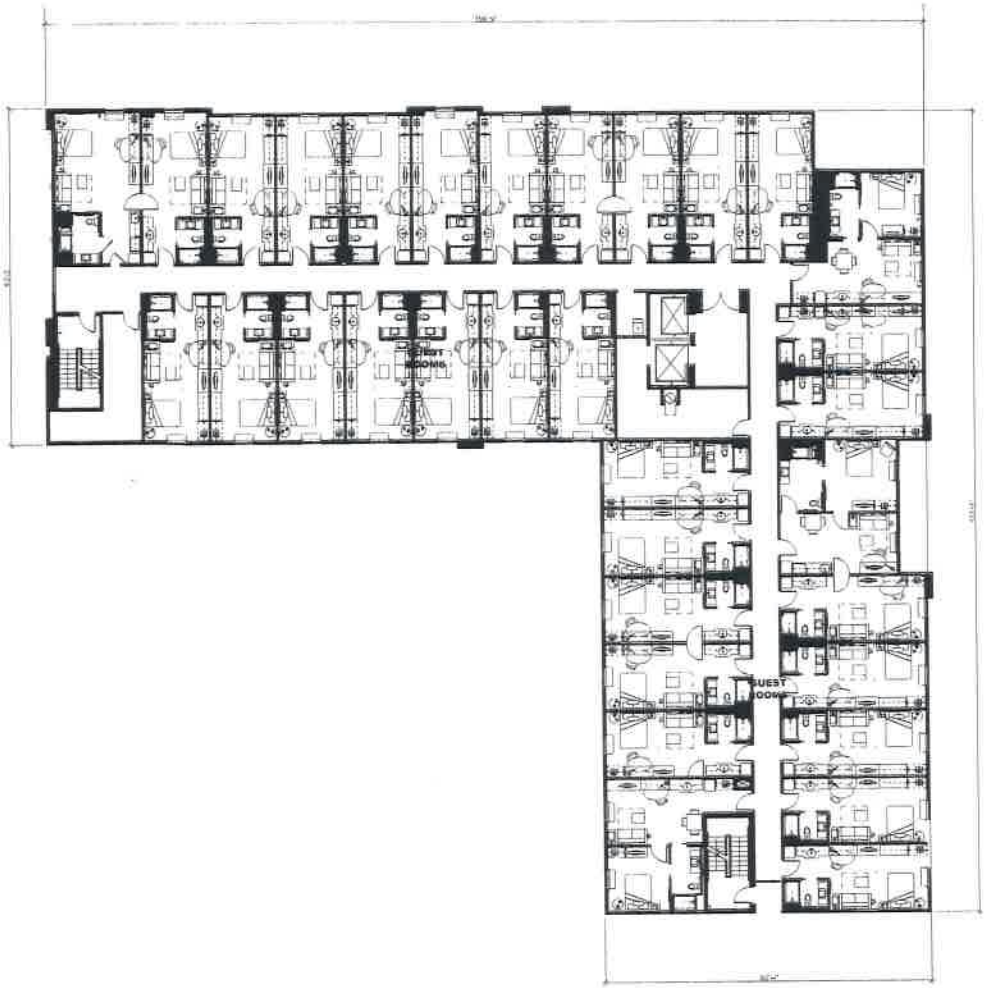

CUP-2

SCALE: 1/32" = 1'-0"

GREENS GROUP

# Building Floor Plans

VETERAN'S PLAZA
VAN BUREN BLVD. & 215 FREEWAY




1 BUILDING 'B' HOTEL - UPPER FLOORS




1 BUILDING 'B' HOTEL - FIRST FLOOR

**BUILDING AREA:**

| FLOOR | GUEST ROOMS | AREA |
|---|---|---|
| FIRST FLOOR | 18 | 15,160 S.F. |
| 2ND FLOOR | 61 | 15,160 S.F. |
| 3RD FLOOR | 55 | 15,160 S.F. |
| TOTAL | 134 | 45,480 S.F. |

NORTH

SCALE: 3/32" = 1'-0"

DATE: 8/30/16 **CUP-3**

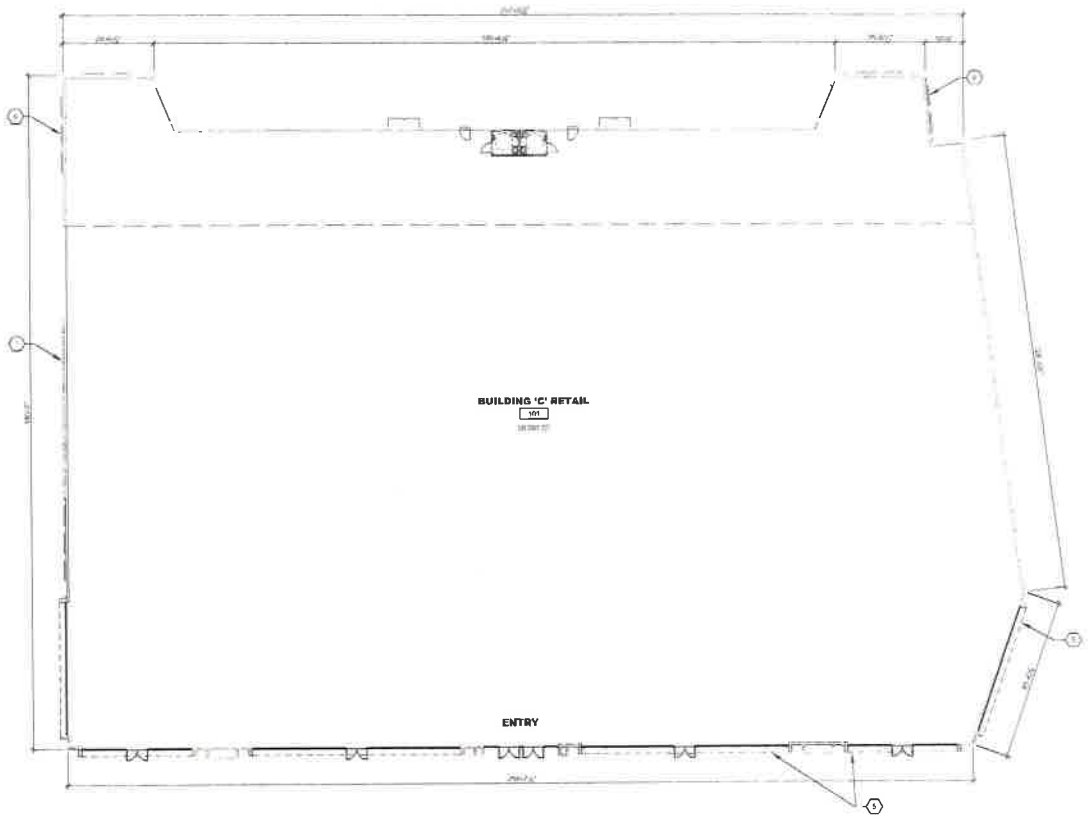
GREENS GROUP

# Building Floor Plans

VETERAN'S PLAZA
VAN BUREN BLVD. & 215 FREEWAY

## FLOOR PLAN KEYNOTES

1. PAINT OUT WITH WOOD SIDING
2. STONE VENEER
3. PAINT OUT EXTERIOR WALL
4. PATIO OVERHANG
5. WINDOW AWNING ELEMENT
6. GREEN SCREENS
7. DRIVE-THRU OVERHANG




NORTH

DATE:

**CUP-4**

SCALE: 1/8" = 1'-0"

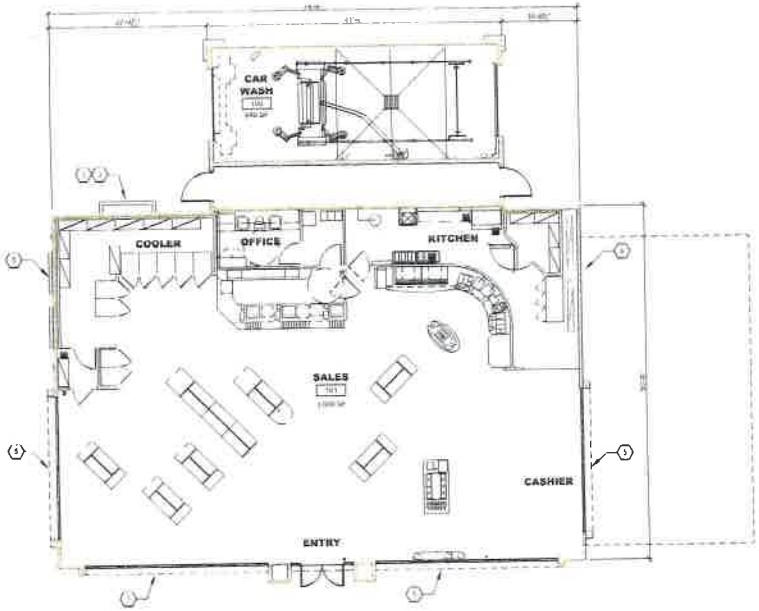
GREENS GROUP

# Building Floor Plans

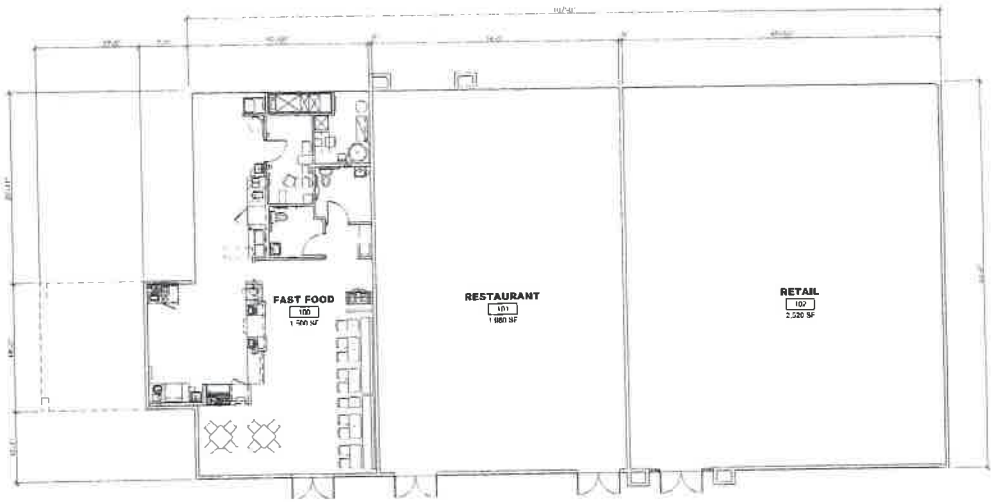
VETERAN'S PLAZA
VAN BUREN BLVD. & 215 FREEWAY

## FLOOR PLAN KEYNOTES

1. PEEP OUT WITH WOOD SIDING
2. STONE VENEER
3. PEEP OUT EXTERIOR WALL
4. PATIO OVERHANG
5. [illegible]
6. [illegible]
7. DRIVE-THRU [illegible]




2 **BUILDING 'E' CONVENIENCE STORE** AND CAR WASH — NORTH




1 **BUILDING 'D' RESTAURANT** BUILDING 'K' SIMILAR — NORTH

SCALE: 1/8" = 1'-0"

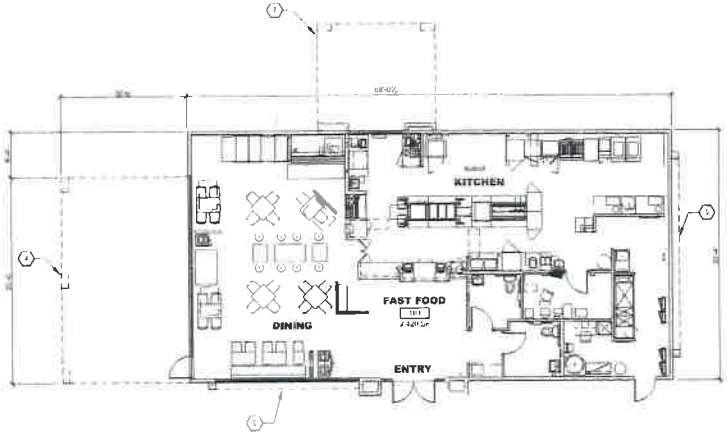
DATE:

**CUP-5**

GREENS GROUP

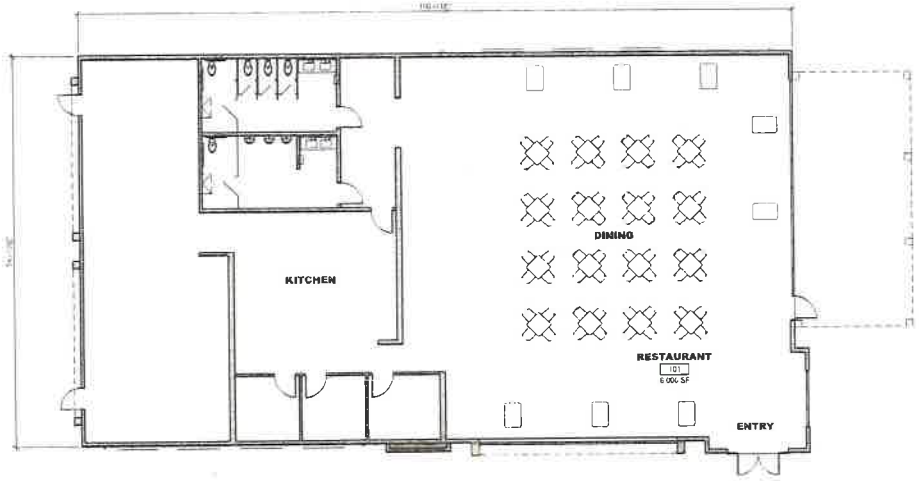
# Building Floor Plans

VETERAN'S PLAZA
VAN BUREN BLVD. & 215 FREEWAY




3 BUILDING 'F' FAST FOOD RESTAURANT

NORTH

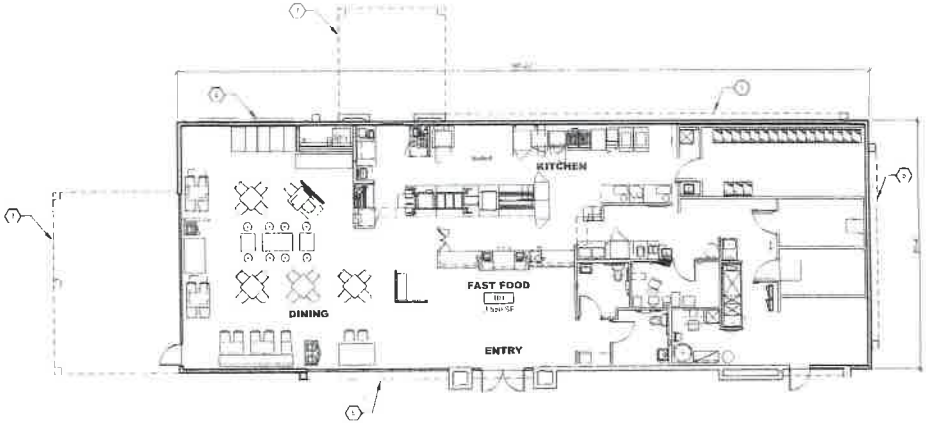



1 BUILDING 'L' RESTAURANT

NORTH

**FLOOR PLAN KEYNOTES**

1. POP OUT WITH WOOD SIDING
2. STONE VENEER
3. POP OUT EXTERIOR WALL
4. PATIO OVERHANG
5. WINDOW AWNING ELEMENT
6. GREEN SCREENS
7. DRIVE-THRU OVERHANG




3 BUILDING 'G' FAST FOOD RESTAURANT

NORTH

DATE:

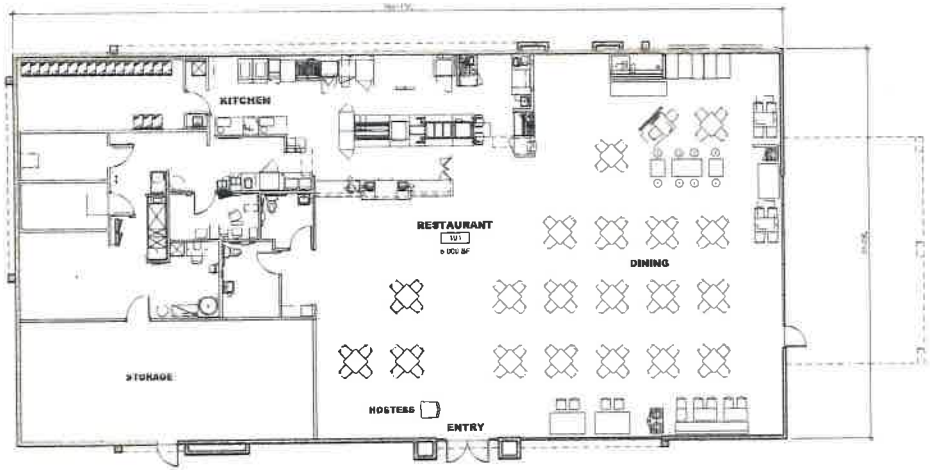
CUP-6.0

SCALE: 1/8" = 1'-0"

GREENS GROUP

# Building Floor Plans

VETERAN'S PLAZA
VAN BUREN BLVD. & 215 FREEWAY

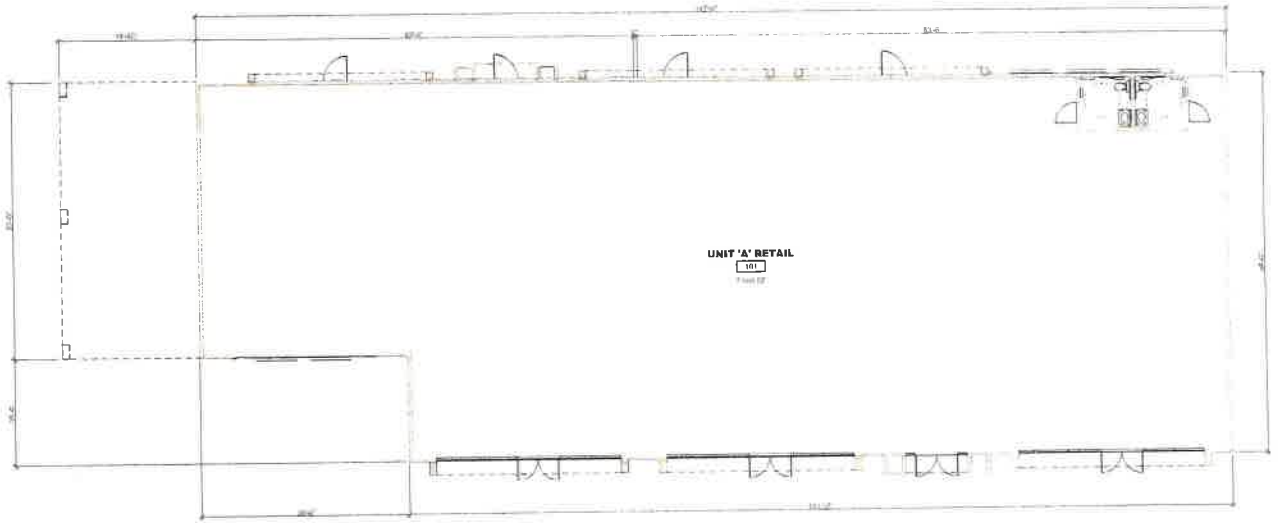



2 BUILDING 'K' RESTAURANT

NORTH

## FLOOR PLAN KEYNOTES

1. [illegible]
2. STONE VENEER
3. [illegible]
4. PATIO OVERHANG
5. WINDOW AWNING ELEMENT
6. GREEN SCREENS
7. DRIVE-THRU OVERHANG




1 BUILDING 'J' RETAIL

NORTH

SCALE: 1/8" = 1'-0"

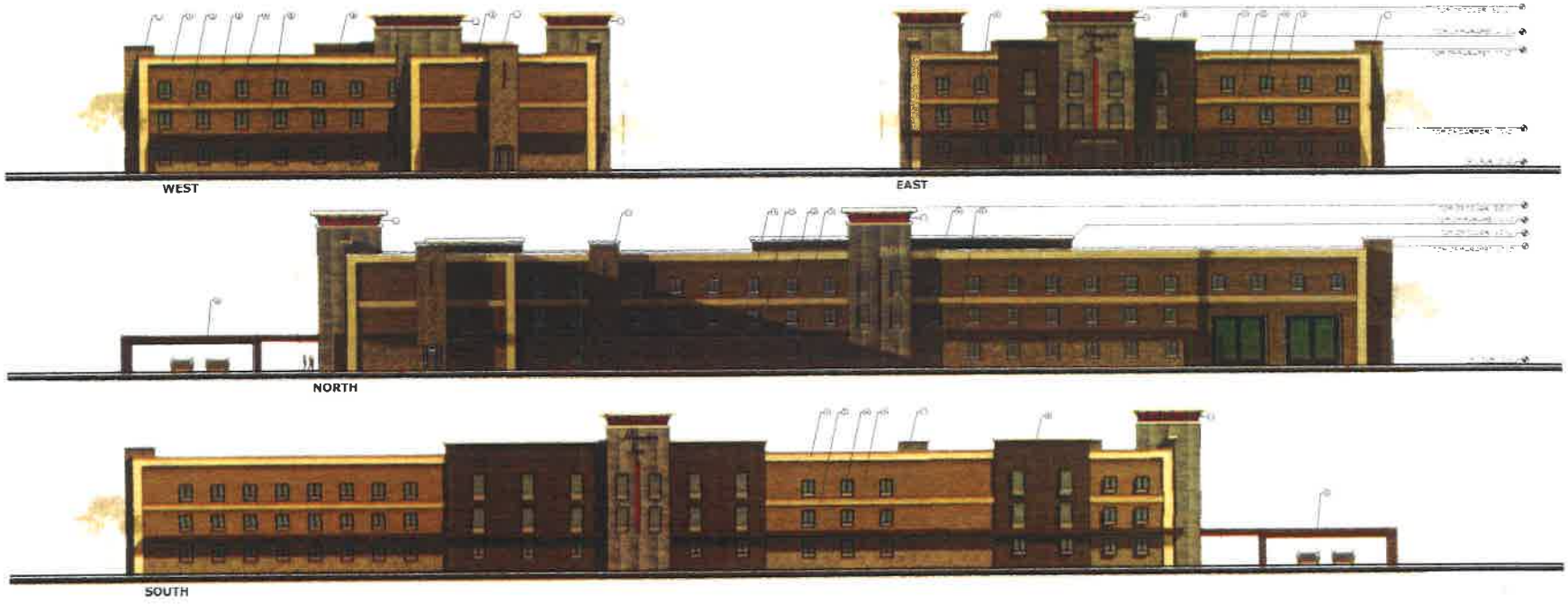
DATE

CUP-7

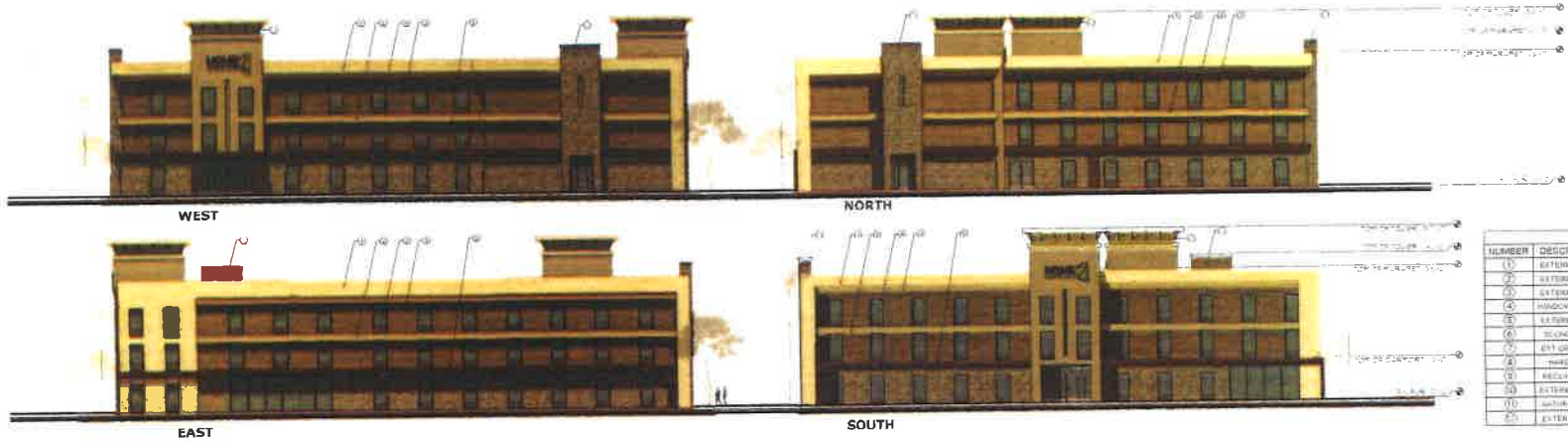
GREENS GROUP

# Building Floor Plans

VETERAN'S PLAZA
VAN BUREN BLVD. & 215 FREEWAY




Building 'A'




Building 'B'

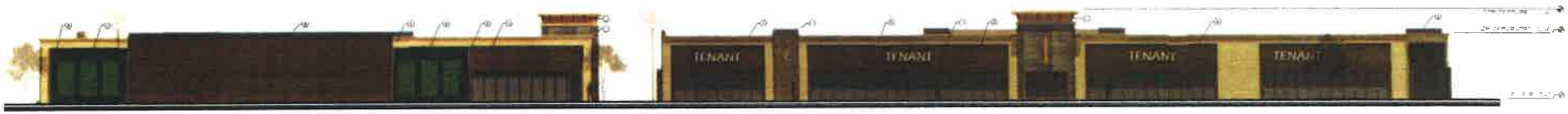
| COLOR & MATERIALS LEGEND | | | |
|---|---|---|---|
| NUMBER | DESCRIPTION | MANUFACTURER | COLOR / FINISH |
| 1 | EXTERIOR PAINT | SHERWIN-WILLIAMS | |
| 2 | EXTERIOR PAINT | SHERWIN-WILLIAMS | |
| 3 | EXTERIOR PAINT | SHERWIN-WILLIAMS | |
| 4 | WINDOW FRAMES | ARCADIA | |
| 5 | EXTERIOR PAINT | SHERWIN-WILLIAMS | |
| 6 | SCONCE UNIT | TECH ILLUMINATION | |
| 7 | EXT GREEN SCR | | |
| 8 | HARD PLANK | | |
| 9 | RECESS WOOD | | |
| 10 | EXTERIOR STONE | | |
| 11 | NATURAL STONE | CORONADO STONE | |
| 12 | EXTERIOR PAINT | SHERWIN-WILLIAMS | |

**CUP-8**

GREENS GROUP

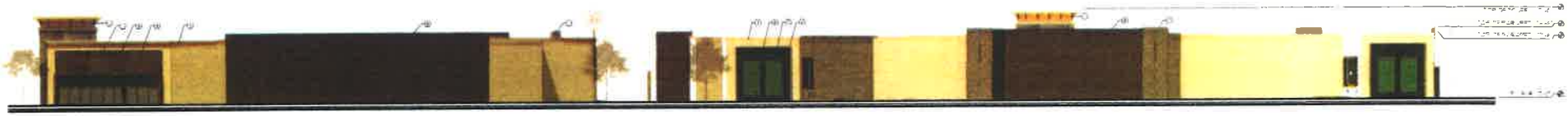
# Elevations

VETERAN'S PLAZA
VAN BUREN BLVD. & 215 FREEWAY




WEST

NORTH



EAST

SOUTH

Building 'C'

COLOR & MATERIALS LEGEND

| NUMBER | DESCRIPTION | MANUFACTURER | COLOR / FINISH |
|---|---|---|---|
| (1) | EXTERIOR PAINT | SHERWIN-WILLIAMS | SW 7102 LIMITE |
| (2) | EXTERIOR PAINT | SHERWIN-WILLIAMS | MACADAMIA |
| (3) | EXTERIOR PAINT | SHERWIN-WILLIAMS | DAPPER TAN |
| (4) | WINDOW FRAMES | ARCADIA | CLEAR ANOD. |
| (5) | EXTERIOR PAINT | SHERWIN-WILLIAMS | VIRTUAL TAUPE |
| (6) | SCONCE LIGHT | TBD BY OWNER | NICKEL PLATE |

| NUMBER | DESCRIPTION | MANUFACTURER | COLOR / FINISH |
|---|---|---|---|
| (7) | EXT GREEN SLAT | | |
| (8) | HARD PLANK | | DAPPER TAN |
| (9) | RECLAIMED WOOD | | MATCH EXISTING |
| (10) | EXTERIOR STONE | | |
| (11) | NATURAL STONE | CORONADO STONE | CREAM BUFF |
| (12) | EXTERIOR PAINT | SHERWIN-WILLIAMS | MOUNTAIN PEAK |

**CUP-9**

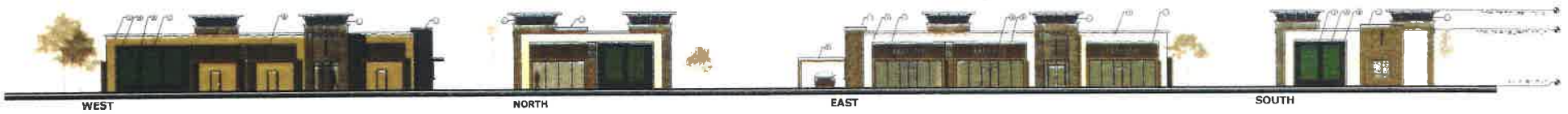
DATE: 8.30.16

SCALE: 1/8" = 1'-0"

GREENS GROUP

# Elevations

VETERAN'S PLAZA
VAN BUREN BLVD. & 215 FREEWAY



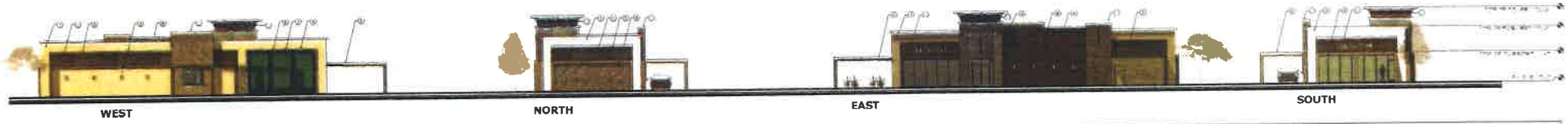

Building 'D'




Building 'E'




Building 'F'




Building 'G'

COLOR & MATERIALS LEGEND

| NUMBER | DESCRIPTION | MANUFACTURER | COLOR / FINISH |
|---|---|---|---|
| 1 | LETHICK PAINT | SHERWIN-WILLIAMS | NAVAJO WHITE |
| 2 | EXTERIOR PAINT | SHERWIN-WILLIAMS | MACADAMIA |
| 3 | EXTERIOR PAINT | SHERWIN-WILLIAMS | SUPPER TAN |
| 4 | WINDOW FRAMES | ALUMINUM | CLEAR ANO. |
| 5 | EXTERIOR PAINT | SHERWIN-WILLIAMS | BRITISH TAUPE |
| 6 | STUCCO CLUT | TEXAS LIGHTWEIGHT | SILVER PLATE |

| NUMBER | DESCRIPTION | MANUFACTURER | COLOR / FINISH |
|---|---|---|---|
| 7 | S.T. GREEN SLAT | | |
| 8 | HARD PLANK | | SUPPER TAN |
| 9 | RECLAIM WOOD | | MOTOR MARMARINO |
| 10 | EXTERIOR STONE | | |
| 11 | NATURAL STONE | CORONADO STONE | CREAM PUEBLO STONE |
| 12 | EXTERIOR PAINT | SHERWIN-WILLIAMS | ARCHITECTURAL |

DATE: 6/30/16

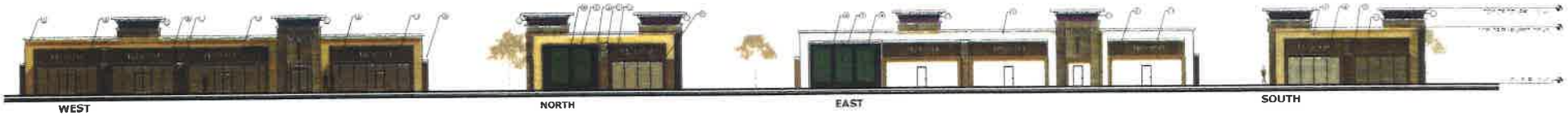
**CUP-10**

SCALE: 1/8" = 1'-0"

GREENS GROUP

# Elevations

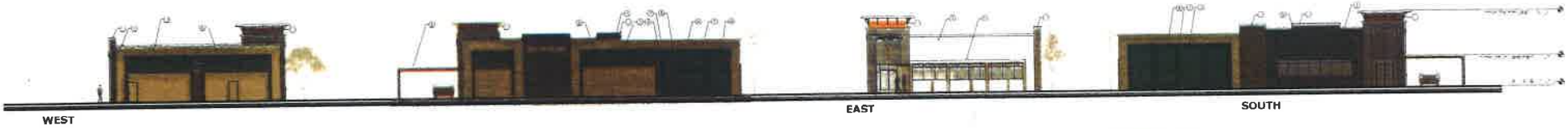
VETERAN'S PLAZA
VAN BUREN BLVD. & 215 FREEWAY




Building 'J'




Building 'K'




Building 'L'

COLOR & MATERIALS LEGEND

| NUMBER | DESCRIPTION | MANUFACTURER | COLOR / FINISH |
|---|---|---|---|
| 1 | EXTERIOR PAINT | SHERWIN-WILLIAMS | SNOWBOUND WHITE |
| 2 | EXTERIOR PAINT | SHERWIN-WILLIAMS | MYCOSPHERE |
| 3 | EXTERIOR PAINT | SHERWIN-WILLIAMS | GRAPHIC TAN |
| 4 | WINDOW FRAMES | ARCADIA | CLEAR ANODIZED |
| 5 | EXTERIOR PAINT | SHERWIN-WILLIAMS | VIRTUAL TAUPE |
| 6 | SCUPPER/DOWNSPOUT | TEXAS EXTRUSION | MOKE PLATE |

| NUMBER | DESCRIPTION | MANUFACTURER | COLOR / FINISH |
|---|---|---|---|
| 7 | EXTERIOR DOOR | | |
| 8 | HAND RAIL | | |
| 9 | WELDED WIRE | | |
| 10 | EXTERIOR STONE | | |
| 11 | NATURAL STONE | CORONADO STONE | |
| 12 | EXTERIOR PAINT | SHERWIN-WILLIAMS | |

**CUP-11**

SCALE: 1/8"=1'-0"

GREENS GROUP

# Elevations

VETERAN'S PLAZA
VAN BUREN BLVD. & 215 FREEWAY




2 BUILDING 'C' RETAIL




3 BUILDING 'J' RETAIL



1 BUILDING 'B' HOTEL

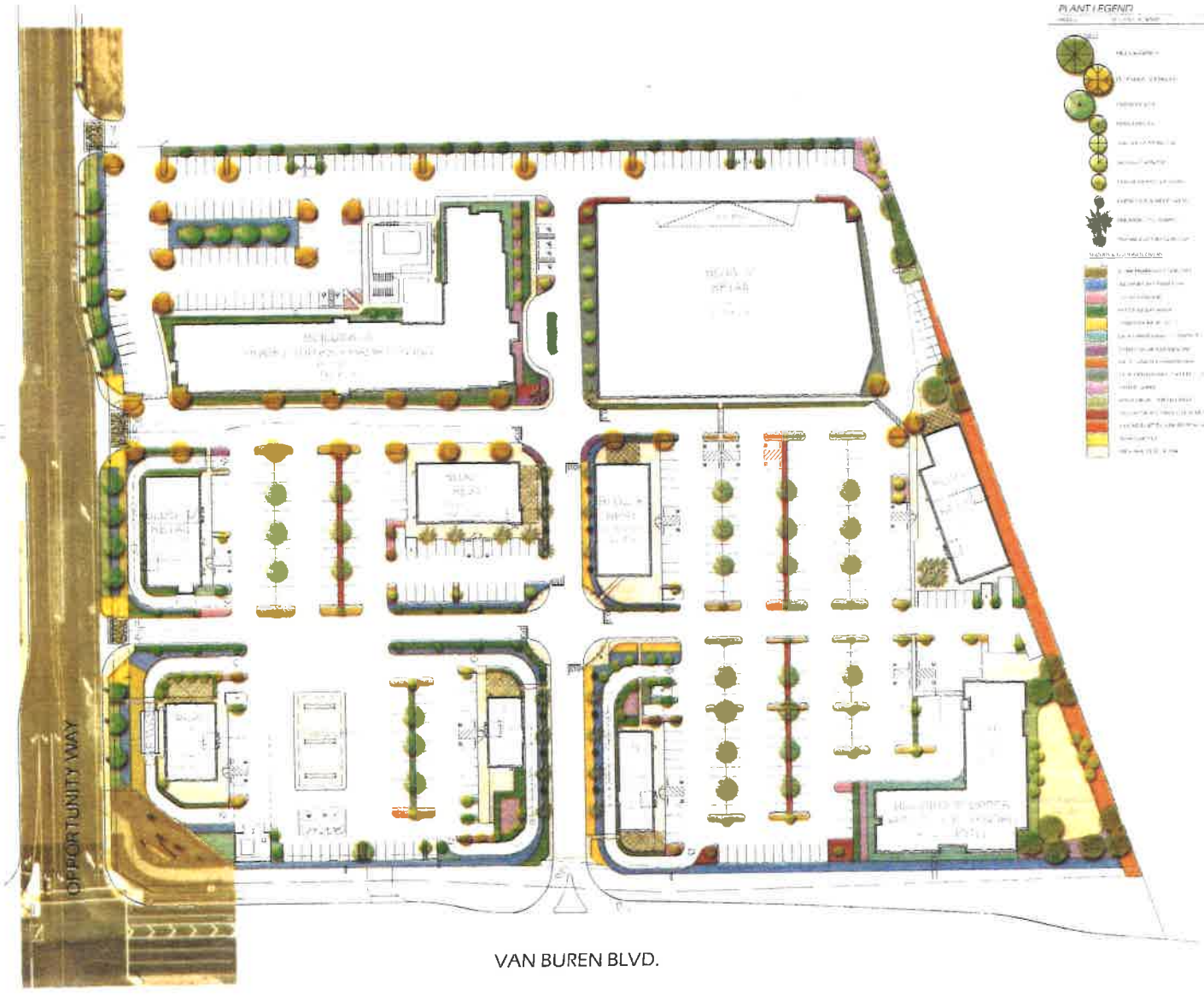
DATE

CUP-12

GREENS GROUP

# Perspective Views

VETERAN'S PLAZA
VAN BUREN BLVD. & 215 FREEWAY



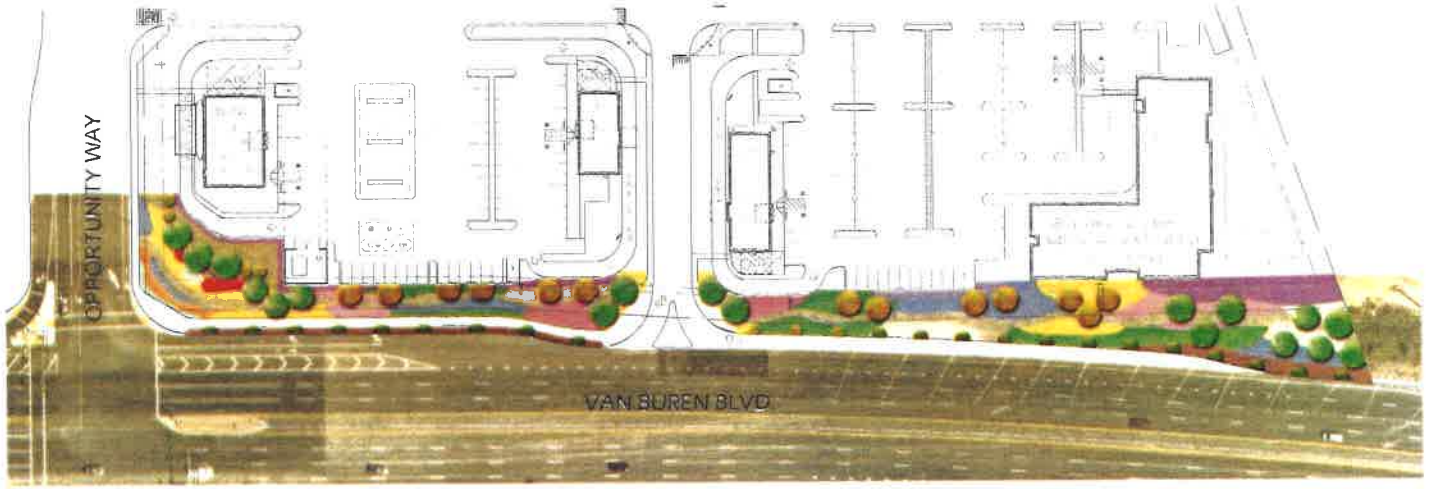

IDLA
IAN DAVIDSON
LANDSCAPE ARCHITECTURE
3685 MAIN STREET SUITE 350
RIVERSIDE, CA 92501
P. 951.683.1283

# ON-SITE LANDSCAPE MASTER PLAN

VETERAN'S PLAZA
VAN BUREN BLVD.
& 215 FREEWAY

TRDesignGroup




IDLA
IAN DAVIDSON
LANDSCAPE ARCHITECTURE
3685 MAIN STREET SUITE 350
RIVERSIDE, CA 92501
P. 951.683.1283

# OFF-SITE LANDSCAPE MASTER PLAN

VETERAN'S PLAZA
VAN BUREN BLVD.
& 215 FREEWAY

# TENTATIVE TRACT MAP NO. 37116

JANUARY 2017

SUBDIVISION AREA 14 41 ACRES

APN 294-070-032

## LEGAL DESCRIPTION:

## EXISTING EASEMENTS/EXCEPTIONS:

## ASSESSOR'S PARCEL NUMBER:

## ZONING DATA:

## PROJECT NARRATIVE:

## SOURCE OF TOPOGRAPHY:

## BENCHMARK:

## BASIS OF BEARINGS:




VICINITY MAP
NOT TO SCALE

## PROPOSED LOT SUMMARY:

LOT TABLE

| LOT NO. | ACRES | SQ. FT. | LOT USE |
|---|---|---|---|
| 1 | 1.19± | 51,840 | HOTEL |
| 2 | 0.69± | 30,056 | FAST FOOD RESTAURANT W/ DRIVE-THRU |
| 3 | 0.60± | 26,171 | RESTAURANT |
| 4 | 0.76± | 33,106 | RESTAURANT |
| 5 | 1.34± | 58,388 | RETAIL |
| 6 | 0.71± | 31,018 | RESTAURANT W/ DRIVE-THRU |
| 7 | 1.96± | 85,378 | HOTEL |
| 8 | 0.88± | 38,364 | FAST FOOD |
| 9 | 0.89± | 38,768 | FAST FOOD |
| 10 | 1.61± | 70,131 | GAS STATION |
| TOTAL | 14.41± | 627,576 | |

## ABBREVIATIONS

| | |
|---|---|
| R/W | RIGHT-OF-WAY |
| EX | EXISTING |
| SQ. FT. | SQUARE FEET |
| EASMT | EASEMENT |
| SEWR | SEWER |
| RCP | REINFORCED CONCRETE PIPE |
| PVMT | PAVEMENT |
| LT | LEFT TURN |
| RT | RIGHT TURN |
| SW | SIDEWALK |
| TP | TRAFFIC SIGNAL POLE |
| EMWT | EMERGENCY |
| ℄ | CENTERLINE |
| P | PROPERTY LINE |

## UTILITY PURVEYORS:

| | |
|---|---|
| SEWER | (951) 394-5328 |
| WATER | (951) 955-5400 |
| GAS & ELECTRIC | (800) 655-4555 |
| TELEPHONE | (800) 922-0220 |
| CABLE TELEVISION | (800) 566-1000 |

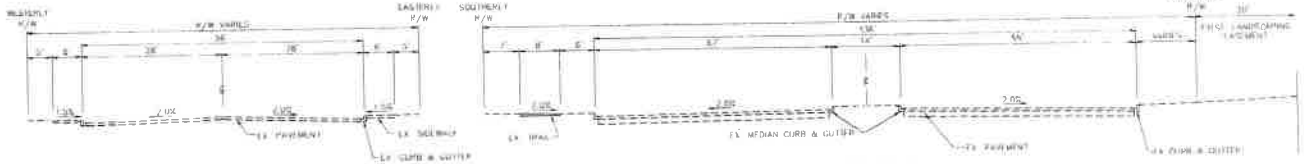
## LEGEND

## OWNER

GREENS HOSPITALITY INC
14252 CULVER DRIVE, SUITE A-348
IRVINE, CA 91764

## ENGINEER OF RECORD:

## SHEET INDEX:




OPPORTUNITY WAY
TWO LANE PRIMARY ARTERIAL

VAN BUREN BLVD
MODIFIED ARTERIAL (URBAN) HIGHWAY

## CROSS SECTIONS

MARCH JOINT POWERS AUTHORITY
TENTATIVE TRACT MAP NO. 37116
BEING A SUBDIVISION OF LOT 4, TRACT 30857-4

Kimley»Horn

GREENS HOSPITALITY INC.
14252 CULVER DRIVE
SUITE A-348
IRVINE CA 91764

APN 294-070-032

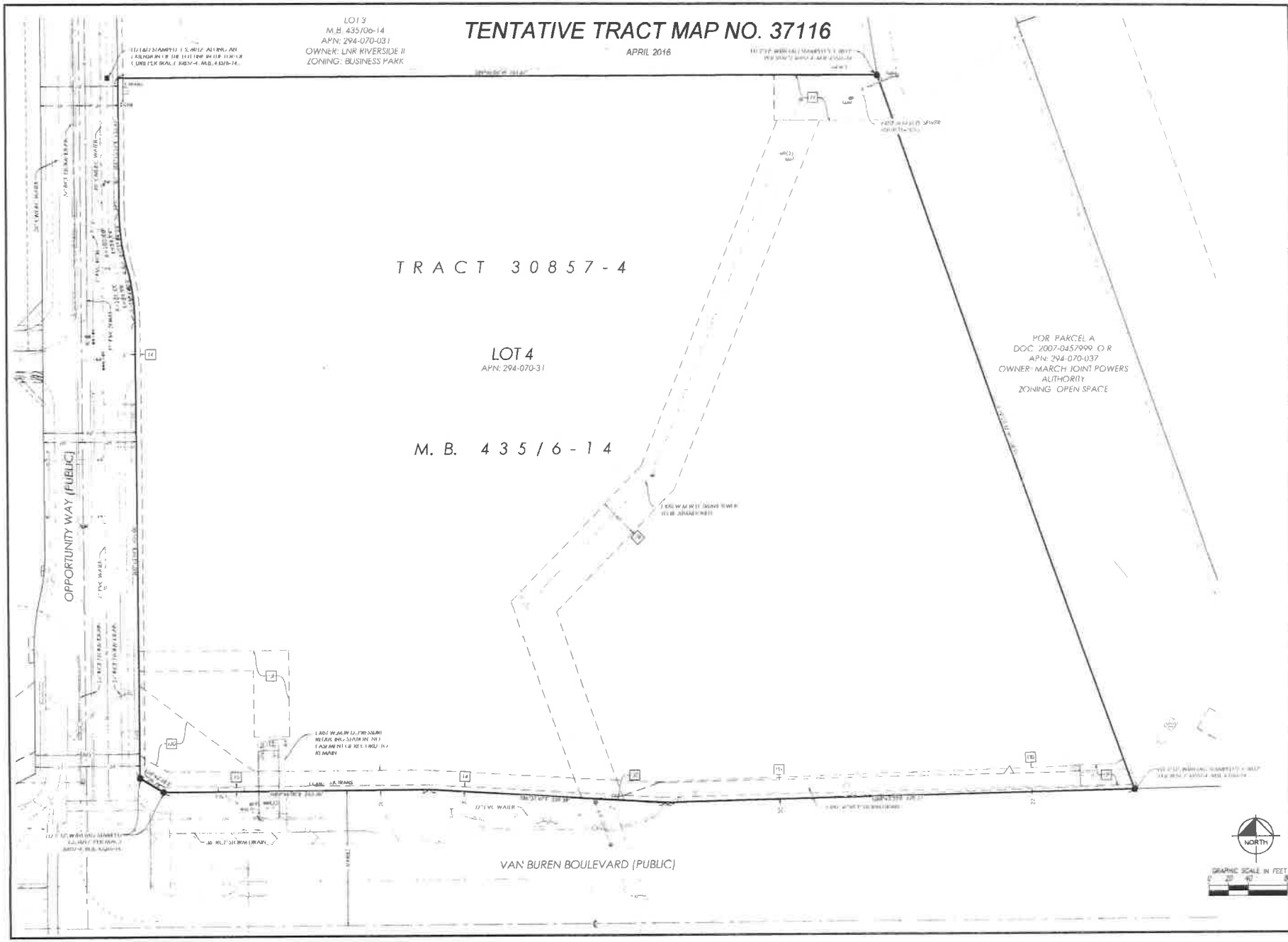
Project No. 099477000

Sheet Title
TITLE SHEET

Sheet No.
TM-1

# TENTATIVE TRACT MAP NO. 37116

APRIL 2016




MARCH JOINT POWERS AUTHORITY

Kimley»Horn

MARCH JOINT POWERS AUTHORITY
TENTATIVE TRACT MAP NO. 37116
BEING A SUBDIVISION OF LOT 4, TRACT 30857-4

GREENS HOSPITALITY, INC.
14252 CULVER DRIVE
SUITE A-348
IRVINE CA 91784

APN: 294-070-032

Project No. 085872000

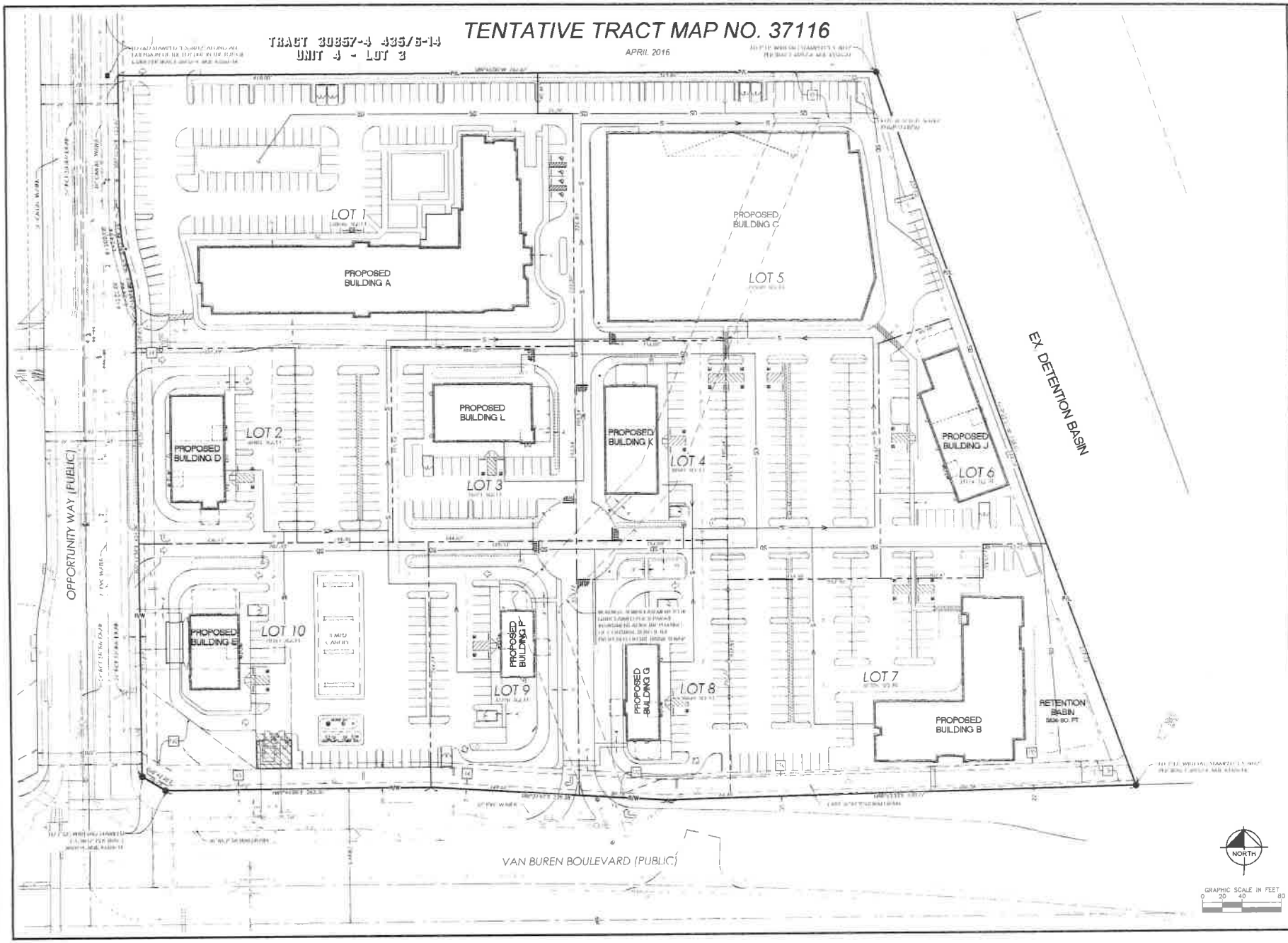
Sheet Title
EXISTING CONDITIONS

Sheet No.
TM-2

# TENTATIVE TRACT MAP NO. 37116

APRIL 2016

TRACT 30857-4 435/5-14
UNIT 4 - LOT 3




MARCH JOINT POWERS AUTHORITY

TENTATIVE TRACT MAP NO. 37116

BEING A SUBDIVISION OF LOT 4, TRACT 30857-4

GREENS HOSPITALITY, INC.
14252 CULVER DRIVE
SUITE A-748
IRVINE CA 91764

APN 294-070-032

PROPOSED CONDITION

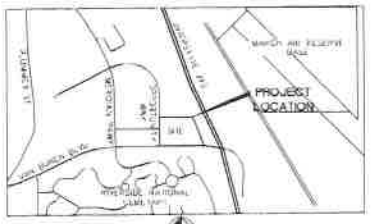
TM-3

Kimley»Horn

# PRELIMINARY GRADING AND DRAINAGE PLAN

FOR

# MERIDIAN UNIT 4 - LOT 4 (PP16-02)




VICINITY MAP
NOT TO SCALE

## LEGEND

| DESCRIPTION | SYMBOL |
|---|---|
| PROJECT BOUNDARY/RIGHT-OF-WAY | |
| EXISTING EASEMENT | |
| EXISTING STREET LIGHT | |
| EXISTING FIRE HYDRANT | |
| EXISTING CONTOUR | |
| EXISTING STORM DRAIN | |
| PROPOSED CONTOUR | |
| GRADING LIMITS | |
| PROPOSED LOT LINE | |
| PROPOSED CURB AND GUTTER | |
| PROPOSED STORM DRAIN | |
| PROPOSED SEWER | |
| PROPOSED FIRE | |
| PROPOSED WATER | |
| PROPOSED STORM DRAIN INLET | |
| PROPOSED SWALE | |
| PROPOSED PCC PAVEMENT | |
| PROPOSED PERVIOUS PAVEMENT | |
| PROPOSED STANDARD ASPHALT PAVEMENT | |

## ABBREVIATIONS

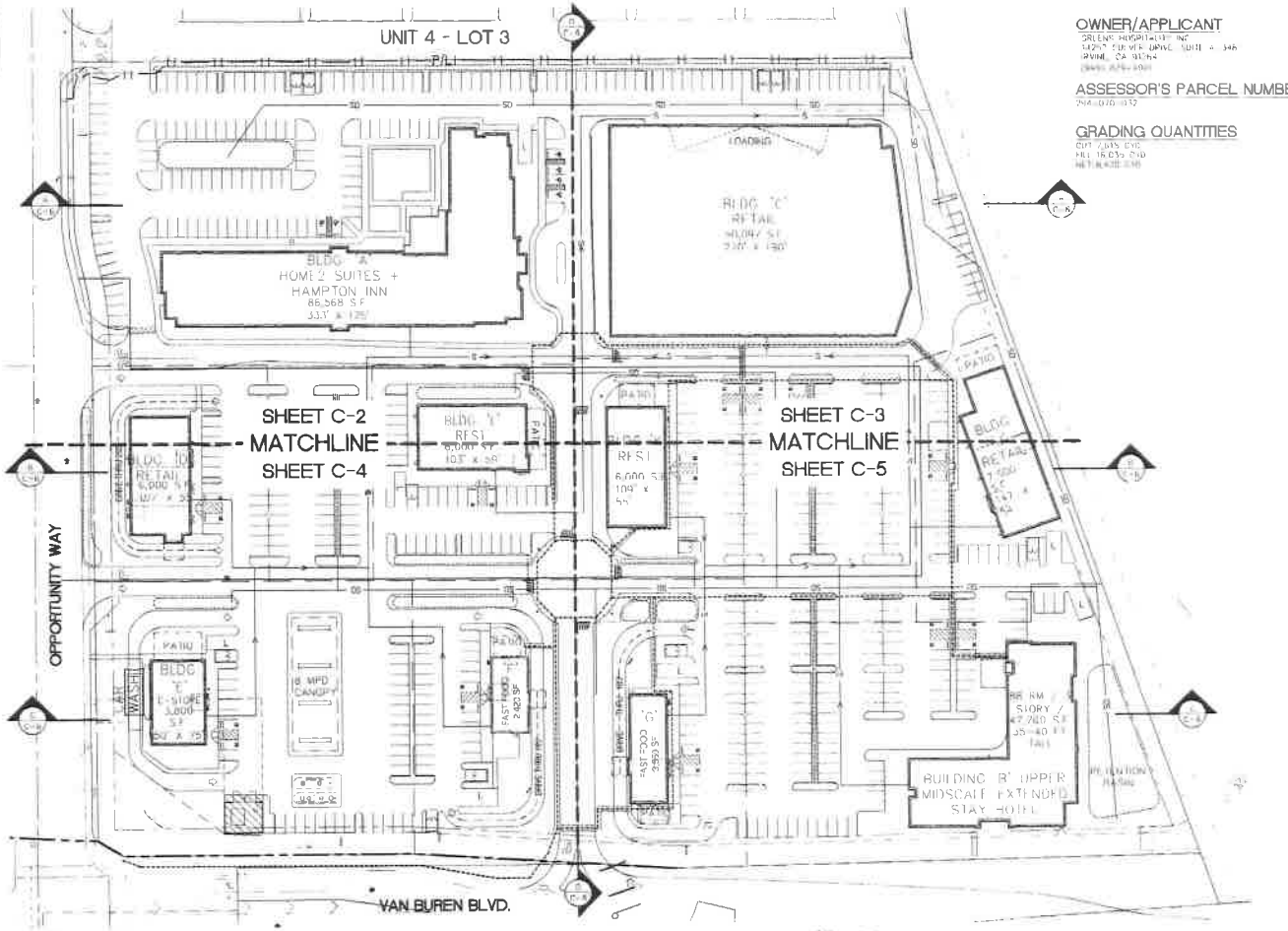
| | |
|---|---|
| EASEMENT | ESMT |
| EXISTING | EX |
| FINISHED GROUND | FG |
| FINISHED SURFACE | FS |
| FLOWLINE | FL |
| PROPERTY LINE | P/L |
| RIGHT OF WAY | R/W |
| TOP OF CURB | TC |
| TOP OF WALL | TW |
| MATCH EXISTING | ME |

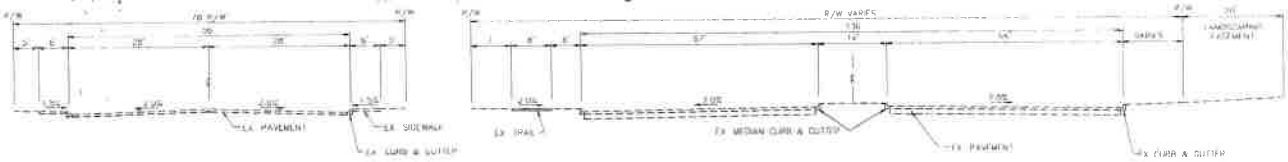
## GENERAL NOTES:

1. GROSS ACREAGE: 14.9 ± ACRES
2. EXISTING ZONING: COMMERCIAL
3. PROPOSED ZONING: COMMERCIAL
4. DISTRICTS:

| | |
|---|---|
| SEWER: | WESTERN MUNICIPAL WATER DISTRICT |
| WATER: | WESTERN MUNICIPAL WATER DISTRICT |
| GAS & ELECTRIC: | SO. CAL. EDISON (SCE) |
| TELEPHONE: | FRONTIER COMMUNICATIONS |
| FIRE: | RIVERSIDE COUNTY FIRE DEPARTMENT |

5. STORM DRAIN DETENTION WILL BE ACCOMPLISHED THROUGH UTILIZATION OF THE EASTERN REGIONAL DETENTION BASIN TO SERVE THE OVERALL PROJECT.




OPPORTUNITY WAY
TWO LANE INDUSTRIAL LOCAL
N.T.S.

VAN BUREN BLVD
MODIFIED ARTERIAL (URBAN) HIGHWAY
N.T.S.

## OWNER/APPLICANT

GREENS HOSPITALITY, INC.
14252 CULVER DRIVE, SUITE A-348
IRVINE, CA 91604

## ASSESSOR'S PARCEL NUMBER

264-070-032

## GRADING QUANTITIES

CUT 7,615 CYC
FILL 16,035 CYD
NET 8,420 CYD

## SHEET INDEX


COVER SHEET C-1
GRADING AND DRAINAGE PLAN C-2 TO C-5
GRADING CROSS SECTIONS C-6


GRAPHIC SCALE IN FEET
0 25 50 100

NORTH

MARCH JOINT POWERS AUTHORITY

Kimley»Horn

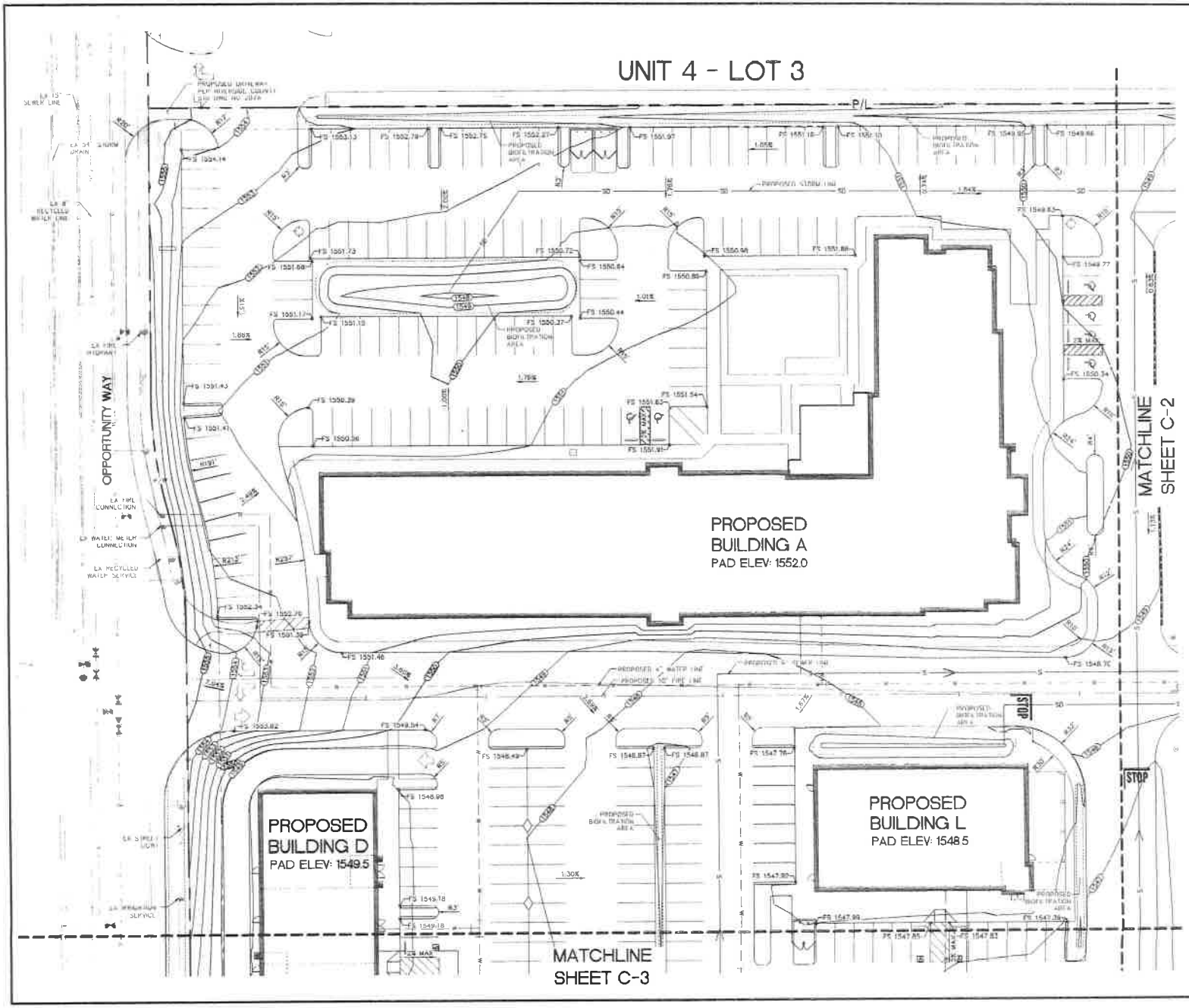
MARCH JOINT POWERS AUTHORITY
PRELIMINARY GRADING AND DRAINAGE PLAN
MERIDIAN UNIT 4 - LOT 4
OF TRACT NO 30857

GREENS HOSPITALITY, INC.
14252 CULVER DRIVE
SUITE A-348
IRVINE, CA 91764

APN 264-070-032-3

COVER SHEET

C-1




MARCH JOINT POWERS AUTHORITY

Kimley»Horn

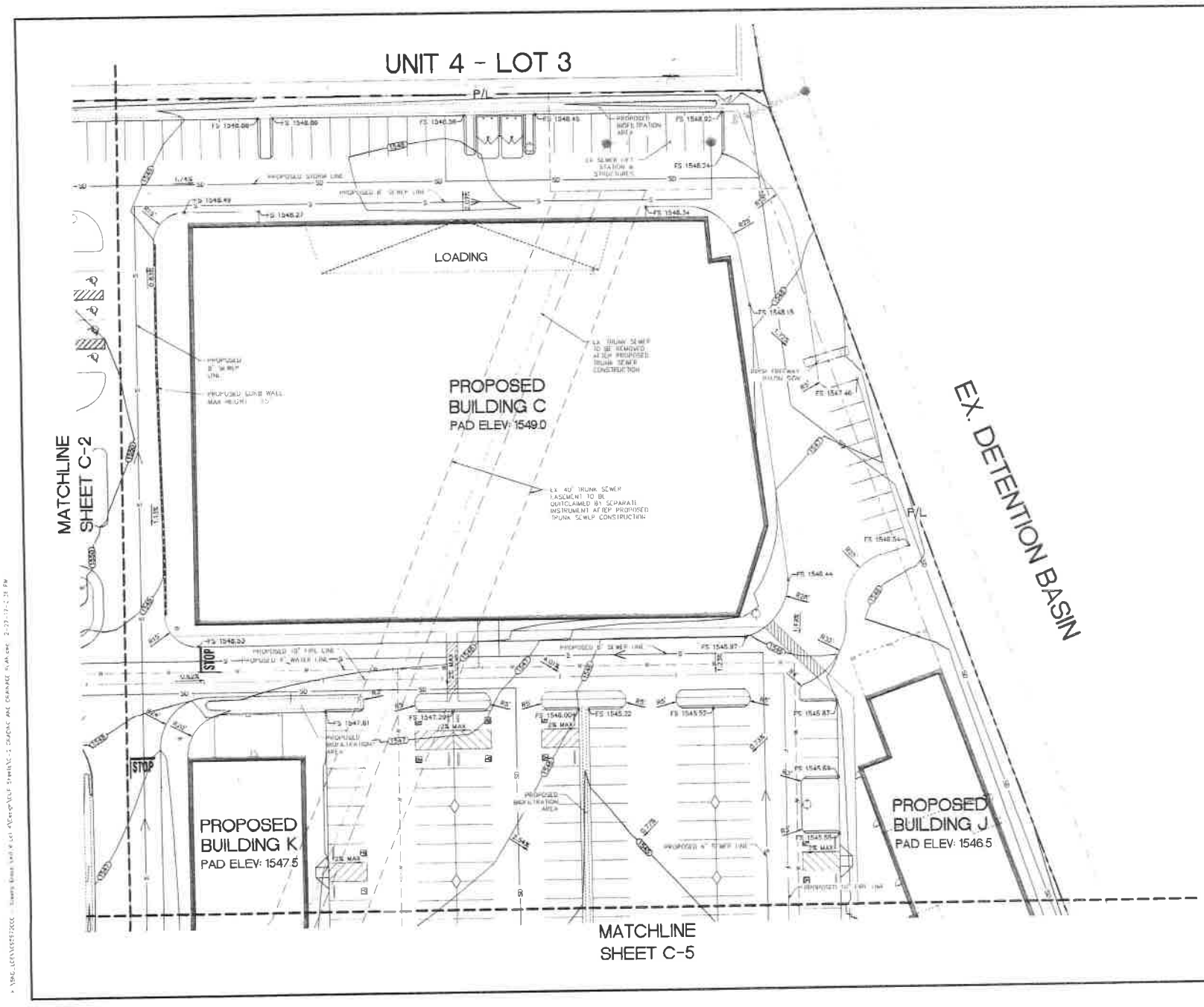
MARCH JOINT POWERS AUTHORITY
PRELIMINARY GRADING AND DRAINAGE PLAN
MERIDIAN UNIT 4 - LOT 4
OF TRACT NO. 30857

GREENS
HOSPITALITY, INC.
14252 CULVER DRIVE
SUITE A-348
IRVINE, CA 91764

APN: 294-070-032-5

GRADING AND DRAINAGE PLAN

C-2




MARCH JOINT POWERS AUTHORITY

Kimley»Horn

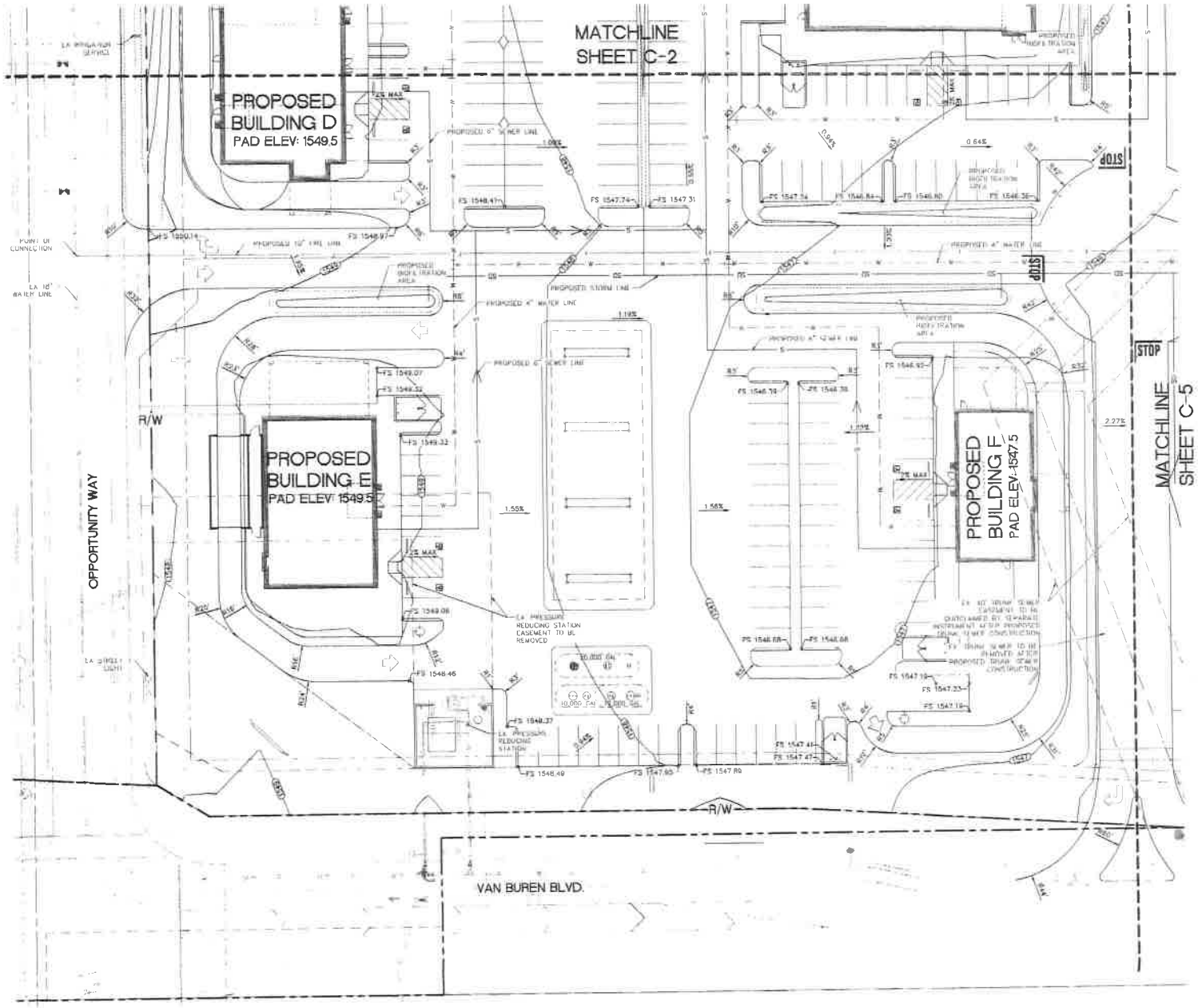
MARCH JOINT POWERS AUTHORITY
PRELIMINARY GRADING AND DRAINAGE PLAN
MERIDIAN UNIT 4 - LOT 4
OF TRACT NO 30857

GREENS
HOSPITALITY, INC.
14252 CULVER DRIVE
SUITE A-348
IRVINE, CA 91764

APN: 294-070-002-3

GRADING AND DRAINAGE PLAN

C-3




MARCH JOINT POWERS AUTHORITY

Kimley»Horn

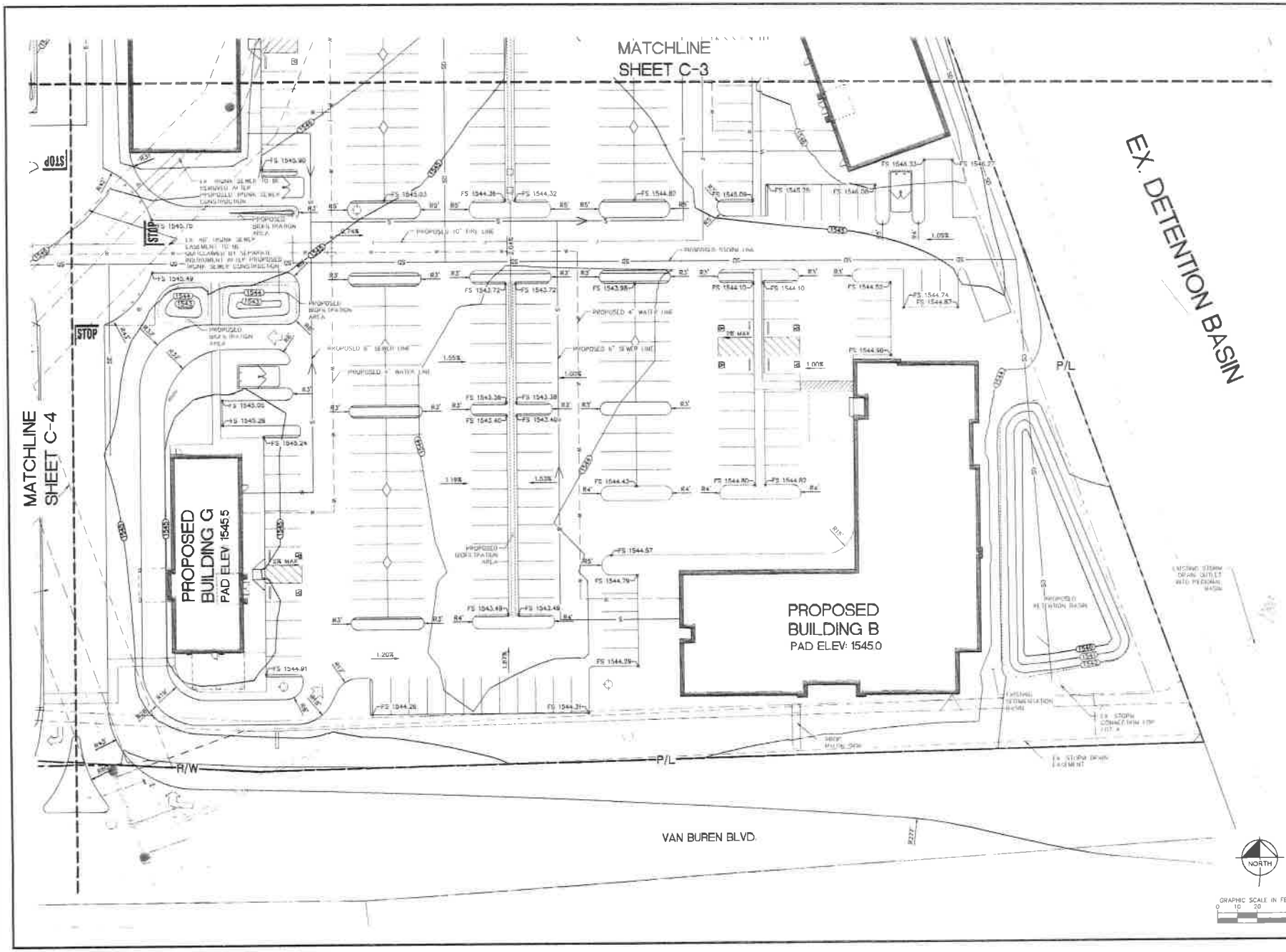
MARCH JOINT POWERS AUTHORITY
PRELIMINARY GRADING AND DRAINAGE PLAN
MERIDIAN UNIT 4 - LOT 4
OF TRACT NO. 30857

GREENS HOSPITALITY, INC.
14252 CULVER DRIVE
SUITE A-348
IRVINE CA 91764

APN: 316-070-032-3

GRADING AND DRAINAGE PLAN

C-4




MARCH JOINT POWERS AUTHORITY

Kimley»Horn

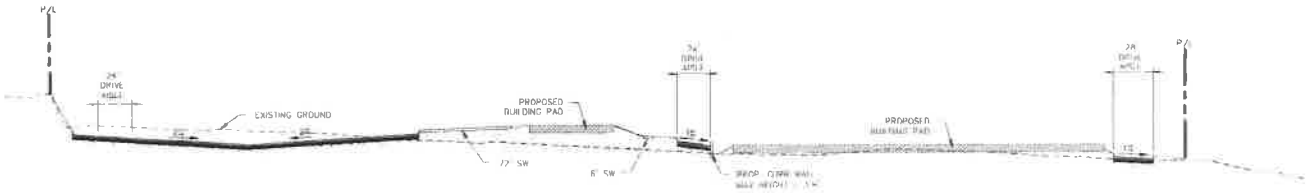
MARCH JOINT POWERS AUTHORITY
PRELIMINARY GRADING AND DRAINAGE PLAN
MERIDIAN UNIT 4 - LOT 4
OF TRACT NO. 30857

GREENS
HOSPITALITY, INC.
14252 CULVER DRIVE
SUITE A-348
IRVINE CA 91764

APN 264-070-032-3

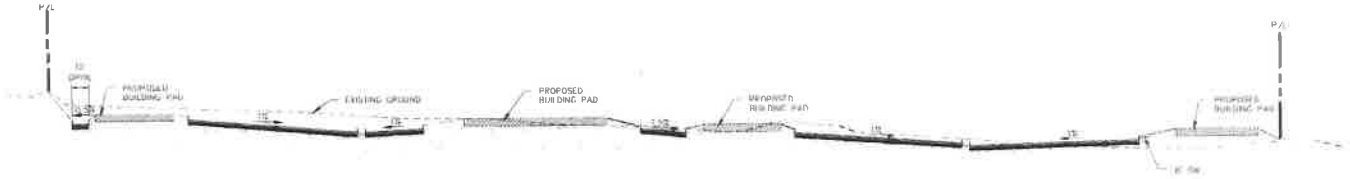
GRADING AND
DRAINAGE
PLAN

C-5



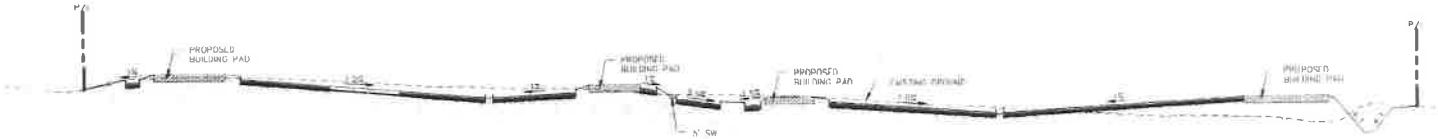

CROSS SECTION A-A

HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=8'




CROSS SECTION B-B

VERTICAL SCALE: 1"=8'




CROSS SECTION C-C

HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=8'




CROSS SECTION D-D

HORIZONTAL SCALE: 1"=40'
VERTICAL SCALE: 1"=8'

MARCH JOINT POWERS AUTHORITY

Kimley»Horn

MARCH JOINT POWERS AUTHORITY
PRELIMINARY GRADING AND DRAINAGE PLAN
MERIDIAN UNIT 4 - LOT 4
OF TRACT NO 30857

GREENS HOSPITALITY INC.
14252 CULVER DRIVE
SUITE A-348
IRVINE CA 91764

APN 294-070-032-3

GRADING CROSS SECTIONS

C-6

* \\SAC_LDT\VS\562000 - Greens Group LLC\4 Lot 4\Design\CLE Sheets\C-6 GRADING CROSS SECTIONS.dwg 2-22-22 2:36 PM

# EXHIBIT A 5

## Proposed Freeway Sign Elevation

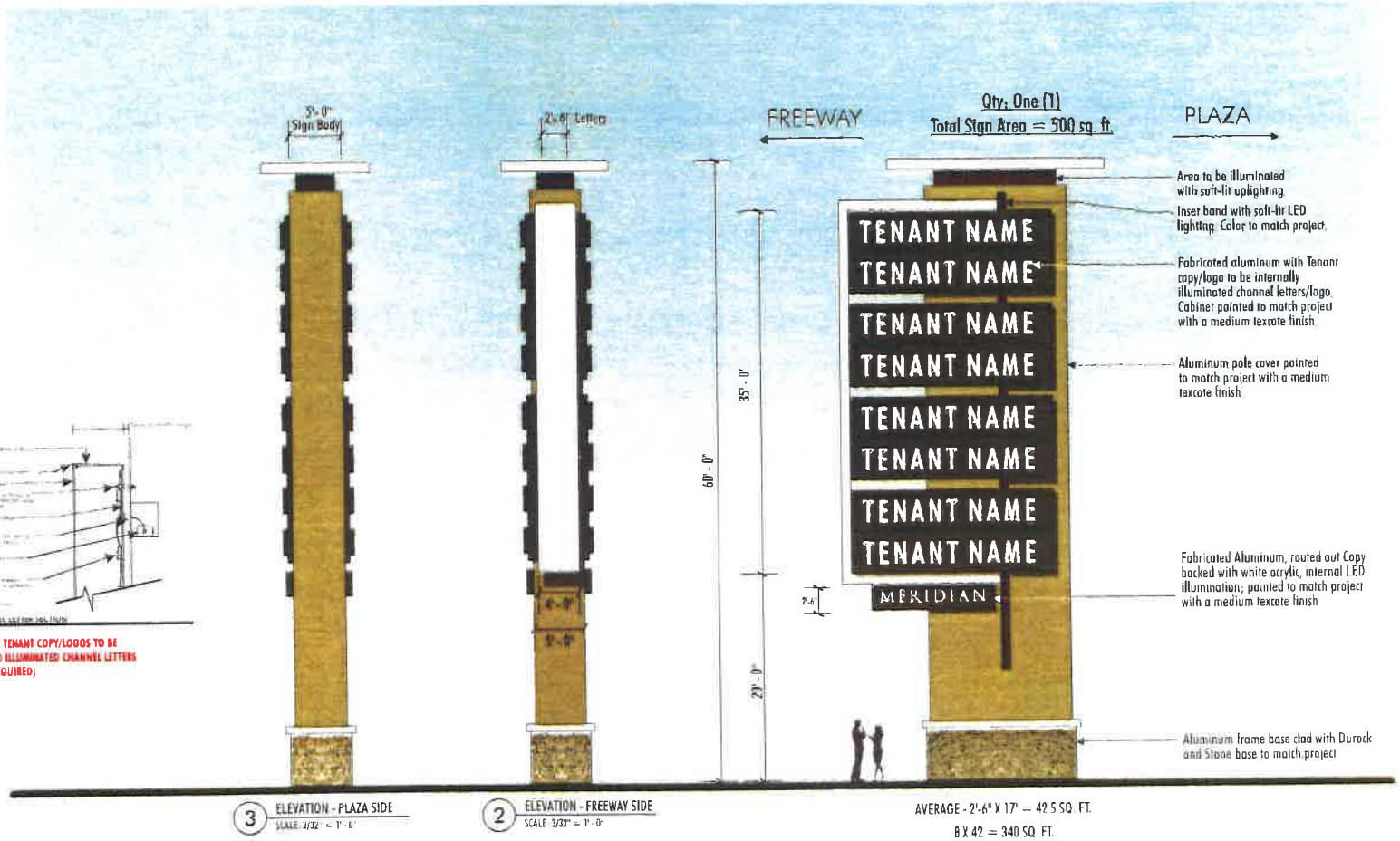


**EXHIBIT A 6**
**Traffic Consistency Memo**

Kimley»Horn




## MEMORANDUM

To: Jeffrey M. Smith, AICP

From: Mychal Loomis, P.E.
Kimley-Horn and Associates, Inc.

Date: August 5, 2016

Subject: Meridian Unit 4, Lot 4 Traffic Consistency

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 proposed project would develop Unit 4, Lot 4 (U4-4) as a retail site with a variety of uses including fast-food and quality restaurants, a gas station, motels, and general retail. 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.

A traffic study update was prepared in August 2013 for the Meridian Business Park[2] that concluded current traffic volumes are below the approved trip generation rate and no changes to the traffic analysis for the undeveloped and unoccupied lots have been identified. Thus, no update to the traffic study prepared for the Meridian SPA was required.

As another method of monitoring traffic volumes, a log is kept with each new development to ensure trip estimates stay within the allocated trip thresholds for each Planning Region and Planning Area within the Meridian SPA. The current status of the traffic monitoring spreadsheet is provided as an attachment. As shown in the traffic monitoring spreadsheet, Planning Region C, Area 7 was allocated 16,164 external average daily trips (ADT). Within this planning area, Unit 4, Lot 3 has been approved for development. There are three other

[1] Meridian Specific Plan Amendment (SP-5) Final Subsequent Environmental Impact Report, July 2010, Volume 1, Table XI-1

[2] Letter Memorandum dated August 12, 2013, from Kimley-Horn and Associates, Re: Meridian Business Park Traffic Study Update

lots (Unit 4, Lots 5, 6, and 7) that are zoned as mixed use but have no current applications for development. With the Lot 3 trip generation already approved, there are 14,579 external ADT remaining for the planning area.

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.

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). Attached is a list of the assumed land uses and overall ADT. The total gross vehicle trips for the site is estimated to be 11,486.

As discussed on page IV-57 of the Meridian Specific Plan Amendment (SP-5) Final Subsequent Environmental Impact Report (SEIR), commercial land uses did not have a separate truck trip generation due to the low number of trucks that would use these land uses. To factor in trucks coming to and from these uses (i.e. delivery trucks), a 2% heavy vehicle factor was used in analyses performed in the Meridian SPA.

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 and gas station uses that typically experience significant pass-by trips. Based on City of Riverside and County of Riverside guidelines, a 25% pass-by reduction to the external trip generation for these uses are 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. Therefore, a 10% 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 fast-food 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 10% pass-by and 13% internal capture rates applied, U4-4 is expected to generate a total of 9,458 new external ADT. A comparison of the external ADT for the proposed retail development with the PSA allowance is displayed on the following table:

| | External ADT |
|---|---|
| Purchase Sale Agreement Allowance | 9,468 |
| Retail Uses as Proposed | 9,458 |

As shown in the table above, the proposed site is within the allowable trips for the PSA. Unlike many of the other developments within Meridian North Campus, this site has several buildings that vary in use. All of the actual users are not known at this time and are not anticipated to be known before the first occupant gains its approvals. With these types of sites that carry multiple users, there are various assumptions required in the site plan layout and associated land uses that may vary when actual occupants are identified. This includes the uses, size of buildings, and application of pass-by credits. The applicant requests to reserve the right to maintain the number of trips allocated to the site under the PSA to allow flexibility in the ultimate layout of the site. The trip generation assumptions for the site will need to be monitored as new building users are identified.

A comparison of the external ADT for the proposed retail development using the trips allowed in the PSA with the planning area allowance is as follows:

| | External ADT |
|---|---|
| Remaining Planning Area Allowance | 14,579 |
| Project Trip Generation (based on Purchase Sale Agreement) | 9,468 |
| Remaining Planning Area Allowance After Project | 5,111 |

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



Mychal Loomis, P.E.

CA PE 76101

Attachments:

Meridian SPA Land Use Plan

Proposed Site Plan

Trip Generation Calculations

Meridian SPA Traffic Monitoring Spreadsheet (Existing)

Meridian SPA Traffic Monitoring Spreadsheet (With Project)

Excerpt from Appendix G of the Traffic Impact Study for the Meridian SPA




Figure 1

LOT AND PROPERTY OWNER







## SHEET INDEX


CUP-1 SITE PLAN
CUP-2 FLOOR PLAN - BUILDING B
CUP-3 FLOOR PLAN - BUILDING C
CUP-4 FLOOR PLAN - BUILDING D & E
CUP-5 FLOOR PLAN - BUILDING F & G
CUP-6 FULLERTON ROAD PLAN, SECTION - BUILDING F
CUP-7 ELEVATIONS - BUILDINGS F & G
CUP-8 ELEVATIONS - BUILDING C
CUP-9 ELEVATIONS - BUILDINGS D, E, F & G
CUP-10 ELEVATIONS - BUILDINGS F & G
L1 CONCEPTUAL LANDSCAPE PLAN
L2 CONCEPTUAL LANDSCAPE PLAN


## PROJECT DATA

### PROJECT DESCRIPTION

CUP FOR FOR A PURPOSE METAL CENTER WITH TWO (2) STORY HOTEL, THREE METAL BUILDINGS, TWO RESTAURANTS, THREE FAST FOOD PADS AND A GAS STATION / C-STORE WITH CAR WASH. THE PROJECT WILL BE BUILT IN PHASES AS SHOWN ON THE SITE PLAN

### PROJECT ADDRESS

VACANT LAND RIVERSIDE COUNTY, BEACH APN AT THE CORNER OF VAN BUREN BLVD. AND OPPORTUNITY WAY

**PARCEL AREA:** 14.41 AC

**OWNER:** GREENS GROUP
14252 CULVER DRIVE, SUITE A184
IRVINE, CA 92604
(949) 936-0900
CONTACT: ATIMAN KADAKIA

**APPLICANT:** GREENS GROUP
14252 CULVER DRIVE, SUITE A184
IRVINE, CA 92604
(949) 936-0900

**APPLICANT'S REPRESENTATIVE:** THOMAS GUIDO
2178 MAGNOLIA AVENUE
RIVERSIDE, CA 92506
CONTACT: THOMAS GUIDO
PHONE: (951) 780-1178

**APN:** 256-020-011

**LEGAL DESCRIPTION:** LOT 1 M.B. 274/96-98
COUNTY OF RIVERSIDE
STATE OF CALIFORNIA

**ZONING INFO:** INDUSTRIAL ZONE PER THE 2010 MERIDIAN SPECIFIC PLAN AMENDMENT

**OCCUPANCY:**

| | |
|---|---|
| HOTEL | GROUP R2 & M1 |
| FOOD | GROUP A2 |
| BUSINESS | GROUP B |
| GAS & RETAIL | GROUP M |

**CONSTRUCTION TYPE:** VA / NFPA 13

**TOTAL GROSS AREA:** [illegible]

**TOTAL BLDG. AREA:** 710,000 S.F. (FAR 0.XX:1)

**LOT COVERAGE:**

| | | |
|---|---|---|
| LOT COVERAGE | 710,284 S.F. | 35% |
| LANDSCAPE | 106,784 S.F. | 17% |
| HARDSCAPE | 299,444 S.F. | 48% |
| TOTAL | 637,286 S.F. | 100% |

### AREA & PARKING SUMMARY:







### UTILITY PURVEYORS

| | | |
|---|---|---|
| **WATER:** | WESTERN MUNICIPLE WATER DISTRICT | (951) 789-3000 |
| **SEWER:** | WESTERN MUNICIPLE WATER DISTRICT | (951) 789-3000 |
| **GAS:** | SOUTHERN CALIFORNIA GAS COMPANY | (800) 427-2200 |
| **ELECTRIC:** | SOUTHERN CALIFORNIA EDISON | (800) 655-4555 |
| **TELEPHONE:** | VERIZON COMMUNICATIONS | (800) 483-3000 |

**NOTE:**

### LANDSCAPE SETBACKS

| | |
|---|---|
| FRONT YARD (VAN BUREN) | 20'-0" |
| SIDE YARD STREET | 10'-0" |
| INTERIOR SIDE YARD | 5'-0" |
| REAR YARD | 10'-0" |

### BUILDING SETBACKS

| | |
|---|---|
| FRONT YARD (VAN BUREN) | 30'-0" |
| SIDE YARD STREET | 15'-0" |
| INTERIOR SIDE YARD | 5'-0" |
| REAR YARD | 10'-0" |

### PROJECT PHASING

PHASE 1

PHASE 2

### SITE PLAN KEYNOTES

1. PROVIDE LIGHT COLORED CONCRETE PAVING IN TRUCK COURTS.
2. PROVIDE BICYCLE PARKING SPACES AS REQUIRED.
3. PREFERENTIAL PARKING SPACES FOR CAR POOLS AND VAN POOLS & PREFERENTIAL PARKING SPACES ARE PROVIDED
4. PRIOR TO OCCUPANCY, TENANT(S) ARE REQUIRED TO SUBMIT A TDM FOR REVIEW AS IDENTIFIED IN MITIGATION MEASURE [illegible]
5. MONUMENT SIGN IDENTIFYING THE UNDERLYING 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. ELECTRIC VEHICLE PARKING SPACE WITH PROVIDED CHARGING STATION

NORTH

SCALE: 1" = 60'-0"

DATE: 8/23/19 **CUP-1.0**

GREENS GROUP

# Site Plan

VETERAN'S PLAZA
VAN BUREN BLVD. & 215 FREEWAY

| Lot # 4-4 | Gross Acreage | Land Use Grouping | Land Use Designation | FAR | Square Footage | Trip Rate | ADT |
|---|---|---|---|---|---|---|---|
| Building A | 14.41 | Commercial | Motel (161 room) | 13.4% | 86,568 | 5.63 | 906 |
| Building B | | Commercial | Motel (90 room) | 7.4% | 47,760 | 5.63 | 507 |
| Building C | | Commercial | Specialty Retail Center | 7.7% | 50,097 | 44.32 | 2,220 |
| Building D | | Commercial | Fast-Food Restaurant w/ D.T | 0.2% | 1,500 | 496.12 | 744 |
| | | | *Pass-by Trips (10%)* | | | | *(74)* |
| Building D | | Commercial | Quality Restaurant | 0.3% | 1,980 | 89.95 | 178 |
| Building D | | Commercial | Specialty Retail Center | 0.4% | 2,520 | 44.32 | 112 |
| Building E | | Commercial | Gasoline Station w/ Convenience Market and Car Wash (16 fueling stations) | 0.6% | 3,800 | 152.84 | 2,445 |
| | | | *Pass-by Trips (10%)* | | | | *(245)* |
| Building F | | Commercial | Fast-Food Restaurant w/ D.T | 0.4% | 2,420 | 496.12 | 1,201 |
| | | | *Pass-by Trips (10%)* | | | | *(120)* |
| Building G | | Commercial | Fast-Food Restaurant w/ D.T | 0.5% | 3,550 | 496.12 | 1,761 |
| | | | *Pass-by Trips (10%)* | | | | *(176)* |
| Building J | | Commercial | Specialty Retail Center | 1.2% | 7,500 | 44.32 | 332 |
| Building K | | Commercial | Quality Restaurant | 0.9% | 6,000 | 89.95 | 540 |
| Building L | | Commercial | Quality Restaurant | 0.9% | 6,000 | 89.95 | 540 |
| **Total Trips Generated** | | | | | **219,695** | | **11,486** |
| **Total Pass-by Trips** | | | | | | | **(615)** |
| **Total New Site Trips** | | | | | | | **10,871** |
| **North Campus Internal Capture (13%)** | | | | | | | **(1,413)** |
| **Total New External Trips** | | | | | | | **9,458** |
| *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 | | | | |
| | 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 | | 704 | 404 | Classified as Truck Terminal |
| | | | **Calculated Trip Generation:** | **2,618** | **836** | |
| | | | **Planning Area Allowance:** | **8,303** | **1,836** | |
| | | | **Remaining Trips:** | **5,685** | **1,000** | |
| | | | ***Planning Region C*** | | | |
| *5* | U3-1 | IND | | | | |
| | U3-2 | IND | | | | |
| | U3-4 | IND | | -- | -- | Combined with U4-15 |
| | U3-5 | IND | | -- | -- | Combined with U4-15 |
| | U3-6 | IND | | -- | -- | Combined with U4-15 |
| | U3-7 | IND | | -- | -- | Combined with U4-15 |
| | U3-8 | IND | | -- | -- | Combined with U4-15 |
| | U4-15 | IND | | 1551 | 350 | 486,000 sf warehouse |
| | U6-1A | PF | | | | |
| | U6-1B | IND | | -- | -- | Combined with U4-2 |
| | U6-2 | IND | | -- | -- | Combined with U4-2 |
| | U4-1 | IND | | -- | -- | Combined with U4-2 |
| | U4-2 | IND | | 1627 | 367 | 510,000 sf warehouse |
| | Lot 16 | IND | Sysco | 1644 | 371 | 515,223 sf warehouse |
| | | | **Calculated Trip Generation:** | **4,822** | **1,088** | |
| | | | **Planning Area Allowance:** | **6,080** | **1,760** | |
| | | | **Remaining Trips:** | **1,258** | **672** | |
| *6* | U4-8 | OF | | | | |
| | 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 | | 542 | | 192,468 sf business park |
| | | | | 1043 | 401* | *converted truck trips to PCEs |
| | 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:** | **7,440** | **1,924** | |
| | | | **Planning Area Allowance:** | **45,419** | **3,890** | |
| | | | **Remaining Trips:** | **37,979** | **1,966** | |

## *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 | | | | |
| | 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 | | 704 | 404 | Classified as Truck Terminal |
| | | | **Calculated Trip Generation:** | **2,618** | **836** | |
| | | | **Planning Area Allowance:** | **8,303** | **1,836** | |
| | | | **Remaining Trips:** | **5,685** | **1,000** | |
| | | | ***Planning Region C*** | | | |
| *5* | U3-1 | IND | | | | |
| | U3-2 | IND | | | | |
| | U3-4 | IND | | -- | -- | Combined with U4-15 |
| | U3-5 | IND | | -- | -- | Combined with U4-15 |
| | U3-6 | IND | | -- | -- | Combined with U4-15 |
| | U3-7 | IND | | -- | -- | Combined with U4-15 |
| | U3-8 | IND | | -- | -- | Combined with U4-15 |
| | U4-15 | IND | | 1551 | 350 | 486,000 sf warehouse |
| | U6-1A | PF | | | | |
| | U6-1B | IND | | -- | -- | Combined with U4-2 |
| | U6-2 | IND | | -- | -- | Combined with U4-2 |
| | U4-1 | IND | | -- | -- | Combined with U4-2 |
| | U4-2 | IND | | 1627 | 367 | 510,000 sf warehouse |
| | Lot 16 | IND | Sysco | 1644 | 371 | 515,223 sf warehouse |
| | | | **Calculated Trip Generation:** | **4,822** | **1,088** | |
| | | | **Planning Area Allowance:** | **6,080** | **1,760** | |
| | | | **Remaining Trips:** | **1,258** | **672** | |
| *6* | U4-8 | OF | | | | |
| | 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 | | 542 | | 192,468 sf business park |
| | | | | 1043 | 401* | *converted truck trips to PCEs |
| | **U4-4** | **COM** | | **9468** | **0** | **Retail Site - variety of uses** |
| | U4-5 | MU | | | | |
| | U4-6 | MU | | | | |
| | U4-7 | MU | | | | |
| | | | **Calculated Trip Generation:** | **11,053** | - | |
| | | | **Planning Area Allowance:** | **16,164** | - | |
| | | | **Remaining Trips:** | **5,111** | - | |
| | | | ***GRAND TOTAL, ALL PLANNING AREAS*** | | | |
| | | | **Calculated Trip Generation:** | **17,450** | **2,325** | *Truck trips from U4-3 are included in Grand Total for Truck Trips, not as PCEs |
| | | | **Planning Area Allowance:** | **45,419** | **3,890** | |
| | | | **Remaining Trips:** | **27,969** | **1,565** | |

*Meridian* — *North Campus* — March 31, 2010

| TAZ | Lot # | Gross Acreage | Land Use Grouping | Land Use Designation | FAR | Square Footage | Status | Trip Rate | ADT | AM Peak Hour: % of ADT | AM: In (Out Rate) | AM: In | AM: Out | AM: Total | PM Peak Hour: % of ADT | PM: In (Out Rate) | PM: In | PM: Out | PM: Total | UC: Trip Rate | UC: Truck ADT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Unit 1** | | | | | | | | | | | | | | | | | | | | |
| 1 | 1-1 | 8.00 | Mixed Use | General Office Building | 6.6% | 78,800 | Spec Office Dev VDA | 11.01 | 848 | 14% | 0.88 | 0.12 | 80 | 11 | 91 | 14% | 14% | 86% | 15 | 88 | 0 | 10 |
| 1 | | | Mixed Use | General Light Industrial | 19.1% | 27,120 | Spec Showroom/VDA | 1.6 | | 13% | 0.88 | 0.12 | - | - | 0 | 14% | 12% | 88% | - | - | 2.51 | |
| 1 | 1-2 | 3.23 | Industrial | Warehousing | 31.7% | 44,600 | Spec Dev VDA | 5 | 223 | 11% | 0.79 | 0.21 | 21 | 5 | 25 | 10% | 25% | 75% | 5 | 15 | 0.72 | 17 |
| 1 | 1-3 | 5.24 | Industrial | High-Cube Warehouse | 37.2% | 85,000 | Spec Dev Majestic (U/C) | 1.16 | 99 | 6% | 0.65 | 0.35 | 4 | 2 | 6 | 7% | 33% | 67% | 5 | 7 | 0.53 | 28 |
| 1 | 1-4 | 4.35 | Industrial | High-Cube Warehouse | 66.0% | 125,000 | Spec Dev Majestic (U/C) | 1.6 | 200 | 6% | 0.65 | 0.35 | 8 | 4 | 12 | 7% | 33% | 67% | 9 | 14 | 0.53 | 46 |
| 1 | 1-5 | 16.35 | Industrial | Manufacturing | 42.0% | 299,127 | LNR Planned | 3.82 | 1,143 | 19% | 0.78 | 0.22 | 170 | 48 | 218 | 19% | 36% | 64% | 140 | 218 | 2.93 | 676 |
| 1 | 1-6 | 10.55 | Industrial | Warehousing | 45.0% | 206,801 | LNR Planned | 3.56 | 736 | 8% | 0.79 | 0.21 | 49 | 13 | 63 | 9% | 25% | 75% | 17 | 50 | 0.72 | 148 |
| 1 | 1-7 | 6.81 | Business Park | General Light Industrial | 37.0% | 108,535 | Spec Dev Clifford (built) | 6.97 | 746 | 13% | 0.88 | 0.12 | 87 | 12 | 99 | 14% | 12% | 88% | 12 | 91 | 2.51 | 80 |
| 1 | 1-8 | 5.85 | Commercial | Business Hotel | 35.0% | 89,189 | Planned retail (127 room hotel) | 7.77 | 923 | 8% | 0.59 | 0.41 | 43 | 30 | 74 | 8% | 60% | 40% | 47 | 31 | 79 | 0 | - |
| 1 | 1-8a | | Commercial | Fast-Food Restaurant w/ D T | 1.2% | 3,000 | | 496.12 | 1,488 | 10% | 0.51 | 0.49 | 76 | 73 | 148 | 7% | 52% | 48% | 53 | 49 | 102 | 0 | - |
| 1 | 1-8b | | Commercial | Fast-Food Restaurant w/ D T | 1.2% | 3,000 | | 496.12 | 1,488 | 10% | 0.51 | 0.49 | 76 | 73 | 148 | 7% | 52% | 48% | 53 | 49 | 102 | 0 | - |
| 1 | 1-8c | | Commercial | High Turn over (sit down) Restaur | 3.1% | 8,000 | 8K restaurant | 127.15 | 1,017 | 9% | 0.52 | 0.48 | 48 | 44 | 92 | 9% | 59% | 41% | 53 | 37 | 89 | 0 | - |
| 1 | 1-8d | | Commercial | Specialty Retail Center | 3.9% | 5,000 | Retail | 44.32 | 222 | 0% | 0.00 | 0.00 | - | - | 0 | 6% | 44% | 56% | 6 | 8 | 14 | 0 | - |
| 1 | 1-9 | 17.14 | Mixed Use | General Light Industrial | 28.9% | 200,462 | Spec Dev Operon (built) | 6.46 | 1,295 | 13% | 0.88 | 0.12 | 150 | 21 | 171 | 14% | 12% | 88% | 22 | 158 | 180 | 2.51 | 140 |
| 1 | 1-9a | | Mixed Use | General Office Building | 3.4% | 25,298 | Spec Dev Operon (built) | 11.01 | 279 | 14% | 0.86 | 0.12 | 35 | 5 | 39 | 17% | 17% | 83% | 6 | 31 | 38 | 0 | - |
| 1 | 1-9b | | Mixed Use | General Office Building | 2.0% | 15,275 | Spec Dev Operon (built) | 11.01 | 168 | 14% | 0.88 | 0.12 | 21 | 3 | 24 | 17% | 17% | 83% | 4 | 19 | 23 | 0 | - |
| 1 | 1-10 | 1.05 | Industrial | General Light Industrial | 45.0% | 20,582 | Combined with DRMO | 6.97 | 143 | 13% | 0.88 | 0.12 | 17 | 2 | 19 | 14% | 12% | 88% | 2 | 18 | 20 | 2.51 | 52 |
| 1 | 1-DRMO | 16.53 | Industrial | General Light Industrial | 42.0% | 302,420 | Redeveloped DRMO | 6.97 | 2,108 | 13% | 0.88 | 0.12 | 245 | 33 | 278 | 14% | 12% | 88% | 35 | 258 | 293 | 2.51 | 759 |
| 1 | 1-11 | 8.80 | Industrial | General Light Industrial | 48.0% | 190,000 | | 4.96 | 942 | 13% | 0.88 | 0.12 | 109 | 15 | 124 | 14% | 12% | 88% | 16 | 115 | 131 | 2.51 | 170 |
| 1 | 1-15 | 29.41 | Industrial | Warehousing | 21.9% | 280,038 | Mcfarlane Foodservices (built) | 2.4 | 672 | 8% | 0.79 | 0.21 | 45 | 12 | 57 | 9% | 25% | 75% | 15 | 45 | 60 | 0.72 | 120 |
| 1 | 1-15 R | | Industrial | Warehousing | 0.9% | 11,600 | Truck Maint. Mcfarlane | 4.66 | 58 | 8% | 0.79 | 0.21 | 4 | 1 | 5 | 9% | 25% | 75% | 1 | 4 | 5 | 0.72 | |
| 1 | 1-16 | 5.63 | Industrial | Warehousing | 42.8% | 105,000 | Spec Dev Majestic (built) | 5 | 525 | 8% | 0.79 | 0.21 | 35 | 9 | 44 | 9% | 25% | 75% | 12 | 35 | 47 | 0.72 | 35 |
| 1 | 1-17 | 3.03 | Industrial | General Light Industrial | 38.4% | 46,784 | Spec Dev Yocum | 6.97 | 316 | 13% | 0.88 | 0.12 | 37 | 5 | 42 | 14% | 12% | 88% | 5 | 39 | 44 | 2.51 | 36 |
| 1 | 1-18 | 10.81 | Industrial | High-Cube Warehouse | 45.7% | 215,000 | Walgreens (built) | 1.01 | 217 | 6% | 0.65 | 0.35 | 9 | 5 | 14 | 7% | 33% | 67% | 5 | 10 | 15 | 0.53 | 39 |
| 1 | 1-19 | 1.0 | Mixed Use | Specialty Retail Center | 30.0% | 13,068 | | 44.32 | 579 | 0% | 0.00 | 0.00 | - | - | 0 | 6% | 44% | 56% | 16 | 20 | 35 | 0 | - |
| 1 | Lot C | 1.30 | Business Park | General Light Industrial | 45.0% | | | 0 | - | 13% | 0.88 | 0.12 | - | - | 0 | 14% | 12% | 88% | - | - | - | 2.51 | - |
| | Subtotal | 164.88 | Total SF | | | 2,606,818 | | | | | | | | | | | | | | | |
| | | 91.33 | | | SPA only | 942,189 | | | 16,235 | | | | 797 | 426 | 1,791 | | | | 485 | 1,312 | 1,786 | | 2,537 |
| | **Unit 2** | | | | | | | | | | | | | | | | | | | | |
| 1 | 2-1 | 3.77 | Mixed Use | Specialty Retail Center | 6.3% | 7,500 | Projected | 44.32 | 332 | 0% | 0.00 | 0.00 | - | - | 0 | 6% | 44% | 56% | 9 | 11 | 20 | 0 | - |
| 1 | 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 | | |
| 1 | 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 | | |
| 1 | 2-1 | | Mixed Use | General Office Building | 22.0% | 36,129 | Projected | ln(T)=0.77ln(x)+3.65 | 609 | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 73 | 10 | 83 | t=1.12x+78.81 | 17% | 83% | 20 | 99 | 119 | | |
| 1 | 2-2 | 4.45 | Business Park | General Office Building | 35.0% | 67,845 | Retail & Office | ln(T)=0.77ln(x)+3.65 | 890 | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 121 | 17 | 138 | t=1.12x+78.81 | 17% | 83% | 26 | 128 | 155 | 0 | - |
| 1 | 2-3 | 0.92 | Business Park | General Office Building | 35.0% | 14,026 | Office | ln(T)=0.77ln(x)+3.65 | 294 | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 34 | 5 | 39 | t=1.12x+78.81 | 17% | 83% | 16 | 78 | 95 | 0 | - |
| 1 | 2-4 | 14.47 | Business Park | Light Rail Transit Station w/ Parkir | 0.0% | | Metrolink Station(1200 spots) | | 230 | | | | 84 | 17 | 101 | | | | 26 | 103 | 129 | 0 | - |
| 1 | 2-5 | 2.62 | Business Park | General Office Building | 0.0% | - | Spec Dev Kolt (parking only) | 11.01 | | 14% | 0.88 | 0.12 | - | - | 0 | 14% | 17% | 83% | - | - | - | 0 | - |
| 1 | 2-6 | 8.54 | Business Park | General Office Building | 42.7% | 159,000 | Spec Dev Kolt | 11.01 | 1,749 | 14% | 0.86 | 0.12 | 217 | 30 | 247 | 14% | 17% | 83% | 40 | 196 | 237 | 0 | 3 |
| 1 | 2-7 | 6.57 | Business Park | General Office Building | 38.4% | 110,000 | Spec Dev Operon | 11.01 | 1,210 | 14% | 0.88 | 0.12 | 150 | 20 | 171 | 14% | 17% | 83% | 28 | 136 | 164 | 0 | 2 |
| 1 | 2-8 | 4.95 | Business Park | General Office Building | 18.6% | 40,000 | BTS Dev Enterprise | 0 | 360 | 0% | 0.88 | 0.12 | 45 | 6 | 51 | 14% | 17% | 83% | 6 | 40 | 46 | 0 | 11 |
| 1 | 2-9 | 0.85 | Commercial | Specialty Retail Center | 24.6% | 9,108 | Office | 44.32 | 404 | 0% | 0.00 | 0.00 | - | - | 0 | 6% | 44% | 56% | 11 | 14 | 25 | 0 | - |
| | | | Commercial | Coffee/Donut Shop w/o D T | 5.2% | 1,925 | Projected Retail | 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 | 315 | 0% | 0.00 | 0.00 | - | - | 0 | 6% | 44% | 56% | 9 | 11 | 19 | 0 | - |
| | | | Commercial | Bread/Donut/Bagel Shop w/o D T | 5.6% | 2,000 | Projected Retail | 523.17 | 1,046 | 13% | 0.47 | 0.53 | 66 | 74 | 140 | 5% | 50% | 50% | 28 | 28 | 56 | | |
| 2 | 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 | | | 458,869 | | | | | | | | | | | | | | | |
| | | 11.80 | | | SPA only | 148,669 | | | 21,389 | | | | 989 | 435 | 1,490 | | | | 323 | 947 | 1,270 | | 16 |
| | **Unit 5** | | | | | | | | | | | | | | | | | | | | |
| 2 | 5-1 to 5-5 | 66.30 | Industrial | Warehousing | 50.0% | 1,921,428 | Tesco Fresh & Easy (built) | 5.80 | 10,457 | 8% | 0.79 | 0.21 | 415 | 217 | 632 | 9% | 25% | 75% | 97 | 612 | 709 | 0.72 | 2,198 |
| 2 | | | Industrial | Warehousing | 0.0% | - | Tesco Expansion | - | - | 8% | 0.79 | 0.21 | - | - | 0 | 9% | 24% | 76% | - | - | - | 0.72 | - |
| 2 | 5-6 | 23.81 | Industrial | High-Cube Warehouse | 47.1% | 489,000 | LNR BTS (Kia) (Built) | 1.63 | 799 | 6% | 0.65 | 0.35 | 32 | 17 | 50 | 7% | 33% | 67% | 18 | 37 | 55 | 0.53 | 185 |
| | Subtotal | 112.1 | Total SF | | | 2,410,428 | | | | | | | | | | | | | | | |
| | | | | | SPA only | 0 | | | 11,256 | | | | 447 | 234 | 682 | | | | 116 | 649 | 764 | | 2,381 |
| | **Unit 3** | | | | | | | | | | | | | | | | | | | | |
| 2 | 3-1 | 5.00 | Industrial | Warehousing | 45.0% | 98,010 | Ridge Spec | 3.56 | 349 | 8% | 0.79 | 0.21 | 23 | 6 | 29 | 9% | 25% | 75% | 8 | 24 | 31 | 0.72 | 71 |
| 2 | 3-2 | 13.53 | Industrial | Warehousing | 45.0% | 265,215 | Ridge Spec | 3.56 | 944 | 8% | 0.79 | 0.21 | 63 | 17 | 80 | 9% | 25% | 75% | 21 | 64 | 85 | 0.72 | 191 |
| 2 | 3-3 | 10.27 | Business Park | Manufacturing | 21.3% | 95,270 | 2 Sisters Food Group (U/C) | 4.67 | 499 | 19% | 0.78 | 0.22 | 73 | 21 | 93 | 19% | 36% | 64% | 34 | 60 | 93 | 2.93 | 12 |
| | | | Business Park | Manufacturing | 18.5% | 84,230 | 2 Sisters Food Group Expansion | 3.82 | 385 | 19% | 0.78 | 0.22 | 57 | 16 | 74 | 19% | 36% | 64% | 26 | 47 | 74 | 2.93 | 12 |
| 2 | 3-4 | 2.00 | Industrial | Warehousing | 45.0% | 39,204 | Projected | 3.56 | 140 | 8% | 0.79 | 0.21 | 9 | 2 | 12 | 9% | 25% | 75% | 3 | 9 | 13 | 0.72 | 28 |
| 2 | 3-5 | 1.65 | Industrial | Warehousing | 45.0% | 32,343 | Projected | 3.56 | 115 | 8% | 0.79 | 0.21 | 8 | 2 | 10 | 9% | 25% | 75% | 3 | 8 | 10 | 0.72 | 23 |
| 2 | 3-6 | 1.17 | Industrial | Warehousing | 45.0% | 22,934 | Projected | 3.56 | 82 | 8% | 0.79 | 0.21 | 5 | 1 | 7 | 9% | 25% | 75% | 2 | 6 | 7 | 0.72 | 17 |
| 2 | 3-7 | 1.17 | Industrial | Warehousing | 45.0% | 22,934 | Projected | 3.56 | 82 | 8% | 0.79 | 0.21 | 5 | 1 | 7 | 9% | 25% | 75% | 2 | 6 | 7 | 0.72 | 17 |
| 2 | 3-8 | 1.35 | Industrial | Warehousing | 45.0% | 26,463 | Projected | 3.56 | 94 | 8% | 0.79 | 0.21 | 6 | 2 | 8 | 9% | 25% | 75% | 2 | 6 | 8 | 0.72 | 19 |
| | Subtotal | 36.1 | Total SF | | | 686,604 | | | | | | | | | | | | | | | |
| | | | | | SPA only | 667,164 | | | 2,879 | | | | 250 | 69 | 319 | | | | 101 | 229 | 329 | | 389 |
| | **Unit 6** | | | | | | | | | | | | | | | | | | | | |
| 2 | 6-1a | 2.12 | Public Facility | Business Park | 16.2% | 15,000 | Fire Station | | 50 | 8% | 0.30 | 0.70 | 1 | 3 | 4 | 10% | 70% | 30% | 4 | 2 | 5 | 0 | 20 |
| 2 | 6-1b | 4.82 | Industrial | Warehousing | 32.0% | 67,161 | | 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% | 126,224 | LNR Planned Industrial | 3.82 | 482 | 19% | 0.78 | 0.22 | 72 | 20 | 92 | 19% | 36% | 64% | 33 | 59 | 92 | 2.93 | 370 |
| | **Unit 4** | | | | | | | | | | | | | | | | | | | | |
| 2 | 4-1 | 7.23 | Industrial | High-Cube Warehouse | 46.0% | 144,722 | Projected | 1.44 | 204 | 6% | 0.65 | 0.35 | 8 | 4 | 13 | 7% | 33% | 67% | 5 | 9 | 14 | 0.53 | 75 |
| 2 | 4-2 | 6.30 | Industrial | Warehousing | 46.0% | 123,493 | Projected | 3.56 | 440 | 8% | 0.79 | 0.21 | 29 | 8 | 37 | 9% | 25% | 75% | 10 | 30 | 40 | 0.72 | 89 |
| 2 | 4-3 | 9.90 | Business Park | General Office Building | 35.0% | 150,935 | Projected | ln(T)=0.77ln(x)+3.65 | 1,832 | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 229 | 31 | 261 | t=1.12x+78.81 | 17% | 83% | 42 | 206 | 248 | 0 | - |
| 2 | 4-4 | 14.84 | Commercial | Business Hotel | 11% | 46,000 | 60 Room hotel | 7.77 | 436 | 8% | 0.59 | 0.41 | 21 | 14 | 35 | 9% | 60% | 40% | 22 | 15 | 37 | 0 | - |
| | | | Commercial | Business Hotel | | 108,000 | 90 room hotel | 7.77 | 654 | 8% | 0.59 | 0.41 | 31 | 21 | 52 | 9% | 60% | 40% | 33 | 22 | 56 | 0 | - |
| | | | Commercial | Quality Restaurant | 1.5% | 8,000 | 8K restaurant | 88.95 | 720 | 0% | 0.00 | 0.00 | - | - | 0 | 8% | 67% | 33% | 40 | 20 | 60 | 0 | - |
| | | | 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 | - |
| | | | Commercial | Fast-Food Restaurant w/ D T | 0.5% | 3,000 | 3.0 K fast food | 496.12 | 1,488 | 10% | 0.51 | 0.49 | 76 | 73 | 148 | 7% | 52% | 48% | 53 | 49 | 102 | 0 | - |
| | | | 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 | - |
| | 4-5 | 3.80 | Mixed Use | Specialty Retail Center | 6.0% | 10,000 | Projected | 44.32 | 443 | 0% | 0.00 | 0.00 | - | - | 0 | 6% | 44% | 56% | 12 | 15 | 27 | 0 | - |
| | | | 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 | | |
| | | | 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 | | |
| | | | Mixed Use | General Office Building | 22.4% | 37,000 | Projected | ln(T)=0.77ln(x)+3.65 | 620 | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 75 | 10 | 85 | t=1.12x+78.81 | 17% | 83% | 20 | 100 | 120 | | |
| | 4-6 | 4.29 | 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 | - |
| | | | 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% | 19 | 19 | 37 | | |
| | | | 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 | | |
| | | | Mixed Use | General Office Building | 23.1% | 42,262 | Projected | ln(T)=0.77ln(x)+3.65 | 687 | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 83 | 11 | 94 | t=1.12x+78.81 | 17% | 83% | 21 | 105 | 126 | | |
| | 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 | - |
| | | | 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% | 19 | 19 | 37 | | |
| | | | 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 | | |
| | | | Mixed Use | General Office Building | 23.0% | 40,000 | Projected | ln(T)=0.77ln(x)+3.65 | 659 | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 79 | 11 | 90 | t=1.12x+78.81 | 17% | 83% | 23 | 111 | 134 | 0 | - |
| | 4-8 | 3.46 | Office | General Office Building | 32.5% | 48,983 | Projected | ln(T)=0.77ln(x)+3.65 | 770 | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 93 | 13 | 106 | t=1.12x+78.81 | 17% | 83% | 21 | 104 | 126 | 0 | - |
| | 4-9 | 2.91 | Office | General Office Building | 32.5% | 42,046 | Projected | ln(T)=0.77ln(x)+3.65 | 685 | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 83 | 11 | 94 | t=1.12x+78.81 | 17% | 83% | 21 | 104 | 126 | 0 | - |
| | 4-10 | 4.31 | Office | General Office Building | 32.5% | 61,017 | Projected | ln(T)=0.77ln(x)+3.65 | 912 | ln(t)=0.80ln(x)+1.55 | 0.88 | 0.12 | 111 | 15 | 126 | t=1.12x+78.81 | 17% | 83% | 25 | 122 | 147 | 0 | - |
| | 4-11 | 3.07 | Office | Medical Office | 32.0% | 42,793 | Projected | 3.61 | 1,546 | 6% | 0.79 | 0.21 | 78 | 21 | 98 | 10% | 27% | 73% | 40 | 108 | 148 | 0 | - |
| | 4-12 | 7.73 | Office | Medical Office | 32.0% | 107,750 | Projected | 3.61 | 3,893 | 6% | 0.79 | 0.21 | 196 | 52 | 248 | 10% | 27% | 73% | 101 | 272 | 373 | 0 | - |
| | 4-13 | 3.60 | Business Park | General Light Industrial | 42.0% | 54,886 | Projected | 6.97 | 383 | 13% | 0.88 | 0.12 | 44 | 6 | 50 | 14% | 12% | 88% | 6 | 47 | 53 | 2.51 | 138 |
| | 4-14 | 2.49 | Business Park | General Light Industrial | 42.0% | 62,204 | Projected | 6.97 | 434 | 13% | 0.88 | 0.12 | 50 | 7 | 57 | 14% | 12% | 88% | 7 | 53 | 60 | 2.51 | 156 |
| | 4-15 | 17.90 | Industrial | High-Cube Warehouse | 45.0% | 350,876 | Projected | 1.44 | 505 | 6% | 0.65 | 0.35 | 21 | 11 | 32 | 7% | 33% | 67% | 12 | 24 | 35 | 0.53 | 186 |
| | 4-16 | 42.00 | Industrial | Warehousing | 43.0% | 842,886 | Projected | 3.56 | 3,001 | 8% | 0.79 | 0.21 | 200 | 53 | 253 | 9% | 25% | 75% | 67 | 202 | 270 | 0.72 | 607 |

Land use is subject to change and should not be expected to be developed as shown here

# EXHIBIT A 7
# Parking Study Analysis

ABI ENGINEERING CONSULTANTS, INC.
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Tel.: (888) 220-5596 Fax: (714) 866-4171 E-Mail: abi@abiconsultants.com




March 6, 2017
Project No.: 17028

March Joint Powers Authority
14205 Meridian Parkway, #140
Riverside, CA 92518

Attn.: Jeff Smith, AICP

RE: Veteran's Plaza Mixed Use Development- Shared Parking Study

ABI has completed this shared parking study on behalf of Greens Group, who proposes Veteran's Plaza hotels and mixed use retail development. This letter presents the results of a share parking space analysis for the proposed commercial use development (Proposed Project) on the Northeast corner of Van Buren Boulevard and Opportunity Way, also commonly known as Meridian Unit 4 Lot 4, in Riverside, California. The purpose of the analysis was to identify the maximum parking demand of the Proposed Project utilizing commonly accepted methods and practices as described in the Urban Land Institute's (ULI) 2005 "Shared Parking Study."

ULI's Shared Parking Study defines shared parking as the use of a parking space to serve two or more individual land uses without conflict or encroachment. The ability to share parking spaces is based on:

1. Variations in the accumulation of vehicles by hour, by day, and by season at the individual land uses, and
2. Relationships among the land uses that result in visiting multiple land uses on the same auto trip."

Excess parking spaces in a development has many adverse environmental, economic, and aesthetic impacts to a development. The extra parking spaces decrease the area for landscaping that has aesthetic value, increase storm water run-off, and when managed properly improves storm water quality by reducing the discharge of pollution into downstream water bodies.

The 2005 ULI Shared Parking Study is a credible source of parking guidelines and has been cited on analysis accepted by the United States EPA as well as several cities in California such as, Anaheim, Pasadena, Fremont, Santa Rosa, and Fullerton to name a few.

**Analysis**

The accumulation of the individual land uses and the expected parking spaces required by use, by hour, by day, and by season are presented below. The parking assumptions used in the analysis (see Table 1) are consistent with those found in the March JPA "Off-street Parking Requirements" found in the 2016 March JPA Development Code Chapter 9.11, with one notable exception. The Hotel Use parking requirement is listed as 1.25 spaces per guest room, which the applicant notes is inconsistent with modern Hotel Land Use planning practices. For example, all March JPA Member Jurisdictions currently utilize rates consistent with current planning practices, for e.g. City of Riverside and Moreno Valley use 1 space per guestroom, County of Riverside uses 1 space per guestroom plus 2 spaces for staff, and the City of Perris utilizes 1.1 spaces per guestroom. Our analysis utilizes the most conservative ratio of the Member agencies at 1.25 spaces per room as shown in the table below. ULI Adjustment Factors were used in the analysis (see Attachment 1).

**Table 1: Parking Assumptions Used in Analysis**

| Lot U4-4 | Designation | Building s.f | Room,% or MPD's | Square Footage | Parking Rate | Parking |
|---|---|---|---|---|---|---|
| **Building A** | Business Hotel (161 rooms) | | 161 | 86,568 | 1.25 | 201.3 |
| **Building B** | Business Hotel (90 rooms) | | 90 | 47,760 | 1.25 | 112.5 |
| **Building C** | Specialty Retail Center | | | 50,097 | 3.50 | 175.3 |
| **Building D** | Specialty Retail Center - 25% Fast Food | 6,000 | 25% | 1,500 | 8.00 | 12.0 |
| **Building D** | Specialty Retail Fine/Casual Quality Restaurant | 6,000 | 33% | 1,980 | 8.00 | 15.8 |
| **Building D** | Specialty Retail Center - 42% Retail | 6,000 | 42% | 2,520 | 3.50 | 8.8 |
| **Building E** | Gasoline Station w/ Convenience Market and Car | | 16 | 3,800 | 3.50 | 13.3 |
| **Building F** | Fast-Food Restaurant w/ D.T | 2,420 | 100% | 2,420 | 8.00 | 19.4 |
| **Building** | Fast-Food Restaurant w/ D.T | 3,550 | 100% | 3,550 | 8.00 | 28.4 |
| **Building J** | Retail | 7,500 | 100% | 7,500 | 3.50 | 26.3 |
| **Building K** | Fine/Casual Dining Restaurant | 6,000 | 100% | 6,000 | 8.00 | 48.0 |
| **Building L** | Family Restaurant | 6,000 | 100% | 6,000 | 8.00 | 48.0 |
| | | | | Pre-analysis | | **709.1** |
| | | | | Provided | | 606 |
| | | | | Shared Analysis | | 512 |
| | | | | Parking Surplus | | 94 |

Multiple scenarios were analyzed to determine timing of peak parking requirements given the various uses. The multiple analysis indicated that peak parking occurs during two seasons: 1) peak Hotel season in June, and 2) peak Retail season in December. The first season appears to coincide with school break and onset of summer holidays, and second season coincides with year-end holiday season. The maximum parking required is 512 spaces for these two scenarios (see Figures 1 and 2).

**Figure 1: Peak Hotel season Typical Weekday June Parking Analysis**

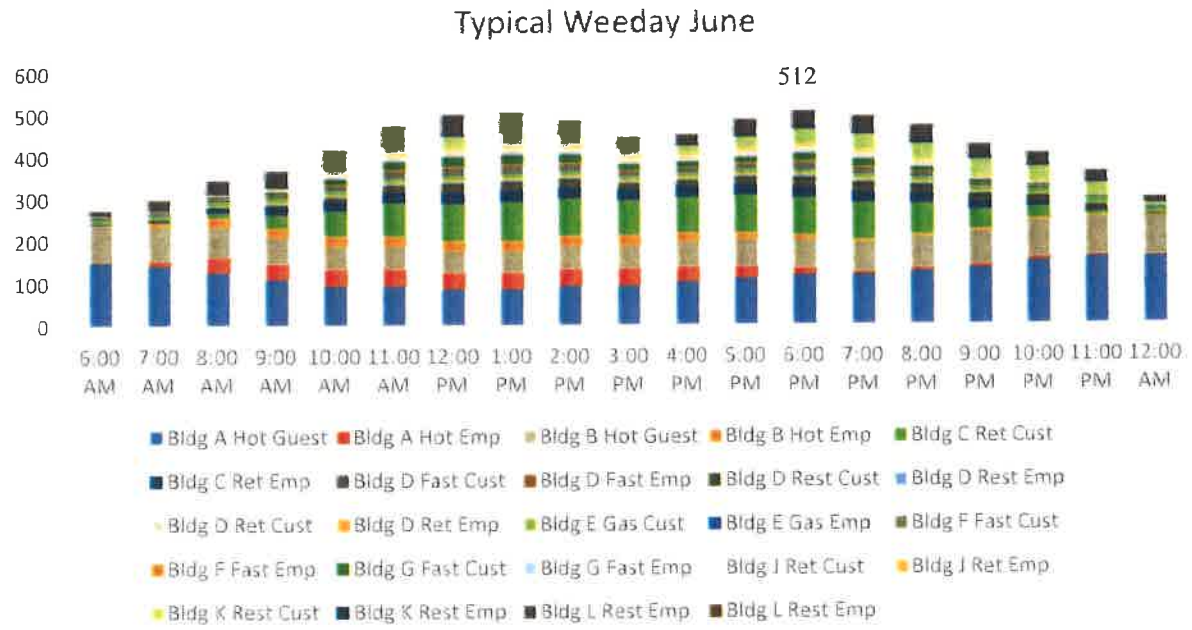
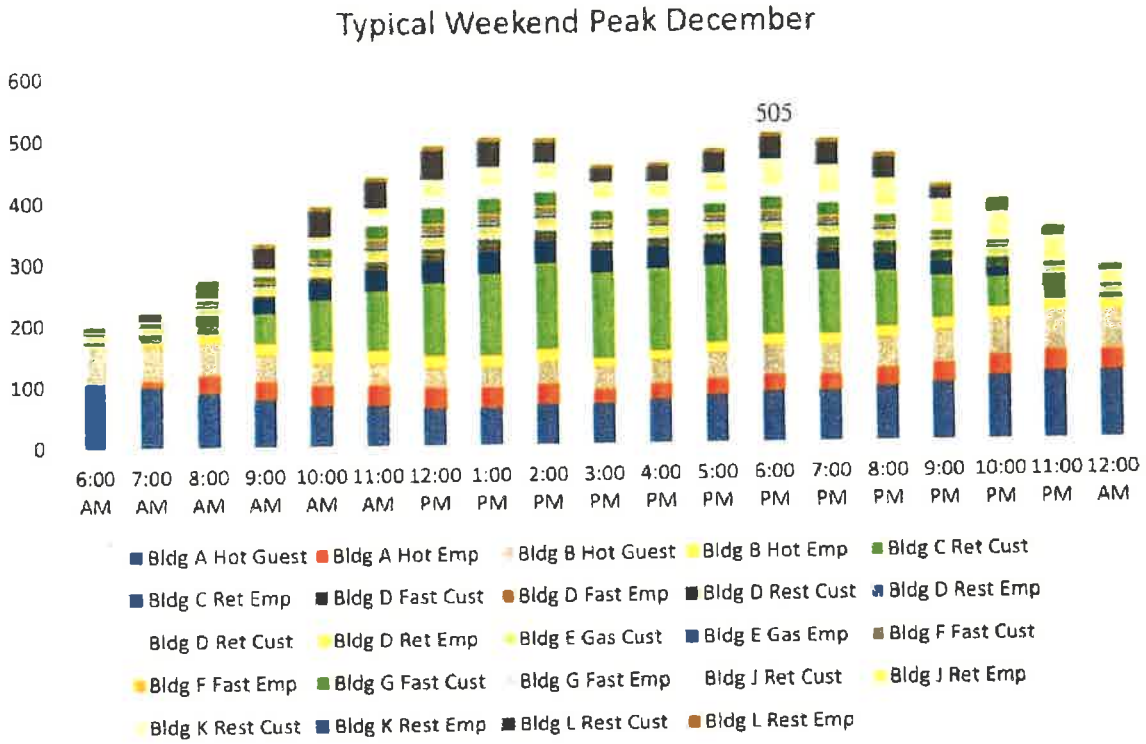


**Figure 2: Peak Retail season Typical December Weekend Parking Analysis**




**Conclusions**

The hotels in conjunction with a mixed retail use creates a highly compatible parking scenario that substantially reduces the parking needs at the proposed Veteran's Plaza development. The proposed 606 parking spaces is more than adequate considering the expected peak parking demand of 512 spaces. The hourly demands indicates that as hotel guests check out for the day, retail uses begin to thrive and peak during the 1:00 PM lunch hour and in the evening during peak dinner hour at 6:00 PM. Subsequently, after the peak dinner hour, the parking needs shift back to the hotels as the retail uses and restaurants wind down for the evening.

As this is a phased development, the parking needs of the Plaza will be periodically assessed during the building permit phase to modify the assumptions used this analysis, and modify parking needs accordingly. As such, the Veteran's Plaza Plot Plan, as proposed, with 606 parking spaces has more than enough parking spaces.

If you have any questions on this letter, please contact me at (888)220-5596 x701.

Sincerely,
**ABI Engineering Consultants, Inc.**

Daya Bettadapura, P.E.
Principal Engineer

Attachment 1: ULI Adjustment Factors

REGISTERED PROFESSIONAL ENGINEER
DAYANAND P. BETTADAPURA
No. C046505
Exp. 6.30.17
CIVIL
STATE OF CALIFORNIA

**Table 2-3** Recommended Monthly Adjustment Factors for Customer/Visitor Parking

| Land Use | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | Late DEC | Source |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Shopping Center | 56% | 57% | 64% | 63% | 66% | 67% | 64% | 69% | 64% | 66% | 72% | 100% | 80% | 1, 3 |
| Restaurant | 85% | 86% | 95% | 92% | 96% | 95% | 98% | 99% | 91% | 96% | 93% | 100% | 95% | 1 |
| Fast Food | 85% | 86% | 95% | 92% | 96% | 95% | 98% | 99% | 91% | 96% | 93% | 100% | 95% | 1 |
| Nightclub | 84% | 86% | 98% | 90% | 90% | 91% | 94% | 96% | 92% | 98% | 96% | 100% | 95% | 1 |
| Cineplex Weekdays | 27% | 21% | 20% | 19% | 27% | 41% | 55% | 40% | 15% | 15% | 25% | 23% | 100% | 3 |
| Cineplex Weekends | 71% | 59% | 67% | 58% | 71% | 82% | 92% | 75% | 51% | 62% | 78% | 67% | 100% | 3 |
| Performing Arts Theater | 90% | 90% | 90% | 90% | 90% | 90% | 90% | 90% | 90% | 90% | 90% | 100% | 100% | 2 |
| Arena | 90% | 100% | 100% | 100% | 100% | 75% | — | — | 60% | 65% | 90% | 95% | 95% | 2 |
| Pro Football Stadium[1] | — | — | — | — | — | — | — | 67% | — | — | — | 100% | 100% | 2 |
| Pro Baseball Stadium | — | — | — | 100% | 100% | 100% | 100% | 100% | 100% | 100% | — | — | — | 2 |
| Health Club | 100% | 95% | 85% | 70% | 65% | 65% | 65% | 70% | 80% | 85% | 85% | 90% | 95% | 2, 4 |
| Convention Center[2] | 75% | 100% | 90% | 55% | 60% | 50% | 45% | 75% | 80% | 85% | 100% | 60% | — | 2 |
| Hotel—Business | 71% | 85% | 91% | 90% | 92% | 100% | 98% | 92% | 93% | 93% | 81% | 67% | 50% | 5 |
| Hotel—Leisure | 90% | 100% | 100% | 100% | 90% | 90% | 100% | 100% | 75% | 75% | 75% | 50% | 100% | 5 |
| Restaurant/Lounge | 85% | 86% | 95% | 92% | 96% | 95% | 98% | 99% | 91% | 96% | 93% | 100% | 95% | 1 |
| Meeting/Banquet (20 to 50 sq. ft./guest room) | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 2 |
| Convention (>50 sq. ft./guest room) | 75% | 100% | 90% | 55% | 60% | 50% | 45% | 75% | 80% | 85% | 100% | 60% | — | 2 |
| Residential | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 2 |
| Office Bank | 100% | 100% | 100% | 100% | 100% | 100% | 95% | 95% | 100% | 100% | 100% | 100% | 80% | 2, 6 |

**Notes**

December = December 24 Late December = December 26–31

[1] Data for games only one weeknight game and no Saturday games per NFL team. Some post-season and all-star games are included at adjacent sites due to the crowds expected. This category is not considered good practice for parking planning.

[2] Many convention centers incompletely date between December and New Year's Day.

**Sources:**

1. U.S. Census Bureau, unpublished estimates of monthly retail sales by kind of business: 1969–2002.
2. Data collected by team members.
3. Parking Generation, 3rd ed. (Washington, DC: Institute of Transportation Engineers, 2004).
4. Jones, Dewey. Parking Requirements for Regional Malls. The Parking Professional, April 2003.
5. Smith Travel Research, www.wwstar.com.
6. Parking study conducted by Parsons Brinckerhoff Associates for confidential client, March 2004.

**Table 2-4** Recommended Monthly Adjustment Factors for Employee Parking

| Land Use | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | Late DEC | Source |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Shopping Center | 80% | 80% | 80% | 80% | 80% | 80% | 80% | 80% | 80% | 80% | 90% | 100% | 90% | 1, 2 |
| Restaurant | 95% | 95% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 1, 2 |
| Fast Food | 95% | 95% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 1, 2 |
| Nightclub | 90% | 90% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 1, 2 |
| Cineplex Weekdays | 50% | 50% | 50% | 50% | 50% | 75% | 75% | 75% | 50% | 50% | 50% | 50% | 100% | 3, 2 |
| Cineplex Weekends | 80% | 80% | 80% | 80% | 80% | 100% | 100% | 90% | 80% | 80% | 80% | 80% | 100% | 3, 2 |
| Performing Arts Theater | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 2 |
| Arena | 100% | 100% | 100% | 100% | 100% | 75% | 10% | 10% | 75% | 75% | 100% | 100% | 100% | 2 |
| Pro Football Stadium[1] | 10% | 10% | 10% | 10% | 10% | 10% | 10% | 100% | 10% | 10% | 10% | 100% | 100% | 2 |
| Pro Baseball Stadium | 10% | 10% | 10% | 10% | 100% | 100% | 100% | 100% | 100% | 100% | 10% | 10% | 10% | 2 |
| Health Club | 100% | 100% | 95% | 80% | 75% | 75% | 75% | 80% | 90% | 95% | 95% | 100% | 100% | 4, 2 |
| Convention Center | 85% | 100% | 100% | 65% | 70% | 60% | 55% | 85% | 90% | 95% | 100% | 70% | 10% | 5, 2 |
| Hotel | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 2 |
| Residential | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 2 |
| Office, Bank | 100% | 100% | 100% | 100% | 100% | 100% | 95% | 95% | 100% | 100% | 100% | 100% | 80% | 6 |

**Notes**

December = December 1-24; Late December = December 25-31

[1]Because there is only one weeknight game and no Saturday games per NFL team September through November, and activity patterns are modified at odd-hour uses due to the crowds expected, this category is not considered a "design day" for parking demand.

**Sources:**

1. U.S. Census Bureau, unadjusted estimates of monthly retail and food service sales, 1999-2003
2. Data collected by team members
3. *Parking Generation*, 3rd ed. (Washington, DC: Institute of Transportation Engineers, 2004)
4. John W. Dorsett, "Parking Requirements for Health Clubs," *The Parking Professional*, April 2004
5. Smith Travel Research, www.str.com
6. Parking study conducted by Patton Harris Rust & Associates for the Paterson Complex, 2001

**Table 2-5** Recommended Time-of-Day Factors for Weekdays

| Land Use | User | 6 a.m. | 7 a.m. | 8 a.m. | 9 a.m. | 10 a.m. | 11 a.m. | Noon | 1 p.m. | 2 p.m. |
|---|---|---|---|---|---|---|---|---|---|---|
| Shopping Center—Typical | Customer | 1% | 5% | 15% | 35% | 65% | 85% | 95% | 100% | 95% |
| Peak December | Customer | 1% | 5% | 15% | 30% | 55% | 75% | 90% | 100% | 100% |
| Late December | Customer | 1% | 5% | 10% | 20% | 40% | 65% | 90% | 100% | 100% |
| | Employee | 10% | 15% | 40% | 75% | 85% | 95% | 100% | 100% | 100% |
| Fine/Casual Dining | Customer | — | — | — | — | 15% | 40% | 75% | 75% | 65% |
| | Employee | — | 20% | 50% | 75% | 90% | 90% | 90% | 90% | 90% |
| Family Restaurant | Customer | 25% | 50% | 60% | 75% | 85% | 90% | 100% | 90% | 50% |
| | Employee | 50% | 75% | 90% | 90% | 100% | 100% | 100% | 100% | 100% |
| Fast Food | Customer | 5% | 10% | 20% | 30% | 55% | 85% | 100% | 100% | 90% |
| | Employee | 15% | 20% | 30% | 40% | 75% | 100% | 100% | 100% | 95% |
| Nightclub | Customer | — | — | — | — | — | — | — | — | — |
| | Employee | — | — | — | 5% | 5% | 5% | 5% | 10% | 10% |
| Cineplex—Typical | Customer | — | — | — | — | — | — | 20% | 45% | 55% |
| Late December | Customer | — | — | — | — | — | — | 35% | 60% | 75% |
| | Employee | — | — | — | — | — | — | 50% | 60% | 60% |
| Performing Arts Theater | Customer | — | — | — | 1% | 1% | 1% | 1% | 1% | 1% |
| No matinee | Employee | — | 10% | 10% | 20% | 20% | 20% | 30% | 30% | 30% |
| Arena | Customer | — | — | — | 1% | 1% | 1% | 1% | 1% | 1% |
| No matinee | Employee | — | 10% | 10% | 20% | 20% | 20% | 30% | 30% | 30% |
| Stadium | Customer | — | — | — | 1% | 1% | 1% | 5% | 5% | 5% |
| 8 p.m. start | Employee | — | 10% | 10% | 20% | 20% | 20% | 30% | 30% | 30% |
| Health Club | Customer | 70% | 40% | 40% | 70% | 70% | 80% | 60% | 70% | 70% |
| | Employee | 75% | 75% | 75% | 75% | 75% | 75% | 75% | 75% | 75% |
| Convention Center | Visitor | — | — | 50% | 100% | 100% | 100% | 100% | 100% | 100% |
| | Employee | 5% | 30% | 33% | 33% | 100% | 100% | 100% | 100% | 100% |
| Hotel—Business | Guest | 95% | 90% | 80% | 70% | 60% | 60% | 55% | 55% | 60% |
| Hotel—Leisure | Guest | 95% | 95% | 90% | 80% | 70% | 70% | 65% | 65% | 70% |
| Restaurant/Lounge | Customer | — | 10% | 30% | 10% | 10% | 5% | 100% | 100% | 33% |
| Conference/Banquet | Customer | — | — | 30% | 60% | 60% | 60% | 65% | 65% | 65% |
| Convention | Customer | — | — | 50% | 100% | 100% | 100% | 100% | 100% | 100% |
| | Employee | 5% | 30% | 90% | 90% | 100% | 100% | 100% | 100% | 100% |
| Residential | Guest | — | 10% | 20% | 20% | 20% | 20% | 20% | 20% | 20% |
| Residential | Reserved | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Residential | Resident | 100% | 90% | 85% | 80% | 75% | 70% | 65% | 70% | 70% |
| Office | Visitor | — | 1% | 20% | 60% | 100% | 45% | 15% | 45% | 100% |
| Office | Employee | 3% | 30% | 75% | 95% | 100% | 100% | 90% | 90% | 100% |
| Medical/Dental Office | Visitor | — | — | 90% | 90% | 100% | 100% | 30% | 90% | 100% |
| | Employee | — | — | 60% | 100% | 100% | 100% | 100% | 100% | 100% |
| Bank | Customer | — | — | 50% | 90% | 100% | 50% | 50% | 50% | 70% |
| | Employee | — | — | 60% | 100% | 100% | 100% | 100% | 100% | 100% |

| 3 p.m. | 4 p.m. | 5 p.m. | 6 p.m. | 7 p.m. | 8 p.m. | 9 p.m. | 10 p.m. | 11 p.m. | Midnight | Source |
|---|---|---|---|---|---|---|---|---|---|---|
| 90% | 90% | 95% | 95% | 95% | 80% | 50% | 30% | 10% | – | 1 |
| 100% | 95% | 85% | 80% | 75% | 65% | 50% | 30% | 10% | – | 1 |
| 100% | 95% | 85% | 70% | 55% | 40% | 25% | 15% | 5% | – | 1 |
| 100% | 100% | 95% | 95% | 95% | 90% | 75% | 40% | 15% | – | 2 |
| 40% | 50% | 75% | 95% | 100% | 100% | 100% | 95% | 75% | 25% | 2 |
| 75% | 75% | 100% | 100% | 100% | 100% | 100% | 100% | 85% | 35% | 2 |
| 45% | 45% | 75% | 80% | 80% | 80% | 60% | 55% | 50% | 25% | 2 |
| 75% | 75% | 95% | 95% | 95% | 95% | 80% | 65% | 65% | 35% | 2 |
| 60% | 55% | 60% | 85% | 80% | 50% | 30% | 20% | 10% | 5% | 3 |
| 70% | 60% | 70% | 90% | 90% | 60% | 40% | 30% | 20% | 20% | 2 |
| – | – | – | 25% | 50% | 75% | 100% | 100% | 100% | 100% | 2 |
| 10% | 20% | 45% | 70% | 100% | 100% | 100% | 100% | 100% | 100% | 2 |
| 55% | 55% | 60% | 60% | 80% | 100% | 100% | 80% | 65% | 40% | 2, 6 |
| 80% | 80% | 80% | 70% | 80% | 100% | 100% | 85% | 70% | 55% | 2, 6 |
| 75% | 75% | 100% | 100% | 100% | 100% | 100% | 100% | 70% | 50% | 2 |
| 1% | 1% | 1% | 1% | 25% | 100% | 100% | – | – | – | 2 |
| 30% | 30% | 30% | 100% | 100% | 100% | 100% | 30% | 10% | 5% | 2 |
| 1% | 1% | 1% | 10% | 25% | 100% | 100% | 85% | – | – | 2 |
| 30% | 30% | 30% | 100% | 100% | 100% | 100% | 30% | 10% | 5% | 2 |
| 5% | 5% | 5% | 10% | 50% | 100% | 100% | 85% | 25% | – | 2 |
| 30% | 30% | 30% | 100% | 100% | 100% | 100% | 100% | 25% | 10% | 2 |
| 70% | 80% | 90% | 100% | 90% | 80% | 70% | 35% | 10% | – | 2, 4 |
| 75% | 75% | 100% | 100% | 75% | 50% | 20% | 20% | 20% | – | 2, 4 |
| 100% | 100% | 100% | 50% | 30% | 30% | 10% | – | – | – | 2 |
| 100% | 90% | 70% | 40% | 25% | 20% | 20% | 5% | – | – | 2 |
| 60% | 65% | 70% | 75% | 75% | 80% | 85% | 95% | 100% | 100% | 5 |
| 70% | 75% | 80% | 85% | 85% | 90% | 95% | 95% | 100% | 100% | 2 |
| 10% | 10% | 30% | 55% | 60% | 70% | 67% | 60% | 40% | 30% | 5, 3 |
| 65% | 65% | 100% | 100% | 100% | 100% | 100% | 50% | – | – | 2 |
| 100% | 100% | 100% | 50% | 30% | 30% | 10% | – | – | – | 2 |
| 100% | 90% | 70% | 40% | 20% | 20% | 20% | 20% | 10% | 5% | 2 |
| 20% | 20% | 40% | 60% | 100% | 100% | 100% | 100% | 80% | 50% | 2 |
| 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 2 |
| 70% | 75% | 85% | 90% | 97% | 98% | 99% | 100% | 100% | 100% | 2 |
| 45% | 15% | 10% | 5% | 2% | 1% | – | – | – | – | 2 |
| 100% | 90% | 50% | 25% | 10% | 7% | 3% | 1% | – | – | 3 |
| 100% | 90% | 80% | 67% | 30% | 15% | – | – | – | – | 2 |
| 100% | 100% | 100% | 67% | 30% | 15% | – | – | – | – | 2 |
| 50% | 80% | 100% | – | – | – | – | – | – | – | 3 |
| 100% | 100% | 100% | – | – | – | – | – | – | – | 2 |

**Sources:**

1 Cambden, at data provided by shopping center managers

2 Data used by team members

3 *Parking Generation*, 3rd ed. (Washington, DC: Institute of Transportation Engineers, 2004)

4 John W. Dunsell, "Parking Requirements for Health Clubs," *The Parking Professional*, April 2004

5 Gerald Salzman, "Hotel Parking: How Much is Enough?" *Urban Land*, January 1988

6 Parking study conducted by Patton Harris Rust & Associates for the Peterson Companies, 2001

**Table 2-6** Recommended Time-of-Day Factors for Weekends

| Land Use | User | 6 a.m. | 7 a.m. | 8 a.m. | 9 a.m. | 10 a.m. | 11 a.m. | Noon | 1 p.m. | 2 p.m. |
|---|---|---|---|---|---|---|---|---|---|---|
| Shopping Center—Typical | Customer | 1% | 5% | 10% | 30% | 50% | 65% | 80% | 90% | 100% |
| Peak December | Customer | 1% | 5% | 10% | 35% | 60% | 70% | 85% | 95% | 100% |
| Late December | Customer | 1% | 5% | 10% | 20% | 40% | 60% | 80% | 95% | 100% |
| | Employee | 10% | 15% | 40% | 75% | 85% | 95% | 100% | 100% | 100% |
| Fine/Casual Dining | Customer | — | — | — | — | — | 15% | 50% | 55% | 45% |
| | Employee | — | 20% | 30% | 60% | 75% | 75% | 75% | 75% | 75% |
| Family Restaurant | Customer | 10% | 25% | 45% | 70% | 90% | 90% | 100% | 85% | 65% |
| | Employee | 50% | 75% | 90% | 90% | 100% | 100% | 100% | 100% | 100% |
| Fast Food | Customer | 5% | 10% | 20% | 30% | 55% | 85% | 100% | 100% | 90% |
| | Employee | 15% | 20% | 30% | 40% | 75% | 100% | 100% | 100% | 95% |
| Nightclub | Customer | — | — | — | — | — | — | — | — | — |
| | Employee | — | — | — | 5% | 5% | 5% | 5% | 10% | 10% |
| Cineplex—Typical | Customer | — | — | — | — | — | — | 20% | 45% | 55% |
| Late December | Customer | — | — | — | — | — | — | 35% | 60% | 75% |
| | Employee | — | — | — | — | — | — | 50% | 60% | 60% |
| Performing Arts Theater | Customer | — | — | — | 1% | 1% | 1% | 1% | 17% | 67% |
| With matinee | Employee | — | 10% | 10% | 20% | 20% | 20% | 30% | 100% | 100% |
| Arena (two shows) | Customer | — | — | — | 1% | 1% | 1% | 1% | 25% | 95% |
| | Employee | — | 10% | 10% | 20% | 20% | 20% | 30% | 100% | 100% |
| Stadium (1 p.m. start; see | Customer | — | — | 1% | 1% | 5% | 5% | 50% | 100% | 100% |
| weekday for evening game) | Employee | — | 5% | 10% | 20% | 30% | 30% | 100% | 100% | 100% |
| Health Club | Customer | 80% | 45% | 35% | 50% | 35% | 50% | 50% | 30% | 25% |
| | Employee | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% | 50% |
| Convention Center | Visitor | — | — | 50% | 100% | 100% | 100% | 100% | 100% | 100% |
| | Employee | 5% | 30% | 33% | 33% | 100% | 100% | 100% | 100% | 100% |
| Hotel—Business | Guest | 95% | 90% | 80% | 70% | 60% | 60% | 55% | 55% | 60% |
| Hotel—Leisure | Guest | 95% | 95% | 90% | 80% | 70% | 70% | 65% | 65% | 70% |
| Restaurant/Lounge | Customer | — | 10% | 30% | 10% | 10% | 5% | 100% | 100% | 33% |
| Conference/Banquet | Customer | — | — | 30% | 60% | 60% | 60% | 65% | 65% | 65% |
| Convention | Customer | — | — | 50% | 100% | 100% | 100% | 100% | 100% | 100% |
| | Employee | 5% | 30% | 90% | 90% | 100% | 100% | 100% | 100% | 100% |
| Residential | Guest | — | 20% | 20% | 20% | 20% | 20% | 20% | 20% | 20% |
| Residential | Reserved | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Residential | Resident | 100% | 90% | 85% | 80% | 75% | 70% | 65% | 70% | 70% |
| Office | Visitor | — | 20% | 60% | 80% | 90% | 100% | 90% | 80% | 60% |
| Office | Employee | — | 20% | 60% | 80% | 90% | 100% | 90% | 80% | 60% |
| Medical/Dental Office | Visitor | — | — | 90% | 90% | 100% | 100% | 30% | — | — |
| | Employee | — | — | 60% | 100% | 100% | 100% | 100% | — | — |
| Bank | Customer | — | — | 25% | 40% | 75% | 100% | 90% | — | — |
| | Employee | — | — | 90% | 100% | 100% | 100% | 100% | — | — |

| 3 p.m. | 4 p.m. | 5 p.m. | 6 p.m. | 7 p.m. | 8 p.m. | 9 p.m. | 10 p.m. | 11 p.m. | Midnight | Source |
|---|---|---|---|---|---|---|---|---|---|---|
| 100% | 95% | 90% | 80% | 75% | 65% | 50% | 35% | 15% | — | 1 |
| 100% | 95% | 90% | 80% | 75% | 65% | 50% | 35% | 15% | — | 1 |
| 100% | 95% | 85% | 70% | 60% | 50% | 30% | 20% | 10% | — | 1 |
| 100% | 100% | 95% | 85% | 80% | 75% | 65% | 45% | 15% | — | 2 |
| 45% | 45% | 60% | 90% | 95% | 100% | 90% | 90% | 90% | 50% | 2 |
| 75% | 75% | 100% | 100% | 100% | 100% | 100% | 100% | 85% | 50% | 2 |
| 40% | 45% | 60% | 70% | 70% | 65% | 30% | 25% | 15% | 10% | 2 |
| 75% | 75% | 95% | 95% | 95% | 95% | 80% | 65% | 65% | 35% | 2 |
| 60% | 55% | 60% | 85% | 80% | 50% | 30% | 20% | 10% | 5% | 3 |
| 70% | 60% | 70% | 90% | 90% | 60% | 40% | 30% | 20% | 20% | 2 |
| — | — | — | 25% | 50% | 75% | 100% | 100% | 100% | 100% | 2 |
| 10% | 20% | 45% | 70% | 100% | 100% | 100% | 100% | 100% | 100% | 2 |
| 55% | 55% | 60% | 60% | 80% | 100% | 100% | 100% | 80% | 50% | 2, 6 |
| 80% | 80% | 80% | 70% | 80% | 100% | 100% | 100% | 85% | 70% | 2, 6 |
| 75% | 75% | 100% | 100% | 100% | 100% | 100% | 100% | 70% | 50% | 2 |
| 67% | 1% | 1% | 1% | 25% | 100% | 100% | — | — | — | 2 |
| 100% | 30% | 30% | 100% | 100% | 100% | 100% | 30% | 10% | 5% | 2 |
| 95% | 81% | 1% | 1% | 25% | 100% | 100% | — | — | — | 2 |
| 100% | 100% | 30% | 100% | 100% | 100% | 100% | 30% | 10% | 5% | 2 |
| 85% | 25% | — | — | — | — | — | — | — | — | 2 |
| 100% | 25% | 10% | 5% | 5% | — | — | — | — | — | 2 |
| 30% | 55% | 100% | 95% | 60% | 30% | 10% | 1% | 1% | — | 2, 4 |
| 50% | 75% | 100% | 100% | 75% | 50% | 20% | 20% | 20% | — | 2, 4 |
| 100% | 100% | 100% | 50% | 30% | 30% | 10% | — | — | — | 2 |
| 100% | 90% | 70% | 40% | 25% | 20% | 20% | 5% | — | — | 2 |
| 60% | 65% | 70% | 75% | 75% | 80% | 85% | 95% | 100% | 100% | 5 |
| 70% | 75% | 80% | 85% | 85% | 90% | 95% | 95% | 100% | 100% | 2 |
| 10% | 10% | 30% | 55% | 60% | 70% | 67% | 60% | 40% | 30% | 5 |
| 65% | 65% | 100% | 100% | 100% | 100% | 100% | 50% | — | — | 5 |
| 100% | 100% | 100% | 50% | 30% | 30% | 10% | — | — | — | 2 |
| 100% | 90% | 75% | 60% | 55% | 55% | 55% | 45% | 45% | 30% | 5 |
| 20% | 20% | 40% | 60% | 100% | 100% | 100% | 100% | 80% | 50% | 2 |
| 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 2 |
| 70% | 75% | 85% | 90% | 97% | 98% | 99% | 100% | 100% | 100% | 2 |
| 40% | 20% | 10% | 5% | — | — | — | — | — | — | 2 |
| 40% | 20% | 10% | 5% | — | — | — | — | — | — | 3 |
| — | — | — | — | — | — | — | — | — | — | 2 |
| — | — | — | — | — | — | — | — | — | — | 2 |
| — | — | — | — | — | — | — | — | — | — | 3 |
| — | — | — | — | — | — | — | — | — | — | 2 |

**Sources:**

1 Confidential data provided by shopping center managers

2 Developed by team members

3 Parking Generation, 3rd ed. (Washington DC: Institute of Transportation Engineers, 2004)

4 John W. Dorbin, "Parking Requirements for Health Clubs," The Parking Professional, April 2004

5 Gerald Salzman, "Hotel Parking: How Much is Enough?" Urban Land, January 1988

6 Parking study conducted by Patton Harris Rust & Associates for the Peterson Companies, 2004

**EXHIBIT A 8**
**Riverside County ALUC Development Review – Director's Determination**

# AIRPORT LAND USE COMMISSION
# RIVERSIDE COUNTY

RECEIVED
FEB 27 2017
By KB

February 15, 2017

Mr. Jeffrey Smith, Senior Planner
March Joint Powers Authority
14205 Meridian Parkway, Suite 140
Riverside CA 92518

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

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Riverside

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Riverside

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Steve Manos
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STAFF

Director
Ed Cooper

John Guerin
Paul Rull
Barbara Santos

County Administrative Center
4080 Lemon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR'S DETERMINATION**

File No.: ZAP1240MA17
Related File Nos.: SP5, A3 (Specific Plan Amendment)
APNs: Multiple

Dear Mr. Smith:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Resolution No. 2011-02, staff reviewed March Joint Powers Authority Case No. SP5A3 (Specific Plan Amendment), a proposal to amend the 2010 Meridian Specific Plan (SP5) to incorporate the site-specific exception language from Volume 1 of the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (March ALUCP). The Specific Plan is located southerly of Alessandro Boulevard, westerly of the 215 Freeway, and northerly of Van Buren Boulevard.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

If you have any questions, please contact Paul Rull, ALUC Urban Regional Planner IV, at (951) 955-6893 or John Guerin, ALUC Principal Planner, at (951) 955-0982.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Edward C. Cooper, Director

Attachments: Notice of Airport in Vicinity

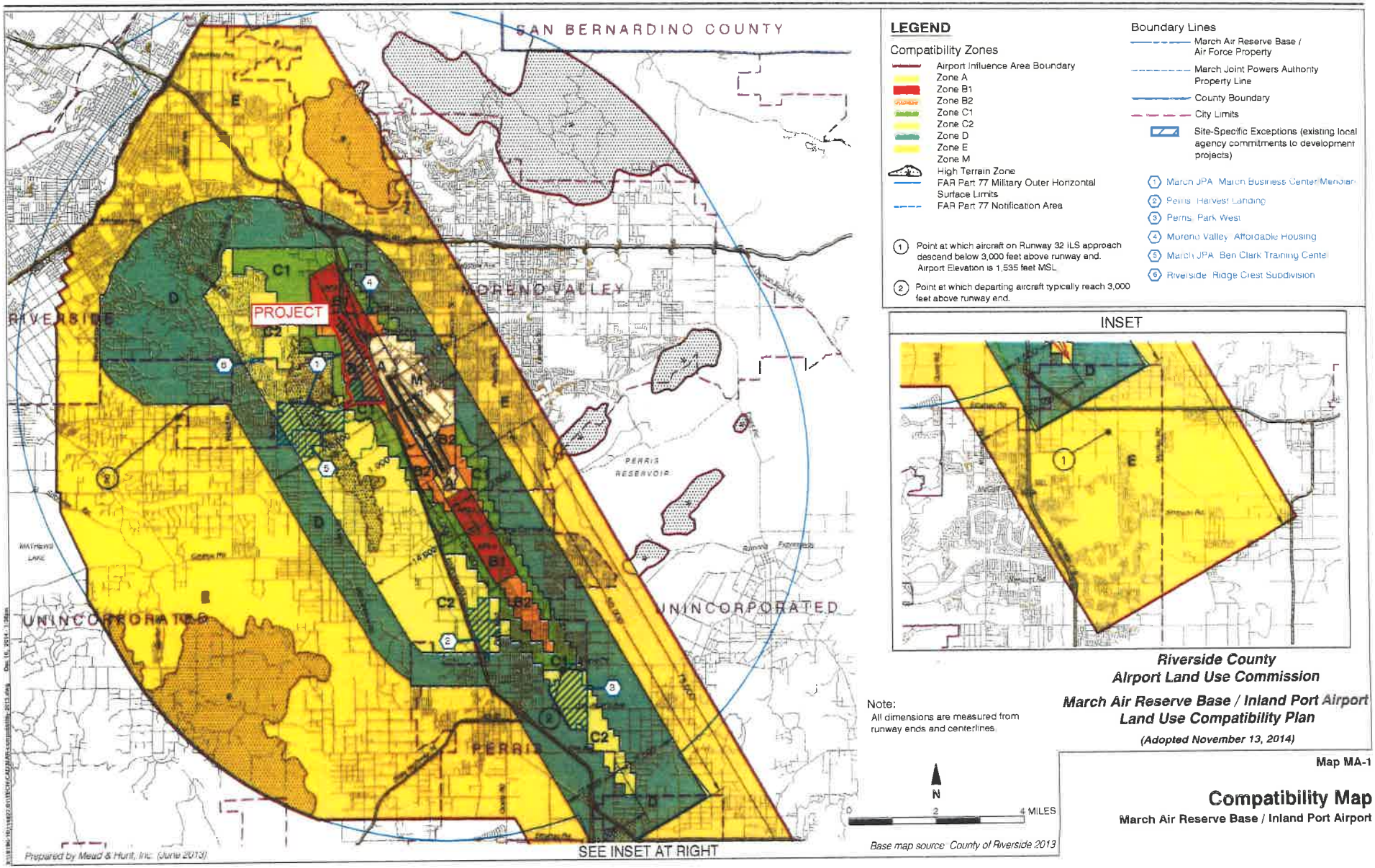
cc:

Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Denise Hauser, March Air Reserve Base
Greens Hospitality
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1240MA17\ZAP1240MA17.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)




***Riverside County***
***Airport Land Use Commission***

***March Air Reserve Base / Inland Port Airport***
***Land Use Compatibility Plan***

***(Adopted November 13, 2014)***

**Map MA-1**

## Compatibility Map

**March Air Reserve Base / Inland Port Airport**

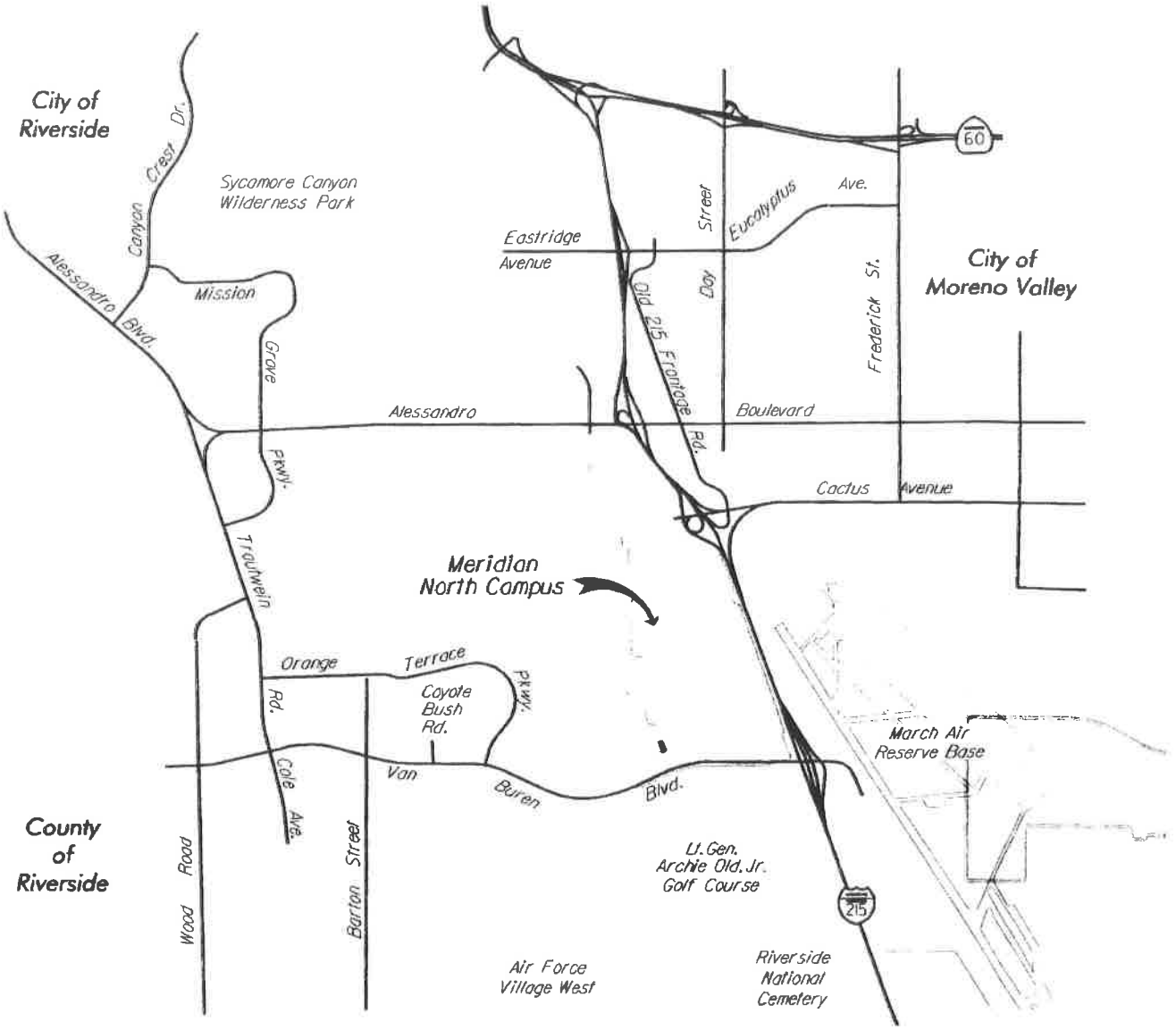



Figure I-2

Local Vicinity Map

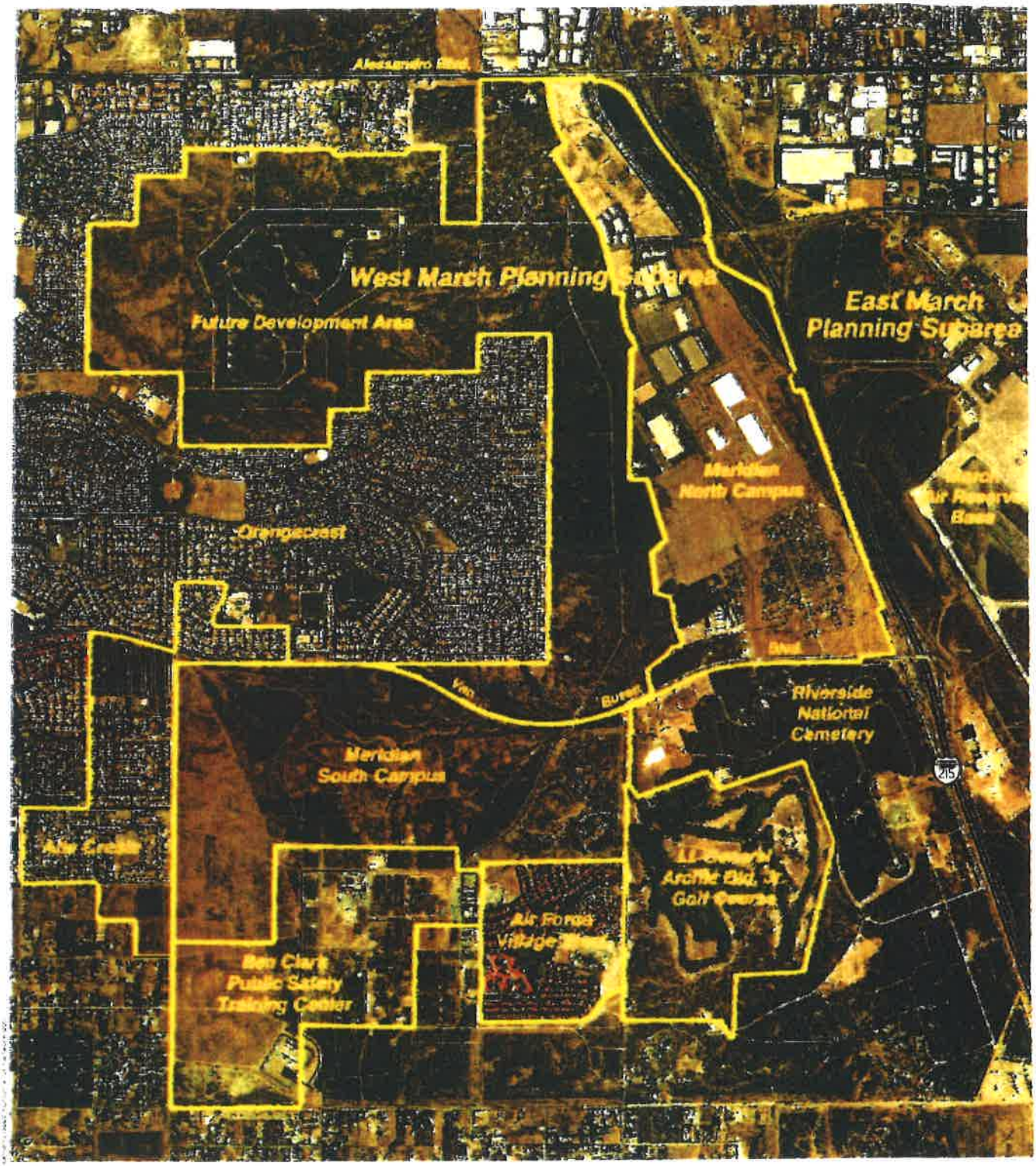
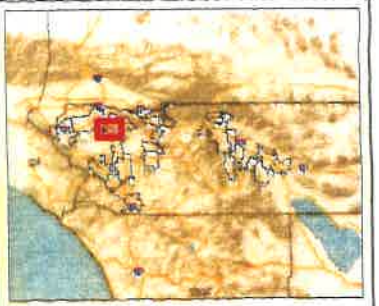



Figure II-2

Aerial Photo

# My Map



## Legend

- Airports
- AIA
- Airport Compatibility
  - OTHER ZONE
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5
  - C2-EXC6
  - C2-HIGHT

## Notes

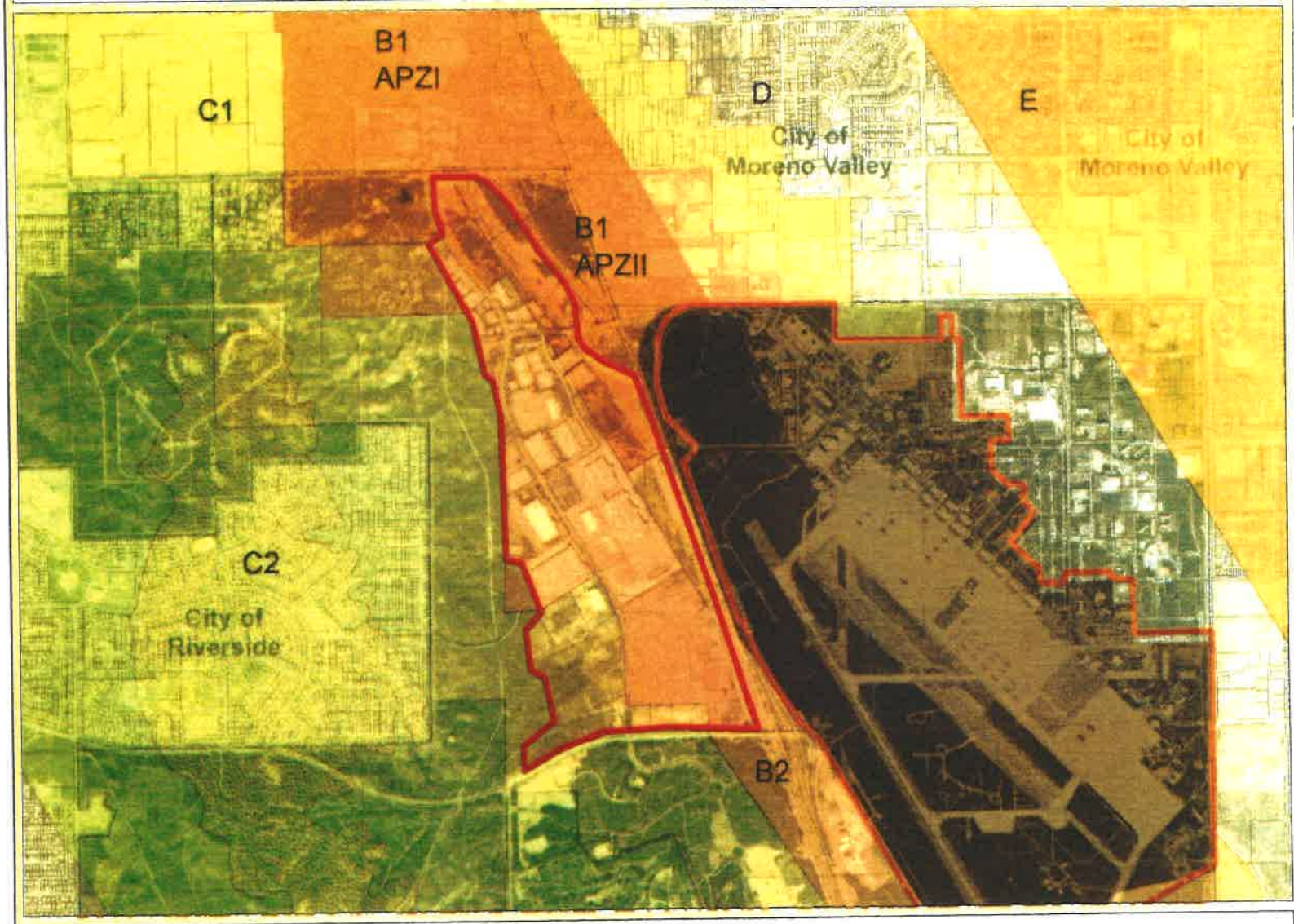
0 6,817 13,634 Feet

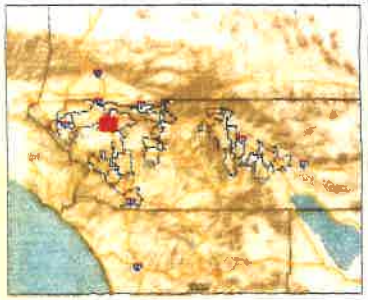
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# My Map



## Legend

- Airports
- AIA

Airport Compatibility

- OTHER ZONE
- A
- A-EXC1
- B1
- B1-APZ I
- B1-APZ I-EXC1
- B1-APZ II
- B1-APZ II-EXC1
- B1-EXC1
- B2
- B2-EXC1
- C
- C1
- C1-EXC1
- C1-EXC3
- C1-EXC4
- C1-HIGHT
- C2
- C2-EXC1
- C2-EXC2
- C2-EXC3
- C2-EXC5
- C2-EXC6
- C2-HIGHT

0 3,408 6,817 Feet

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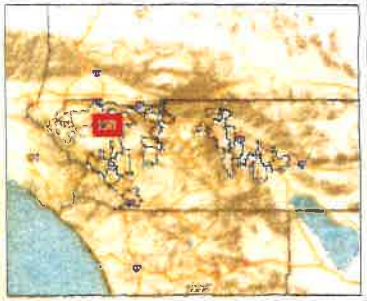
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## Notes

# My Map



Legend

- City Boundaries
- Cities
- highways_large
  - HWY
  - INTERCHANGE
  - INTERSTATE
  - USHWY
- majorroads
- counties
- cities

0 6,817 13,634 Feet

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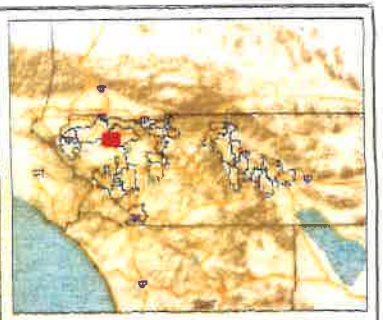
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Notes

# My Map



Legend

- City Boundaries
- Cities
- roadsanno
- highways
  - HWY
  - INTERCHANGE
  - INTERSTATE
  - OFFRAMP
  - ONRAMP
  - USHWY
- roads
  - Major Roads
  - Arterial
  - Collector
  - Residential
- counties
- cities
- hydrographylines
- waterbodies
  - Lakes
  - Rivers

0 3,408 6,817 Feet

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Notes

MARCH JOINT POWERS AUTHORITY

# Memorandum

**To:** **John J. G. Guerin, Principal Planner**
Riverside County Airport Land Use Commission

**From:** **Jeffrey Smith, Senior Planner**
March Joint Powers Authority

**Date:** February 3, 2017

**Subject:** Application – Non-Impact Legislative Project

**Introduction**

The March Joint Powers Authority wishes to incorporate the "Site Exception" language from the 2014 March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan into the 2010 Meridian Specific Plan (SP5, A3), thereby making the Meridian Specific Plan consistent with the 2014 MARB/IPA Land Use Compatibility Plan as adopted by the Riverside County Airport Land Use Commission on November 13, 2014. This memorandum serves as a request and application to the Riverside County Airport Land Use Commission to incorporate the "Site Exception" language. The Meridian Specific Plan Area is a phased development located within the north campus of the Specific Plan Area, south of Alessandro Boulevard, north of Van Buren Boulevard and west of the I-215 Freeway.

**Background**

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 FEIR 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.

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 (which amended the March Business Center Specific Plan) and Subsequent EIR (SEIR) (SCH#2009071069) were prepared and certified to modify land

uses in response to changes in market conditions since certification of the 2003 FEIR.

Appendix B of the 2010 Specific Plan Amendment (SP-5) incorporated Chapter 3 of the draft March Air Reserve Base / Inland Port Airport 2007 Joint Land Use Study. In this study, hotel/motel use is listed as a prohibited use on exhibit 3-4 of this study. On November 13th of 2014, the Airport Land Use Commission adopted the 2014 "March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan" which grants a specific site exception to allow hotel/motel use in section 2.7.a.4.

**Non-Impact Legislative Project Application**

The March Joint Powers Authority wishes to incorporate the exception language from, Volume 1 of the 2014 "March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan" into Appendix B of the 2010 Meridian Specific Plan (SP5, A3), thereby making the Specific Plan consistent with the 2014 MARB/IPA Land Use Compatibility Plan. The following excerpt below is from the 2010 Meridian Specific Plan Amendment (SP-5), *Land Use Section; E. Overlay Districts; 1. Joint Land Use Study; page III-4*, with included *"Site Exception"* language added in *italics*, for ALUC Staff review and consideration:

---

**1. <u>Joint Land Use Study</u>**

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.

*Additional Site Specific Exceptions found in section 2.7 of the 2014 March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan as it pertains to (Exception Site 1) March Business Center (SP-1) and Meridian (SP-5), March Joint Powers Authority:*

1. *Situated in Compatibility Zones B1, B2, C1, C2 and D*

2. *March Business Center, a 1,032-acre, non-residential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions (Ord #JPA 03-01, SP-1), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004.*

3. *Meridian, a 258-acre portion of the original March Business Center, consisting of a nonresidential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions (Ord. #JPA 10-02, SP-5), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004*

4. *For the purpose of this Compatibility Plan, the Meridian exception area specifically allows development of a hotel or hotels on the 13-acre site situated within Compatibility Zone B2 and bordered by Interstate 215 on the east and Van Buren Boulevard on the south. Any such hotel or hotels shall be limited as follows: maximum of 100 people per acre; maximum of 250 people per single acre; maximum of 3 aboveground habitable floors; no conference facilities (however, small meeting room(s) for a total of up to 50 people is (are) acceptable). Sound attenuation as appropriate for the combined airport and freeway noise levels shall be provided.*

5. *The Development Agreement referenced in Paragraphs (2) and (3) above expires on December 27, 2016. After that, the agreement provides for two more 5-year automatic extensions. The developer must request the Development Agreement extensions and the Authority must make findings that the development is still in substantial conformance*

# EXHBIT A 9
# FAA Determination of No Hazard to Air Navigation

Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2016-AWP-12258-OE

Issued Date: 01/09/2017




Adam Corral
Greens Group
9289 Research Drive
Irvine, CA 92618

**** 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 Building C |
| Location: | Moreno Valley, CA |
| Latitude: | 33-53-24.13N NAD 83 |
| Longitude: | 117-16-23.93W |
| Heights: | 1549 feet site elevation (SE) |
| | 31 feet above ground level (AGL) |
| | 1580 feet above mean sea level (AMSL) |

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

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 07/09/2018 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

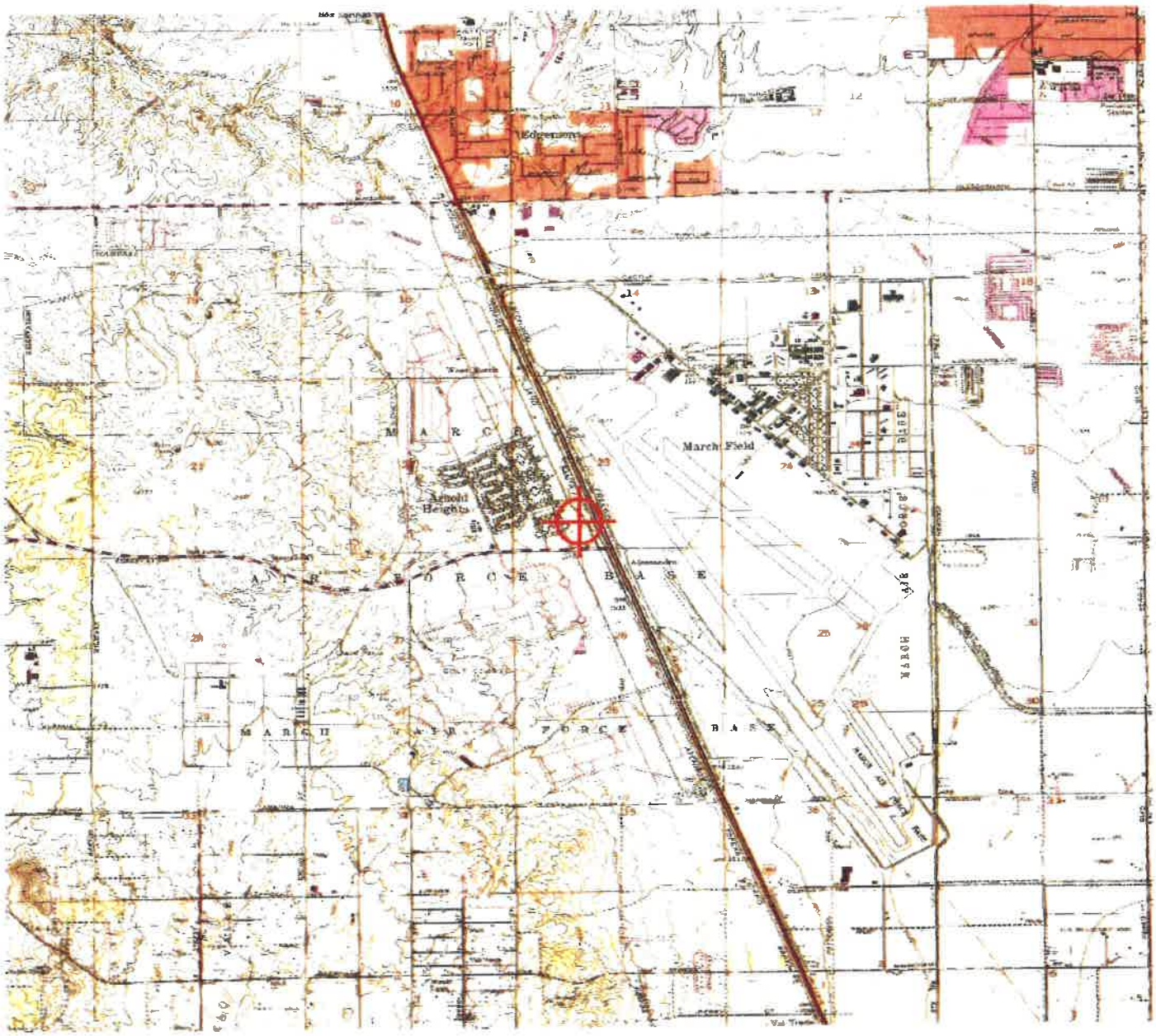
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-12258-OE.

**Signature Control No: 312230753-314472651** ( DNE )
Karen McDonald
Specialist

Attachment(s)
Map(s)

# TOPO Map for ASN 2016-AWP-12258-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2016-AWP-12259-OE




Issued Date: 01/09/2017

Adam Corral
Greens Group
9289 Research Drive
Irvine, CA 92618

**** 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 Building J |
| Location: | Moreno Valley, CA |
| Latitude: | 33-53-24.13N NAD 83 |
| Longitude: | 117-16-23.93W |
| Heights: | 1547 feet site elevation (SE) |
| | 27 feet above ground level (AGL) |
| | 1574 feet above mean sea level (AMSL) |

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

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 07/09/2018 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

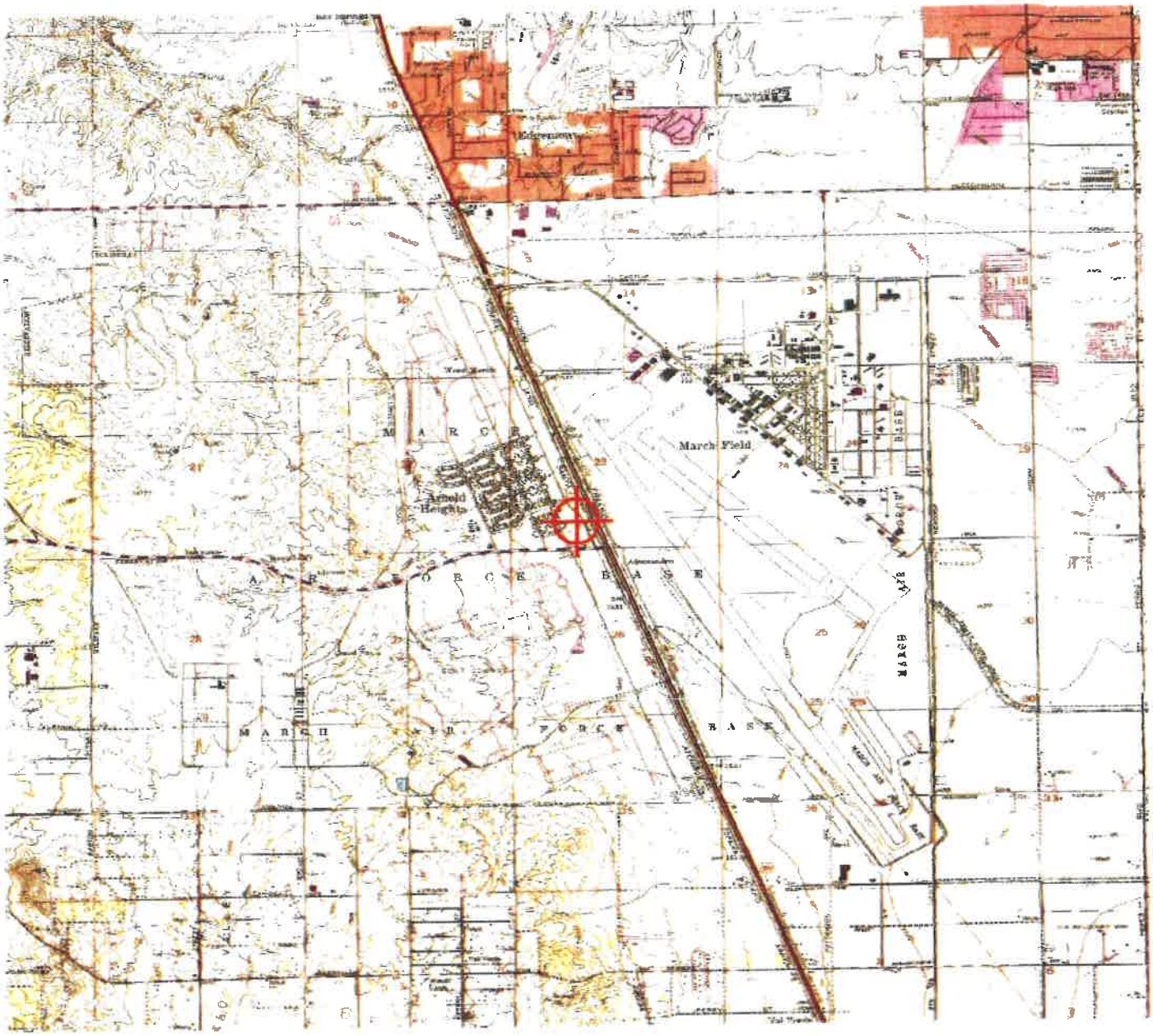
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-12259-OE.

**Signature Control No: 312230757-314472655** ( DNE )
Karen McDonald
Specialist

Attachment(s)
Map(s)

# TOPO Map for ASN 2016-AWP-12259-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2016-AWP-12260-OE

Issued Date: 01/09/2017




Adam Corral
Greens Group
9289 Research Drive
Irvine, CA 92618

**** 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 Building B |
| Location: | Moreno Valley, CA |
| Latitude: | 33-53-19.54N NAD 83 |
| Longitude: | 117-16-21.85W |
| Heights: | 1545 feet site elevation (SE) |
| | 50 feet above ground level (AGL) |
| | 1595 feet above mean sea level (AMSL) |

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

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 07/09/2018 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

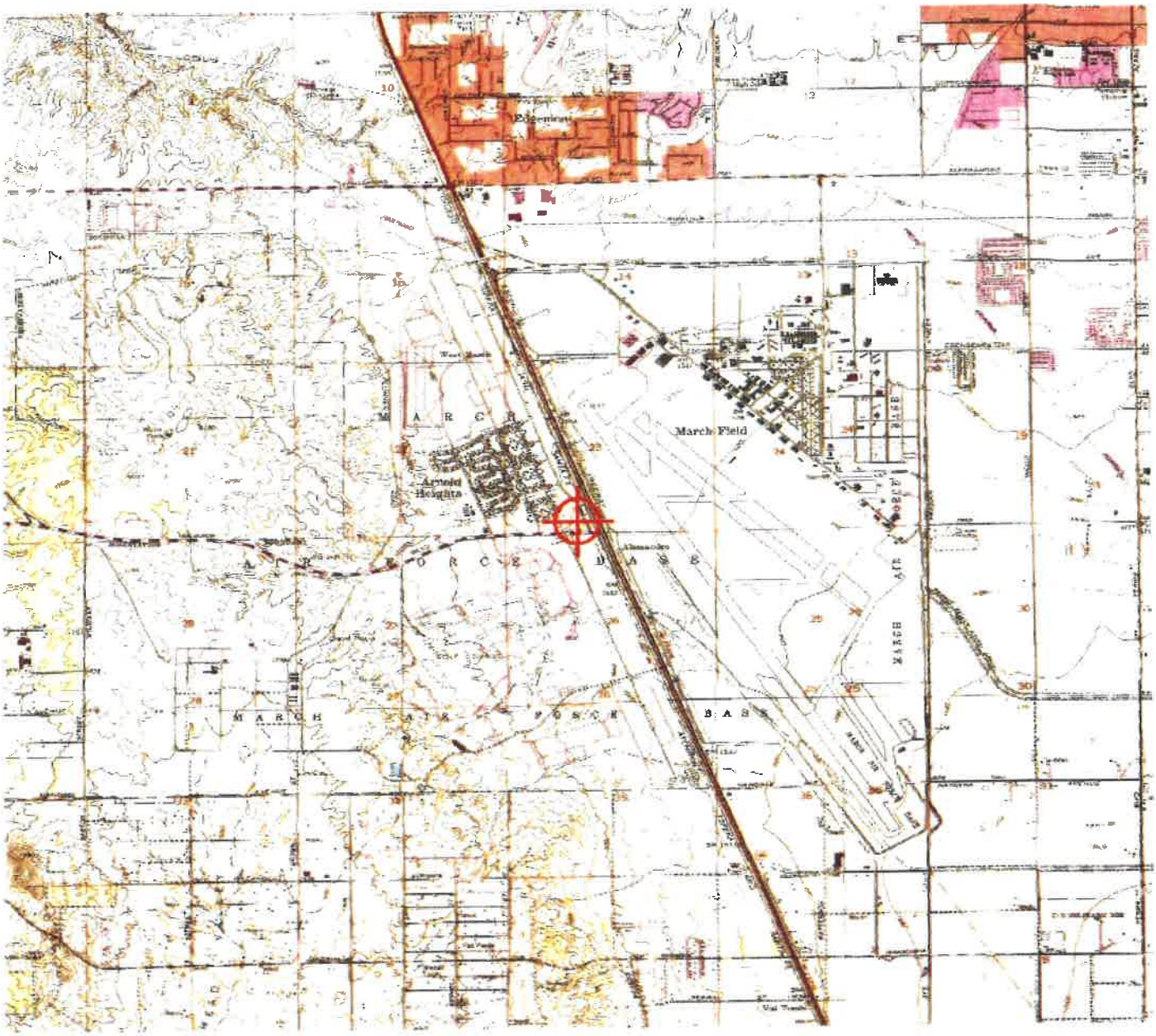
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-12260-OE.

**Signature Control No: 312230758-314472653** ( DNE )
Karen McDonald
Specialist

Attachment(s)
Map(s)

# TOPO Map for ASN 2016-AWP-12260-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2016-AWP-12261-OE




Issued Date: 01/09/2017

Adam Corral
Greens Group
9289 Research Drive
Irvine, CA 92618

**** 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 Building A |
| Location: | Moreno Valley, CA |
| Latitude: | 33-53-22.38N NAD 83 |
| Longitude: | 117-16-27.79W |
| Heights: | 1552 feet site elevation (SE)<br>50 feet above ground level (AGL)<br>1602 feet above mean sea level (AMSL) |

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

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 07/09/2018 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

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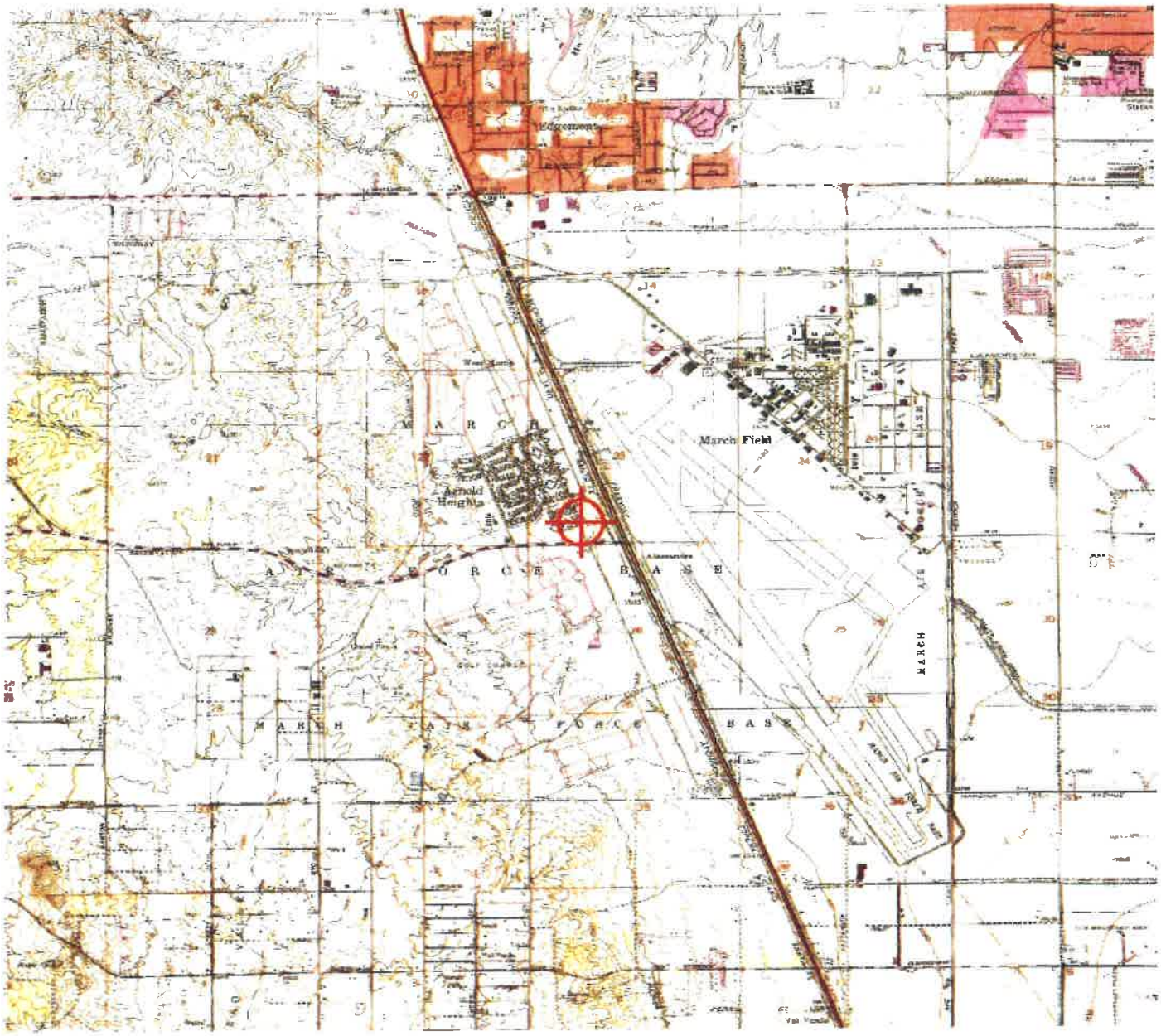
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-AWP-12261-OE.

**Signature Control No: 312230759-314472652** ( DNE )
Karen McDonald
Specialist

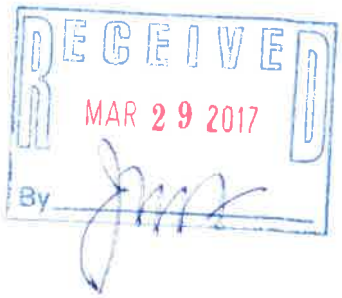
Attachment(s)
Map(s)

# TOPO Map for ASN 2016-AWP-12261-OE



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2017-AWP-280-OE




Issued Date: 02/27/2017

Adam Corral
Greens Group
9289 Research Drive
Irvine, CA 92618

**** 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: | Sign Freeway Sign North |
| Location: | Moreno Valley, CA |
| Latitude: | 33-53-23.50N NAD 83 |
| Longitude: | 117-16-23.15W |
| Heights: | 1547 feet site elevation (SE) |
| | 60 feet above ground level (AGL) |
| | 1607 feet above mean sea level (AMSL) |

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part 1)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/ lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

This determination expires on 08/27/2018 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

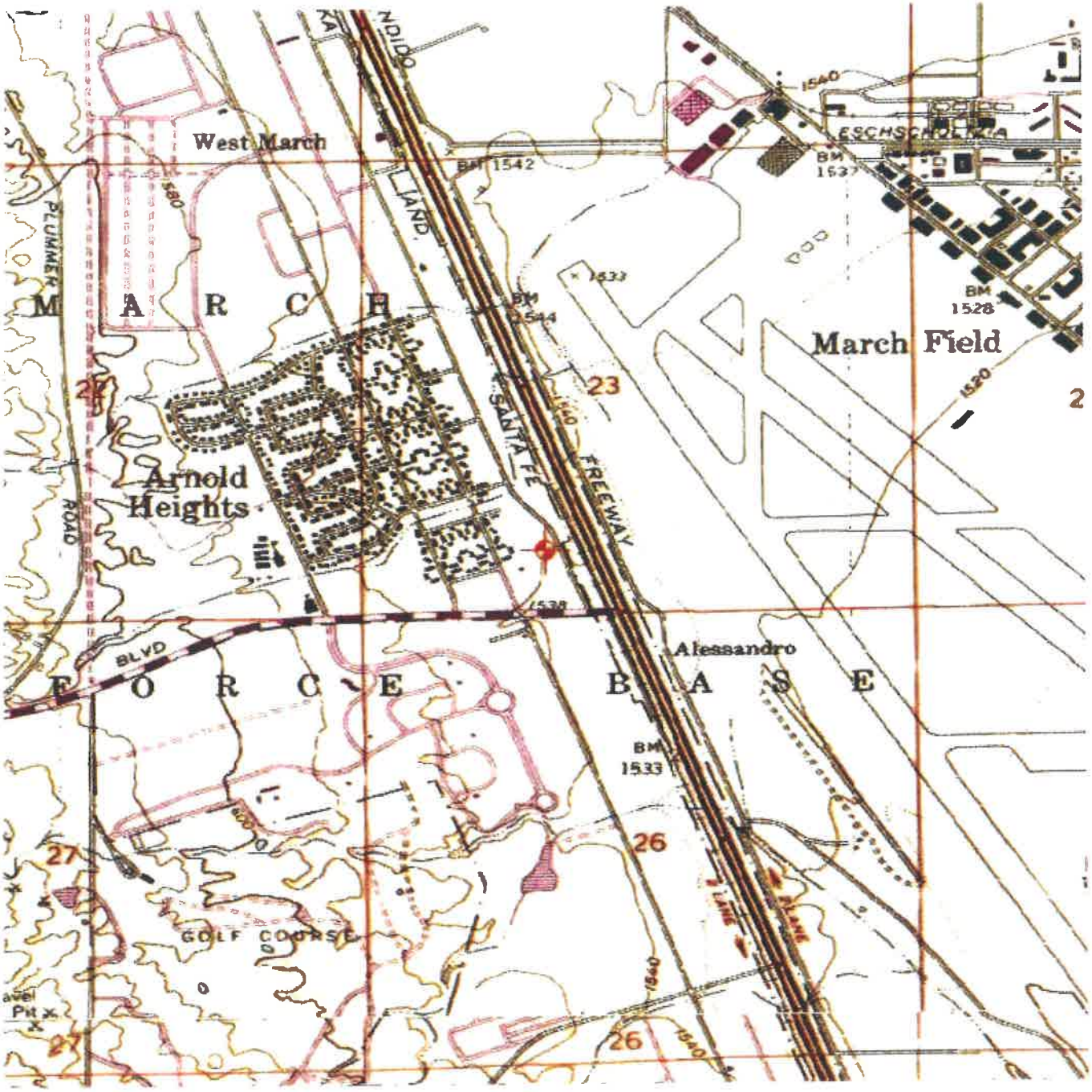
This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (310) 725-6558. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-280-OE.

**Signature Control No: 314557247-323264034** ( DNE )
LaDonna James
Technician

Attachment(s)
Map(s)


West March
PLUMMER
ROAD
MARCH
Arnold Heights
SANTA FE
FREEWAY
March Field
ESCHSCHOLTZIA
BM 1542
BM 1544
BM 1528
BM 1533
1540
1520
1538
23
26
27
BLVD
FORCE
BASE
Alessandro
GOLF COURSE
LANE

# EXHIBIT B

Conditions of Approval

Veterans Plaza: Meridian SP 5, Unit 4/Lot 4 – Greens Hospitality Incorporated

**PLANNING DEPARTMENT General Planning Conditions:**

1. The site shall be developed in accordance with the approved Plot Plan 16-02 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 Phase 1 development, which has been determined to be compliant with the airport compatibility and density provisions in Specific Plan-5 (Meridian) and the Riverside County Airport Land Use Plan, may progress forward to building construction plan review without further airport compatibility review. Prior to submittal of building construction plans for any development in Phase II (the speculative development area), the applicant shall submit to and the March JPA staff shall analyze, the compliance of each building with the permitted uses and authorized density parameters, consistent with Specific Plan 5 and the Riverside County Airport Land Use Plan. Such consistency may be accomplished in several ways, including but not limited to, reducing building size and/or increasing building spacing to ensure density criteria have been satisfied.

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. (MJPA 9.11.040)

9. The development shall incorporate 5% of parking spaces as preferential parking for car pools and vanpools in extremely convenient locations. (MMRP)

10. 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)

11. All new and existing utilities located on the site shall be under grounded. (MJPA 9.13.130)

12. 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)

13. 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)

14. 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)

15. 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)

16. 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)

17. 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)

18. Uses located in proximity of noise sensitive uses shall comply with the noise mitigation measures identified in the Meridian Subsequent EIR (SCH#2009071069). (MMRP)

19. All uses shall comply with the noise emission criteria identified in the March JPA Development Code. (MMRP)

20. Applicant shall include Mitigation Measures Compliance Checklist for the Project on Construction Plans for Planning Department Staff review and sign-off.

21. Prior to recording the Final Map, the Applicant shall prepare Covenants, Conditions, and Restrictions (CC&Rs) providing for shared parking, reciprocal access and shared maintenance of common areas. The CC&R's shall be approved by the March JPA Commission and recorded on the property title prior to approval of the final map.

22. The project Applicant shall prepare and submit a Sign Program, applicable to the entire project and project site, for review and approval by the March JPA Planning Division to installation of any signs on-site.

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

1. 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)

2. 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)

3. 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)

4. 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)

5. Prior to issuance of building permits, the developer or developer's successor-in-interest shall pay the applicable March JPA Development Impact Fee (DIF).

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

7. 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.

8. 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)

9. 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)

10. Prior to issuance of building permits, the Planning Division shall review and approve a pedestrian lighting plan as a component the construction plan review. The pedestrian lighting plan shall be generated on the site plan and integrated with the final landscape plan. The plan shall indicate the manufacturer's specification, catalog cuts, details, wattage, illumination type, location, and height. Coordination shall occur with adjacent property owners to establish a uniform design along Van Buren Boulevard.

11. 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.

12. 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:**

1. 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)

2. 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.).

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

4. 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)

5. 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)

**Landscape Provisions (Timing Varies)**

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

2. Prior to the issuance of building permits, the Applicant shall prepare a design plan for interior enhanced intersections and paving within the project area, and a military-themed landmark on the southeastern corner of project area. The design and location of these elements will be reviewed and approved by the March JPA Planning Department, in consultation with the Altavita Community, March Field Air Museum, and March ARB as identified in the Meridian Specific Plan (SP-5).

3. 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).

4. 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).

5. All on-site landscape irrigation shall be designed and constructed to meet non-potable "Purple Pipe" standards for reclaimed water systems. (MMRP)

6. 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).

7. 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)

8. 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.

9. 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.

10. 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.

11. 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.

12. 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.

13. 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)**

1. 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.

2. 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.

3. 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.

4. 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.

5. 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.

6. 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).

7. The development shall be subject to all requirements of the March JPA NPDES Guidelines Provision 1.8, which establishes storm water/urban runoff management and discharge controls. These ensure compliance with federal regulations, subsequent amendments, revisions, or ordinances.

8. The structural BMPs selected for this project have been approved in concept. The owner shall submit a final WQMP including plans and details providing the elevations, slopes, and other details for the proposed structural BMPs including the *grass lined bio-swales.* The Engineering Department shall review and approve the final WQMP text, plans and details.

**Clean Air Provisions (Timing Varies)**

1. 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)

2. 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)

3. 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)

4. 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.

5. 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)

6. Project shall provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances. (MMRP)

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

8. 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)

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

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

11. 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)

12. 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)

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

**MJPA BUILDING AND SAFETY DEPARTMENT: WILLDAN**

These conditions of approval will follow the CUP for the above project. Each building proposed will have additional conditions of approval at the time the applicant submits each project. The listed items below are standard conditions that will be used when each building project is submitted.

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 must be provided.

4. Provide four (4) sets of construction plans and documentation for plan review of the proposed project. Below you will find a list of the plans and documents Building and Safety will need for plan review. The initial plan review will take approximately two weeks on most projects. Prior to submitting plans to Building & Safety, applicant may need to submit plans to the County of Riverside Environmental Health Department and County Fire Department for approvals.

5. Please provide the following sets of plans and documents for each building. All conditions of approval from each department and agency shall be placed on the building plans.

   Building and Safety submittal's required at first plan review.

   (4) Architectural Plans
   (4) Structural Plans
   (2) Structural Calculations
   (4) Plot/Site Plans
   (4) Electrical Plans
   (4) Electrical Load Calculations
   (4) Plumbing Plans/Isometrics, Water, Sewer and Gas
   (4) Mechanical Plans
   (4) Mechanical Duct Layout Plans
   (4) Disabled Access Improvement Plan for the Site
   (2) Roof Truss Plans
   (2) Title 24 Energy Calculations
   (4) Copy of Approved Precise Grading Plans
   (2) Proposed Water Quality Management Plan, (WQMP)
   (2) Erosion Control Plan.
   (2) Stormwater Pollution Prevention Plan
   (1) Copy of Approved Fire Department Plans for the project.
   (1) Copy of Approved Health Department Plans for the project
   (2) Soils Reports
   (2) Commissioning Plans for Buildings over 10,000 square foot.

***Building & Safety General Information***

1. All structures shall be designed in accordance with the 2016 California Building Code, 2016 California Mechanical Code, 2016 California Plumbing Code, and the 2016 California Electrical Code, and the 2016 California Green Buildings Standards adopted by the State of California.

2. The Developer/Owner is responsible for the coordination of the final occupancy. The Developer/Owner shall obtain clearances from each department, division, or agency prior to requesting a final building inspection from Building & Safety. Each agency shall sign the bottom of the Building & Safety job card.

3. Building & Safety inspection requests can be made twenty-four (24) hours in advance for next day inspection. Please contact (951) 656-7000. You may also request inspections at the Building & Safety public counter.

4. Temporary toilet facilities shall be provided for construction workers. The toilet facilities shall be maintained in a sanitary condition. Construction toilet facilities of the non-sewer type shall conform to ANSI ZA.3.

5. The City enforces the State of California provisions of the California Building Code disabled access requirements. The Federal Americans with Disabilities Act (ADA) standards may differ in some cases from the California State requirements, therefore it is the building owner's responsibility to be aware of those differences and comply accordingly.

6. 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.

7. MJPA Building & Safety (Willdan) will inspect all foundation work, structural work on the building to include plumbing, electrical, mechanical, title 24, green building code items. Building & Safety will also inspect the electrical conduit in the common areas for light standards as well as accessibility from the right of way to the building and the disabled parking stalls. Signage will be inspected by the Building & Safety as well as trash enclosures and other ornamental structures on the site.

8. MJPA Engineering (Tri-Lake Engineering) will inspect construction in the right of way as well as the grading and precise grading on site. Storm drain, sewer and water lines outside the building will be inspected by Tri-Lake Engineering.

9. Storm Water (CG Resource Management & Engineering) will inspect the Storm Water requirements on and off site.

10. Construction projects which require temporary electrical power shall obtain an Electrical Permit from MJPA Building and Safety Department. No temporary electrical power will be granted to a project unless one of the following is in place and approved by Building and Safety and the MJPA Planning Department:

    a) Installation of a construction trailer; or
    b) Security fenced area where the electrical power will be located.

**Building & Safety Conditions**

1. Prior to the issuance of a building permit, the applicant shall pay all Development Improvement Fee's to March JPA; this also includes any school fees and outside agency fees such as sewer water and utilities. Copies of receipts shall be provided to Building & Safety prior to permit issuance.

2. All on site utilities shall be underground to the new proposed structures unless prior approval has been obtained by the utility company or March JPA.

3 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.

3. Prior to issuance of building permits, site grading certification and pad certifications shall be submitted to Building & Safety. Prior to concrete placement, submit a certification for the finish floor elevation and set backs of the structures. The certification needs to reflect that the structure is in conformance with the precise grading plans. Compaction reports shall accompany pad certifications. The certifications are required to be signed by the engineer of record.

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

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

6. Special inspectors and structural observation inspectors that are required by the engineer of record shall register with Building & Safety. The special inspectors shall provide a copy of his or her certifications and a copy of their driver's license before the start of work as an inspector on the project. Special inspectors are to provide daily reports to Building & Safety by e-mail to the City inspector and to the permit technician. Special inspectors are also required to provide a hard copy of the reports in the construction office daily for the inspector's use. The special inspectors shall make all necessary and required inspections before the City provides periodic inspections.

7. All unused construction materials shall be recycled using March JPA's Franchise Hauler. Prior to the certificate of occupancy, the building inspector will request copies of all recycling receipts.

8. A Certificate of Occupancy will be granted to the Developer/Owner when the building is 100 percent complete and all agencies have signed for permanent occupancy. If the Developer/Owner has a tenant that will be performing a tenant improvement, Building & Safety will issue a permit for the tenant improvement if all other agencies agree to allow the

permit to be issued and the plans are approved. No temporary certificate of occupancy will be granted prior to the building and site being 100 percent complete.

9. Site development and grading shall be designed to provide access to all building entrances on the site and exterior ground floors exits and access to normal paths of travel. 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, vehicle charging stations 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, Section, 11B.

**MJPA ENGINEERING DEPARTMENT: TRILAKE ENGINEERING**

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 and the tentative map correctly shows all existing easements, traveled ways and drainage courses with appropriate Q's and that their omission may require the map to be resubmitted for further consideration. The following conditions are essential parts and requirement occurring in ONE is as binding as though occurring in all. They are intended to be complimentary to the tract map and specific plan and to describe the conditions for a complete design of the improvements. All questions regarding the true meaning of the conditions shall be referred to the MJPA Public Works Engineer. The on and offsite improvements shall be installed pursuant to Riverside County Flood Control, Riverside County Transportation Department and Western Municipal Water District Standards and as approved by MJPA. Encroachment permit shall be obtained from all affected agencies.

1. Drainage and flood control facilities and improvements shall be provided in accordance with the MJPA and Riverside County Flood Control requirements and standards stated in their letter dated May 6, 2016. The following drainage related conditions are the requirement of this project:

   a. Drainage facilities outletting sump conditions shall be designed to convey the tributary 100-year on and offsite storm flows. Additional emergency escape shall also be provided pursuant to Flood Control requirements.

   b. The property's grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage area. No ponding or concentration of water to upstream and downstream properties shall be permitted.

      The project site and building design shall consider the water table. The design of the site and the building shall be reviewed and approved by Building Department.

c. Final hydrology report and hydraulic calculation shall be submitted to the MJPA Public Works Engineer and RCFC for review and approval. The report shall address the offsite flow, accumulative onsite runoff, and the impact to adjacent downstream properties.

d. All grading and drainage improvements shall comply with NPDES and Best Management Practices. Erosion control plans shall be prepared and submitted to Water Quality Board and the MJPA Public Works Engineer as part of the grading plans.

e. The "first flush" basins shall be private and located onsite and properly landscaped and screened as determined by Planning Department. The parkway and onsite landscaping may be utilized for this purpose.

f. Connection to drainage facilities maintained by RCFC will require their approval, any onsite drainage facilities not maintained by RCFC and the JPA's maintenance district shall be privately maintained.

2. Streetlights shall be required along Van Buren Boulevard as determined by Riverside County. Additional street lights along Opportunity Way adjacent to the site if required shall be determined by MJPA. The lights shall conform to SCE standards and cost of maintenance paid by the developer pursuant to JPA requirements.

3. The proposed development is in the service area of WMWD for water and sewer services. On and offsite water/sewer improvements shall be installed to their standards and reviewed by JPA.

4. On and offsite improvements including grading, paving, water/sewer and drainage plans along with hydrology, shall be submitted to MJPA Public Works Engineer's and RCFC review and approval.

5. Onsite striping, lighting, and landscaping shall be reviewed and approved by Planning Department.

6. Van Buren Boulevard adjacent to this site is within jurisdictions of Riverside County and shall be improved as required by County. Improvements to the above road including dedication of right-of-way, landscaping, striping, signage, street lights, signal, sidewalk, and driveway locations shall be reviewed and approved by the County.

7. Opportunity Way along the property frontage may require additional improvements including streetlights and right turn in and out, transition lanes, striping, and signage to accommodate the proposed driveways.

   Opportunity Way adjacent to the most southerly driveway shall require installation of raised landscape/hardscape median to prohibit left turn movements (in and out) as determined by JPA.

8. The intersection of Sysco Way and Opportunity Way may require installation of a traffic signal. The developers/owner shall submit a signal warrant study prior to the issuance of building permits for any units in Phase 2 and install signal if warranted prior to occupancy of Phase 2 units.

9. The tentative map is proposing to create 10 lots. This map is considered a Financing Map and as such other than installation of monuments and dedication of right-of-way, no other improvements shall be required.

10. All on and offsite plans including signal, striping, signing, grading, drainage, water & sewer shall be submitted to JPA for review and approval.

**MARCH AIR RESERVE BASE**

1. Prior to construction plan approval, design of all Project site detention basins and basin calculations shall be submitted to March Air Reserve Base Civil Engineer for review and approval

**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION**

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 of the buildings. While it is not required, the applicant and its successors-in-internet are encouraged to provide a copy of said "Notice of Airport in Vicinity" to employees who would regularly be working therein:

**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)

5. Any retention basin shall be designed so as to provide a maximum 48-hour detention period for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

6. Noise attenuation measures shall be incorporated into the design of office areas of structures, as necessary to ensure interior office noise levels from aircraft operations are at or below 45 CNEL.

**RIVERSIDE COUNTY DEPARTMENT OF ENVIRONMENTAL HEALTH**

Based on information provided, the Department of Environmental Health requires the following:

1. Water and Wastewater: Provide an original copy of a water and sewer "Will Serve" letter from Western Municipal Water District (WMWD) along with a map of the nearest water and sewer main connection

2. Industrial Hygiene-Noise: The Project Applicant shall obtain written clearance from DEH Office of Industrial Hygiene. Please note that a Noise Study may be required. Please contact (951) 955-8992 for further information.

3. Environmental Cleanups Program: The Project Applicant shall obtain written clearance from DEH Environmental Cleanup Programs Office. Submit a Phase I Environmental Site Assessment for review. Please contact (951) 955-8992 for further information.

4. Hazardous Materials Management: The Project Applicant shall provide a summary of the types of hazardous materials/waste to be used and/or stored on site. If there are no hazardous materials/waste, please indicate in a written statement

5. Retention Basins: Any proposed retention basins (i.e. water quality basin) shall be constructed and maintained in such a manner that prevents vector breeding and vector nuisances.

6. Review Fees: The Project Applicant shall pay any and all appropriate fees prior to project review and approval.

**RIVERSIDE COUNTY FIRE DEPARTMENT, FIRE MARSHALL**

With respect to the conditions of approval for CUP 16-01, PP 16-02, and TM 16-01, the Riverside County Fire Department requires the following fire protection measures be provided in accordance with Riverside County Ordinances and/or recognized fire protection standards:

1. California Fire Code requirements to be provided by Riverside County Fire on an individual project basis.

2. Fire Hydrants: Provide fire hydrants within 400 feet of all portions of all structures and distributed in accordance with California Fire Code, Section C105, Appendix C.

3. Fire Flow: Provide or show there exists a water system capable of delivering fire flow of 4,000 gpm at 20 psi for 4 hours as required by California Fire Code and Riverside County Fire Department standards. This fire flow is based Type V-A construction and buildings having a fire sprinkler system. Fire flow may be adjusted upon receiving building plans.

4. Water Plans: Prior to building plan approval and construction, applicant/developer shall furnish two copies of the water system fire hydrant plans to Fire Department for review and approval. Plans shall be signed by a registered civil engineer, and shall confirm hydrant type, location, spacing, and minimum fire flow.

5. Water System Prior to Permit Issuance: Prior to issuance of building permits, the water system for fire protection must be installed and approved by the Fire Department.

6. Water System Prior to Combustibles on Site: The water system shall be installed and accepted prior to bringing any combustibles on site.

7. Blue Dot Reflectors: Blue retro-reflective pavement markers shall be mounted on public/private streets and driveways to indicate the location of fire hydrants. Prior to installation, placement of markers must be approved by the Riverside County Fire Department.

8. Underground Storage Tanks: Plans for Underground Storage Tanks shall be submitted to the Riverside County Fire Department and Riverside County Environmental Health Department for approval prior to installation.

9. Fire Sprinklers: Fire sprinklers are required for all buildings 3,600 square feet and larger. Install fire sprinklers systems in accordance with California Fire Code, 2013 edition, NFPA 13 or 13R, 2013 edition, and Riverside County Fire Department standards. Plans must be submitted to the Fire Department for review and approval prior to installation.

10. Fire Department Access: Provide access to within 150 feet of all portions of all buildings. Access roads shall comply with California Fire Code and Riverside County Fire Department standards.

11. Knox Rapid Entry System: Buildings and gates shall be equipped with a Knox Rapid Entry System. Contact the Riverside County Fire Department for further information.

12. Building Address Numbers: Display street numbers in a prominent location on the address side of buildings. Numbers shall be legible, of a contrasting color, and adequately illuminated to be visible from street at all hours.

13. Fire Department Access: Provide access to within 150 feet of all portions of all buildings. Access roads shall comply with California Fire Code and Riverside County Fire Department standards. Three-story elevations shall require a minimum 30 foot wide fire department access per Fire Prevention Standard (FPS) 06-05. Provide access to within 150 feet of Building B and provide minimum 30 foot wide access.

14. Fire Hydrants: Provide fire hydrants within 400 feet of all portions of all structures and distributed in accordance with California Fire Code, Section C105, Appendix C.

15. Fire Flow: Provide or show there exists a water system capable of delivering fire flow of 4,000 gpm at 20 psi for 4 hours as required by California Fire Code and Riverside County Fire Department standards. This fire flow is based Type V-A construction and buildings having a fire sprinkler system. Fire flow may be adjusted upon receiving building plans.

16. Water Plans: Prior to building plan approval and construction, applicant/developer shall furnish two copies of the water system fire hydrant plans to Fire Department for review and approval. Plans shall be signed by a registered civil engineer, and shall confirm hydrant type, location, spacing, and minimum fire flow.

17. Water System Prior to Permit Issuance: Prior to issuance of building permits, the water system for fire protection must be installed and approved by the Fire Department.

18. Water System Prior to Combustibles on Site: The water system shall be installed and accepted prior to bringing any combustibles on site.

19. Fire Department Access: Provide access to within 150 feet of all portions of all buildings. Access roads shall comply with California Fire Code and Riverside County Fire Department standards. Three-story elevations shall require a minimum 30 foot wide fire department access per Fire Prevention Standard (FPS) 06-05.

20. Building Address Numbers: Display street numbers in a prominent location on the address side of buildings. Numbers shall be legible, of a contrasting color, and adequately illuminated to be visible from street at all hours.

21. These corrections are preliminary; further review will occur upon receipt of revised plans. Additional conditions may be necessary at that time.

**RIVERSIDE COUNTY FLOOD CONTROL DEPARTMENT**

1. Lot 4 is an infill project located at the northeast corner of Opportunity Way and Van Buren Boulevard. The project proposes eleven (11) commercial buildings and associated parking. The project's surrounding infrastructure is built, including street utilities and drainage. Therefore, the project has no offsite drainage. A stub-out from Line 0, maintained by LLMD, exists which currently drains into the South Channel Basin. The project proposes to drain to this stub--30" CMP which is in the same direction as the general grading, easterly toward the South Channel. Ponding will occur prior to the emergency escape flows entering the basin.

   There appears to be only 1.5 feet of ponding available in this area prior to the finish floor elevation. The project must show that a clear path is available to pond no more than 12 inches prior to entering the proposed flood control South Basin to ensure that the pad is not flooded. A weir calculation will be required to show that the head on the emergency escape is no more than 12 inches high. As an alternative, the project may design redundant storm drain inlets and pipe networks at the sump locations as an emergency escape. It is the District's understanding that the project's water quality aspects will be reviewed by March JPA.

2. 100 Year Sump Outlet: Drainage facilities out letting sump conditions shall be designed to convey the tributary 100-year storm flows. Additional emergency escape shall also be provided.

3. Prep Drainage Patterns: 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 areas, outlet points and outlet conditions. Otherwise, a drainage easement shall be obtained from the affected property owners for the release of concentrated or diverted storm flows. A copy of the recorded drainage easement shall be submitted to the District for review and approval.

4. Offsite Easement or Redesign: If needed, offsite drainage facilities shall be located within dedicated drainage easements obtained from the affected property owner(s). Document(s) shall be recorded and a copy submitted to the District prior to recordation of the final map. If the developer cannot obtain such rights, the map shall be redesigned to eliminate the need for the easement.

Prior to Grading Permit

1. Offsite Easement or Redesign: Offsite drainage facilities shall be located within dedicated drainage easements obtained from the affected property owner(s). Document(s) shall be recorded and a copy submitted to the District prior to recordation of the final map. If the developer cannot obtain such rights, the map shall be redesigned to eliminate the need for the easement.

2. Encroachment Permit Required: An encroachment permit shall be obtained for any work within the District right of way or with District facilities. The encroachment permit application shall be processed and approved concurrently with the improvement plans.

3. Submit Plans: A copy of the project specific WQMP, improvement plans, grading plans, BMP improvement plans and any other necessary documentation along with supporting hydrologic and hydraulic calculations (drainage report) shall be submitted to the District as reference material for the review and approval of the drainage report and storm drain plans. The plans must receive District approval prior to the issuance of grading permits. All submittals shall be date stamped by the engineer and include a completed Flood Control Deposit Based Fee Worksheet and the appropriate plan check fee deposit.

**WESTERN MUNICIPAL WATER DISTRICT**

1. Western Municipal Water District Conditions of Approval, letter dated April 29, 2016, as attached

**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.

**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.

**WESTERN MUNICIPAL WATER DISTRICT**
**CONDITIONS OF APPROVAL**
Letter Dated April 29, 2016

John V. Rossi
General Manager

Robert Stockton
Division 1

Thomas P. Evans
Division 2

Brenda Dennstedt
Division 3

Donald D. Galleano
Division 4

S.R. "Al" Lopez
Division 5

WESTERN MUNICIPAL WATER DISTRICT

Securing Your Water Supply

April 29, 2016




Jeffrey Smith, AICP
Senior Planner
March Joint Powers Authority
23555 Meyers Drive
Riverside, CA 92518

**CONDITIONS OF APPROVAL FOR GREENS GROUP – UNIT 4, LOT 4: COMMERCIAL CENTER**

In response to your letter received on April 13, 2016, Western Municipal Water District's (Western) Conditions of Approval for the above referenced project are as follows:

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

2. Western would like to partner with you to design an attractive, climate-appropriate landscape experience. We would like to discuss this unique opportunity in detail in the near future. Please contact Western's Director of Water Resources, Tim Barr, at (951) 571-7254 or via email at tbarr@wmwd.com.

3. 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.

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

5. Western, as a member agency of Metropolitan Water District of Southern California (MWD) will enforce MWD's Plan for Water Use Efficiency Guideline requirements for water conservation.

6. The property is located within the 1837 Pressure Zone. Currently, Western has an existing 12-inch water pipeline located Opportunity Way and Van Buren Boulevard for service connection to the proposed project. Available Fire Flow will be determined by a flow test or model.

7. Proposed relocation plan for existing 12-inch water transmission main located within the project property must be designed by a Registered Civil Engineer, and reviewed and approved by Western. Deposit for Plan Check must be received prior to plan submittal and Deposit for Inspection must be received prior to approval of the plans.

8. Western has an existing 8-inch recycled water pipeline in Opportunity Way for service connection to the proposed project. Developer is responsible for cost to design and construct connection to this pipeline.

9. Western has an existing 15-inch gravity sewer pipeline in Opportunity Way for service connection to the proposed project. Developer is responsible for cost to design and construct connection to this pipeline.

10. Proposed plan to address the existing 15-inch sewer gravity main and sewer lift station located within the project property must be approved by Western. Sewer will require odor control enhancements to match new land use. No trees, buildings, fences, walls, or structures of any kind, shall be installed, constructed, erected, placed, planted on any portion of the easement and right-of-way for this infrastructure. Any grading operations within easement area requires prior written authorization.

11. Developer to submit a 24" x 36" preliminary on-site and/or off-site plan of water, sewer and/or recycled water plan layout to Western before formal submittal of Water, Sewer and/or Recycled Improvement Plans.

12. 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.

13. 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.

14. Water, Sewer and/or Recycled Water Improvement Plans shall be designed per Western's Standard Specifications. Please review Western's Developer Handbook for submittal formats and requirements online at:

    http://www.wmwd.com/162/Developer-Handbook

15. Water, Sewer and Recycled Water Commercial Plans for connections only shall be designed per Western's Standards and Specifications. Please review Western's Commercial Plan Check Package for submittal formats and requirements online at:

http://www.wmwd.com/DocumentCenter/Home/View/237

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

17. 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.

18. 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.

19. For water, sewer and/or recycled water service by Western, the developer must comply with the "Standard Conditions," and all applicable Rules, Regulations, and General Policies of Western at the time of construction.

20. Developer to grant to Western easements that allow continuous access to onsite Western owned water and sewer infrastructure.

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

**In response to the Governor's Declaration of California Drought Contingency Plan, Western intends to prohibit use of potable water for grading activities. The Developer is hereby notified that with the drought contingency plan approved by Western's Board of Directors, the use of potable water for grading is discontinued and penalties will be enforced. The Developer is encouraged to find alternative Best Management Practices for dust control and soil moisture conditioning.**

Thank you for giving Western the opportunity to submit these items as part of the Conditions of Approval.

Thomas W. Thornton

THOMAS W. THORNTON, P.E.
Principal Engineer

TWT:tp:sc

Enclosure: Transmittal (copy)

**RESOLUTION # JPA 17-04**

**A RESOLUTION OF THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY ADOPTING AN ADDENDUM TO THE CERTIFIED SUBSEQUENT ENVIRONMENTAL IMPACT REPORT FOR THE MERIDIAN SPECIFIC PLAN AMENDMENT (SCH # 2009071069)**

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

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

**WHEREAS**, pursuant to the California Environmental Quality Act (Pub. Resources Code, § 21000 *et seq.*) ("CEQA") and the State CEQA Guidelines (Cal. Code of Regs., tit. 14, § 15000 *et seq.*), in 2003 the March JPA adopted the March Business Center Specific Plan and certified the March Business Center Specific Plan Final Environmental Impact Report ("FEIR") (SCH # 2002071089), to guide land use decisions within 1,290 acres of the March Air Reserve Base planning area; and

**WHEREAS**, in 2010 the March JPA certified the Subsequent Environmental Impact Report ("SEIR") for the Meridian Specific Plan Amendment (SP-5) (SCH # 2009071069), which implemented revisions to a 257.7 acre portion of the larger March Business Center Specific Plan's North Campus area, including revisions to land use and development regulations and land use designations; and

**WHEREAS**, Greens Hospitality, Incorporated ("Applicant") proposes the development of 14.41 acres within Planning Area 7 of the Meridian Specific Plan Amendment (SP-5), including the commercial development of 10 lots totaling approximately 219,695 square feet for hotel, retail, mixed use, and restaurant uses ("Project"); and

**WHEREAS**, a Master Conditional Use Permit (CUP 16-01), Plot Plan (PP 16-02), Specific Plan Amendment (SPA 16-01 A3), Tentative Tract Map (TM 37116), and Variance (V 16-01) collectively constitute the "Project" for purposes of the California Environmental Quality Act (Pub. Resources Code, § 21000 *et seq.*) ("CEQA"); and

**WHEREAS**, in accordance with CEQA and the State CEQA Guidelines, the March JPA staff has prepared an Initial Study to identify the potentially significant environmental effects of the proposed Project, attached hereto as Exhibit "A" and incorporated herein; and

**WHEREAS**, the Initial Study indicated that all potential environmental impacts of the Project were fully analyzed and mitigated to the extent possible in the certified SEIR; and

**WHEREAS**, on the basis of the Initial Study, staff determined that an Addendum to the certified SEIR should therefore be prepared for the Project's proposed minor technical changes; and

**WHEREAS**, none of the circumstances specified in Public Resources Code section 21166 or State CEQA Guidelines section 15162 have occurred and thus the preparation of a subsequent or supplemental EIR or negative declaration in conjunction with the approval of the Project is not required by CEQA; and

**WHEREAS**, the Addendum, attached hereto as Exhibit "B" and incorporated herein, to the certified SEIR was prepared pursuant to CEQA, the State CEQA Guidelines, and the March JPA's Local CEQA Guidelines; and

**WHEREAS**, pursuant to State CEQA Guidelines section 15164, subdivision (c), the Addendum is not required to be circulated for public review, but can be attached to the certified SEIR; and

**WHEREAS**, on April 12, 2017, the March Joint Powers Authority Commission ("Commission") conducted a duly-noticed public hearing at which time all persons wishing to testify in connection with the Addendum or the Project were heard and the Addendum and Project were comprehensively reviewed; and

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

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

**SECTION 1.** Recitals. The above recitals are true and correct and incorporated herein as findings of fact.

**SECTION 2.** Compliance with the California Environmental Quality Act. As the decision-making body for the Project, the Commission of the March JPA has reviewed and considered the FEIR, the SEIR, the Addendum to the SEIR, the Initial Study, any oral or written comments received, and the administrative record prior to making any decision on the Project. The Commission finds that the Addendum and Initial Study 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 3.** Findings on the Necessity for a Subsequent or Supplemental Environmental Impact Report. Based on substantial evidence set forth in the record, including but not limited to, the FEIR, the SEIR, the Addendum, the Initial Study, and all related information presented to the Commission, the Commission finds that the Project necessitates only minor modifications to the certified SEIR. Therefore, pursuant to State CEQA Guidelines section 15164, an addendum to the SEIR is the appropriate document.

The Commission further finds that the preparation of a subsequent or supplemental EIR is not required for the proposed Project because the Project (including Master Conditional Use Permit (CUP 16-01), Plot Plan (PP 16-02), Specific Plan Amendment (SPA 16-01 A3), Tentative Tract Map (TM 37116), and Variance (V 16-01)):

(a) does not constitute a substantial change that will require major revisions of the SEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of the previously identified significant effects; and

(b) does not constitute a substantial change with respect to the circumstances under which the Project is undertaken that will require major revisions of the SEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of the previously identified significant effects; and

(c) does not contain new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the SEIR was certified, that shows any of the following: (i) the Project will have one or more significant effects not discussed in the SEIR; (ii) significant effects previously examined will be substantially more severe than shown in the SEIR; (iii) 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 lead agency declined to adopt such measures; or (iv) mitigation measures or alternatives considerably different from those analyzed in the SEIR would substantially reduce one or more significant effects on the environment, but which the lead agency declined to adopt.

**SECTION 4.** Findings on Environmental Impacts. Based on the Addendum, the Initial Study, the administrative record, and having considered the SEIR and the FEIR and all written and oral evidence presented to the Commission, the Commission finds that all environmental impacts of the Project have been addressed within the certified SEIR and the Initial Study. The Commission finds that no new or additional mitigation measures or alternatives are required. The Commission further finds that there is no substantial evidence in the administrative record supporting a fair argument that the Project may result in any significant environmental impacts beyond those analyzed in the certified SEIR. The Commission finds that the Addendum contains a complete, objective, and accurate reporting of the environmental impacts associated with the Project and reflects the independent judgment and analysis of the Commission.

**SECTION 5.** Adoption of the Addendum to the Certified Subsequent Environmental Impact Report. The Commission hereby approves and adopts the Addendum prepared for the Project.

**SECTION 6.** Notice of Determination. The Commission directs March JPA staff to prepare, execute, and file a Notice of Determination with the Riverside County Clerk within five (5) working days of the passage and adoption of this Resolution.

**SECTION 7.** Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings are based are located at the Office of the Planning Manager, March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518.

**SECTION 8.** Execution of Resolution. The Chair of the Commission of March JPA shall sign this Resolution and the Clerk of March JPA shall attest and certify to the passage and adoption thereof.

**SECTION 9.** Effective Date. This Resolution shall be effective upon its adoption.

**PASSED, APPROVED, AND ADOPTED** this 12th day of April, 2017.

Mike Gardner, Chairman
March Joint Powers Authority Commission

ATTEST:

I, Cindy Camargo, Acting Clerk of the March Joint Powers Commission, do hereby certify that the foregoing Resolution #JPA 17-04 was adopted by the March Joint Powers Commission of the March Joint Powers Authority at a regular meeting thereof held on the 12th day of April, 2017, by the following vote of the Commission:

Ayes: Rogers, Jeffries, Vargas, Baca, Melendrez, Gutierrez, Ashley, Gardner
Noes: None
Abstain: None
Absent: None

Dated: April 12, 2017

Cindy Camargo, Acting Clerk
March Joint Powers Authority Commission

**EXHIBIT A**
Initial Study

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:** Veterans Plaza, Unit 4, Lot 4

2. **Lead Agency Name and Address:**

   March Joint Powers Authority
   14205 Meridian Parkway, Suite 140
   Riverside, CA 92518

3. **Contact Person and Phone Number:** Jeffrey M. Smith, Senior Planner 951-656-7000

4. **Project Location:** Vacant land at the northeastern corner of Van Buren Boulevard and Opportunity Way, Riverside, CA 92518 (Figures 1 through 3).

5. **Project Sponsor's Name and Address:**

   Greens Hospitality Incorporated – Atman Kadakia
   9289 Research Drive
   Irvine, CA 92618

6. **General Plan Designation:** Commercial (per the Meridian Specific Plan Amendment SP-5)

7. **Zoning:** Commercial

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 historically supported March AFB were no longer needed to support the ARB and 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 Environmental Impact Report (EIR) were prepared for the JPA planning area, which includes the March ARB. These documents were adopted and certified in 1999. In 2003, the March Business Center Specific Plan and Focused Environmental Impact Report (FEIR) (SCH# 2002071089) were adopted/certified to guide land use decisions within a 1,290-acre portion of the planning area and established a North and South Campus on either side of Van Buren Boulevard (see Figure 3). Since 2003, development has been ongoing on the 662-acre North Campus, which is located between Alessandro Boulevard to the north and Van Buren Boulevard to the south. Numerous parcels in the North Campus are developed and occupied while others are in various stages of development or are vacant. No development has occurred on the 628 acres within the South Campus.

   Since the adoption of the March Business Center Specific Plan in 2003, the Specific Plan area has been referred to and marketed as "Meridian." In 2010, the Meridian Specific Plan Amendment (SP-5) ("Meridian SP-5") was prepared to amend the 2003 March Business Center Specific Plan. A 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 FEIR, and to accommodate the development of the Sysco Distribution Facility on Lot 16. The Meridian SP-5 focused on the undeveloped lots in the North Campus (which comprised 257.7 acres) and no amendments were proposed for the South Campus. The Project site is located on 14.41 acres in the North Campus and is part of the Meridian SP-5, Planning Region C, Planning Area 7, Unit 4 Lot 4.

   The following is a summary of the environmental impacts and level of significance for each resource area analyzed in the Meridian Specific Plan Amendment (SP-5) SEIR ("Meridian SEIR" or "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

The following planning and environmental documents that also guide redevelopment within the Meridian SP-5 area include the following:

- General Plan of the March JPA (September 1999)
- Master Environmental Impact Report for the General Plan of the March JPA (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)
- March JPA Development Code (November 2012)

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 14.41-acre undeveloped proposed Project ("Project") site is subject to the land use regulations in the adopted Meridian SP-5, which identifies the site for commercial development, including retail stores, restaurants, and administrative, financial, service, and government offices at key intersections of major arterial roads or at major off-ramps from Interstate 215 (I-215). The Meridian SP-5 permits the development of general retail establishments, automotive service stations, and restaurant (sit down and fast-food) by-right within the Commercial land use and zoning designation. Hotel/motel uses and any development in the commercial district that exceeds 25,000 square feet of gross floor area are allowed with a Master Conditional Use Permit. Freeway signage at the Project site is regulated by the March Business Center Design Guidelines, which permits freeway signage up to a maximum height of 45 feet and maximum sign area of 150 square feet. The Project site is currently graded and street, water, sewer, and storm drain improvements are in place within Opportunity Way and Van Buren Boulevard, adjacent to the site. These improvements were authorized as part of the approval of the Meridian SP-5 and completed in 2012.

The Meridian SEIR evaluated operational impacts and identified mitigation measures based on the total amount of external traffic trips generated with buildout of the 1,290-acre Meridian SP-5. External trips were estimated for each of the undeveloped Planning Areas. As a result, Planning Areas 1, 3, 5, 6, and 7 each have an established "budget" of external daily trips that is used to determine if additional impacts would occur as remaining vacant properties develop. If it is demonstrated that the amount of external trips would not exceed the previously analyzed amount of trips for that Planning Area, then subsequent analysis of potential traffic impacts is not necessary. The proposed Project is within Planning Area 7. Planning Area 7 includes five undeveloped properties (U4-3, -4, -5, -6, and -7); however, U4-3 has been approved for development and estimated to generate 1,585 trips. As a result, Planning Area 7 has a remaining 14,579 external average daily trips within its traffic "budget" for the remaining four undeveloped properties that was approved with the Meridian SEIR in 2010.

The Project includes the commercial development of 10 lots totaling about 219,695 square feet for hotel, retail, mixed use, and restaurant uses (see Table 1 and Figures 4 through 6d) within Planning Area 7 of the Meridian SP-5. Construction equipment would be at least Tier 3 compliant. In order to approve the Project, a Specific Plan Amendment, Master Conditional Use Permit, Variance, and a Tentative Map are needed, as they were not part of the project analyzed in the Meridian SEIR. A description of each of the requested permits as they apply to the Project is provided below.

**Specific Plan Amendment (SP5-A3).** The Meridian SP-5 prohibits the development of the Project site for hotel uses due to the site's location near the March Air Reserve Base/Inland Port Airport. Specifically, the Project site is within Compatibility Zone B2 per the Riverside County Airport Land Use Commission (ALUC) Compatibility Plan, which is a high noise zone. The adopted Meridian SP-5 prohibits the development of hotel uses within the B2 Compatibility Zone; however, since adoption of the Meridian SP-5, the ALUC Compatibility Plan was updated and included an exception for the areas within the Meridian SP-5. As adopted, the 2014 ALUC Compatibility Plan allows hotel development within the Project site provided that hotel development does not involve more than 100 people per acre, a maximum of 250 people per single acre, or a maximum of three aboveground habitable floors. Conference rooms are prohibited, with the exception of small meeting rooms of up to 50 people. The proposed Specific Plan Amendment would modify the language in the existing Meridian SP-5 to be consistent with the adopted ALUC Compatibility Plan.

**Master Conditional Use Permit (CUP 16-01).** The Meridian SP-5 requires a Master Conditional Use Permit to allow hotel uses in excess of 25,000 square feet. The Project includes two proposed hotels on lots 1 and 7 and are labeled as Buildings A and B (see Figure 4). Lot 1 includes a 161-room hotel with 86,568 square feet and Lot 7 includes a 90-room hotel with 47,760 square feet. Because the proposed hotel uses exceed 25,000 square feet each, approval of the Master Conditional Use Permit is required. This request also authorizes the gas canopy and convenience store as an automotive service station. Finally, the Master Conditional Use Permit also analyzes a reduction in site parking, submitted through a detailed parking analysis.

**Variance (V 16-01).** Signage associated with the Project includes freeway signage in the northeast corner of the Project site (see Figure 4). The proposed signage would be 60 feet in height and 500 feet in total square footage area, which exceeds the currently adopted March Business Center Design Guidelines restrictions of 45 feet in height and 150 square feet in area. Approval of a Variance would allow the signage as proposed. One of the three (3) allowed freeway signs provided for the Meridian development to be constructed at 60 feet and 500 square feet of signage.

**Tentative Tract Map (No. 37116).** Project entitlements include a Tentative Tract Map to subdivide the site into 10 legal lots ranging between 0.85 acre and 2.83 acres in size. Table 1 depicts each of the 10 proposed lots, their proposed building size, building height, and a brief description of the proposed uses.

**Plot Plan (PP 16-02).** A Plot Plan is required to depict the proposed site layout, including building locations and setbacks, parking configuration, landscaping improvements, signage, driveways, and phasing. As depicted on Figures 4, 5a, and 5b, buildings would generally be located on the edges of the site and buffered from Opportunity Way and Van Buren Boulevard by landscaping. The Project would be developed over two phases, beginning with the development of fast food restaurants, a gas station/convenience store with 16 gas pumps, and a mixed-use building with fast food, restaurant, and retail uses in the southwestern corner of the site during Phase 1. Phase 2 would include the development of both hotels, two retail buildings, and a restaurant in the northern and eastern portions of the Project site. As shown on Figure 4, a total of four driveways are planned, including three along Opportunity Way and one along Van Buren Boulevard. As shown on Figures 6a through 6d, building heights would range between 26.5 feet and 50 feet. Proposed buildings would be single-story, with the exception of the two hotels, which would be developed as three-story buildings. A total of 606 parking stalls are included for the Project. As proposed, the Plot Plan was analyzed using a "Building Code and Parking Spaces/Vehicle Occupancy" methodology to determine compliance with Meridian Specific Plan SP-5 airport compatibility provisions with the Riverside County Airport Land Use Plan provisions, for each building in Phases 1 and 2. As submitted on the Plot Plan, it was determined that development planned for Phase I is consistent with the compatibility provisions. Although submitted and presented, the final building site layout/design for the development of Phase 2 have not been confirmed. At the time of final building site layout/design is determined, the project Applicant will submit to the March JPA staff the required density calculations, identifying compliance with Meridian Specific Plan SP-5 A3 airport compatibility provisions and the Riverside County Airport Land Use Plan provisions, for each individual site/ building within Phase 2

10. **Surrounding Land Uses and Setting:** (Briefly describe the project's surroundings.)

The Project site is currently vacant and mass graded. Surrounding uses include industrial development and vacant graded lots to the west; a vacant graded parcel entitled for business park use to the north; the South

Channel Detention Basin, rail line, and I-215 to the east; and a cemetery to the south (see Figure 3).

11. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**

As the Project is located directly west of a regional drainage facility that is maintained by the Riverside County Flood Control District (District), the District's approval would be required as part of the entitlement process. A National Pollutant Discharge Elimination System (NPDES) permit would be required to be obtained from the Santa Ana Regional Water Quality Control Board (RWQCB).

**Table 1. Project Description and Phasing**

| Building Letter | Lot Number | Lot Size (acres) | Building Size (sf) | Maximum Building Height (feet) | Description |
|---|---|---|---|---|---|
| **Phase 1** | | | | | |
| D | 2 | 0.94 | 6,000 | 26.5 | Mixed-use building with fast food, restaurant, and retail uses, four tenants |
| E | 10 | 1.61 | 3,800 | 26.5 | Gas station/convenience store with 16 gas pumps, single tenant |
| F | 9 | 0.85 | 2,420 | 26.5 | Fast food restaurant building, single tenant |
| G | 8 | 1.28 | 3,550 | 26.5 | Fast food restaurant building, single tenant |
| L | 3 | 1.00 | 6,000 | 26.5 | Restaurant, single tenant |
| *Phase 1 Subtotal* | - | *5.68* | *21,770* | - | - |
| **Phase 2** | | | | | |
| A | 1 | 2.83 | 86,568 | 50 | 161-room hotel and three-stories |
| B | 5 | 1.62 | 47,760 | 50 | 90-room hotel and three-stories |
| C | 7 | 2.20 | 50,097 | 31.5 | Retail building, four tenants |
| J | 6 | 1.11 | 7,500 | 26.5 | Retail building, four tenants |
| K | 4 | 0.96 | 6,000 | 26.5 | Restaurant, single tenant |
| *Phase 2 Subtotal* | - | *8.72* | *197,925* | - | - |
| ***Total*** | - | ***14.41*** | ***219,695*** | | - |

Source: Greens Group, 2016.

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 and Forestry Resources | ☐ Air Quality |
| ☐ Biological Resources | ☐ Cultural Resources | ☐ Geology / Soils |
| ☐ Greenhouse Gases | ☐ 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 |

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 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 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 _____

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.

The Meridian 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 consists of 10 commercial buildings including hotels, restaurants, retail, and a gas station and associated parking on a lot zoned for commercial development. Although the Project would require a Specific Plan Amendment to modify language to be consistent with the Riverside County ALUC Compatibility Plan, a Tentative Map to divide the site into 10 lots, a Master Conditional Use Permit to permit hotel development in excess of 25,000 square feet and to allow the service station and shared parking analysis, and a Variance to deviate from existing freeway signage requirements, the proposed Project would not generate significant impacts not previously analyzed in the Meridian SEIR. 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.

| 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:**

a) Within the vicinity of the Project site, Alessandro Boulevard, Barton Street, and Van Buren Boulevard are recognized as scenic corridors by the March JPA General Plan. The Project site is located approximately 1.9 miles south of Alessandro Boulevard and 2.2 miles east of Barton Street and is not visible from either. The Project site is adjacent and north of Van Buren Boulevard and the site is and would continue to be visible from Van Buren Boulevard. Policy 6k of the March JPA General Plan states to "assure an enhanced gateway treatment on the north side of Van Buren Boulevard across from Riverside National Cemetery that complements the cemetery entrance." A CUP is requested to permit hotel uses in excess of 25,000 square feet and a variance is requested to exceed freeway signage height and total sign area. As a result, views from Van Buren Boulevard would include larger hotel uses and a larger freeway sign compared to what was analyzed in the Meridian SEIR. While these approvals were not considered with the Meridian SEIR, the proposed Project would be subject to the landscaping and design requirements outlined in the approved Meridian Design Guidelines, which were developed to help implement the March JPA General Plan, including Policy 6k. Compliance with the landscaping and design requirements is included as Mitigation Measure I-1 in the 2003 FEIR, which is referenced in the Meridian SEIR as applicable and would also apply to the proposed Project. Also, impacts on the scenic corridor designation of Van Buren Boulevard related to commercial development of the Project site were considered in the Meridian SEIR and concluded to be less than significant. The proposed land uses and type of development proposed for the current Project have not changed substantially and there are no new significant impacts associated with the proposed Project from what was analyzed in the Meridian SEIR.

b) The Project 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 and none would be affected. There are no eligible or designated scenic highways within view of the Project site. The nearest eligible state scenic highway is a portion of I-215 located approximately eight miles to the south of the proposed Project near Perris, and the nearest officially designated state scenic highway is a portion of State Route (SR-) 38, located about 20 miles northeast of the Project (Caltrans 2016). Due to distance, the Project site is not visible from either highway location. There are no new impacts associated with the proposed Project from what was analyzed in the Meridian SEIR.

c) The existing visual character and quality of the Project site and surrounding areas is primarily related to commercial and industrial development along I-215 along with vacant graded lots that are anticipated for development with the exception of a cemetery south of the proposed Project site and Van Buren Boulevard, which exhibits a different visual character. The Project would result in the change of a vacant, graded dirt lot with a commercial development similar to most of the surrounding areas. In relation to the cemetery, the proposed landscaping along the north side of

Van Buren Boulevard (along the south side of the Project site, see Figure 5b) would include street trees similar to those along the south side of Van Buren Boulevard where the cemetery is located. While the existing visual character and quality of the Project site would change, the conclusions of the Meridian SEIR determined that commercial land uses on the Project site would not result in a significant impact to the existing visual character and quality of the site and surrounding areas. The Project includes a request for a variance to the permitted sign requirements and includes a freeway sign 60 feet in height and 500 feet in total square footage area that would exceed the currently adopted March Business Center Design Guidelines restrictions for freeway signs to 45 feet in height and 150 square feet in area. If the requested Variance and the proposed Project is approved, the approval would require a confirmation by the March JPA Planning Director that the proposed freeway sign is visually compatible and complimentary to the proposed development. Further, the Project as a whole includes a commercial development, consistent with the designations analyzed in the Meridian SEIR and as a result, the proposed height and size of the freeway sign would not substantially degrade the existing visual character of quality of the site. There are no new impacts associated with the proposed Project from what was analyzed in the Meridian SEIR.

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 the light fixture, 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 Project lighting would comply with the requirements of the approved Meridian Design Guidelines. Therefore, no new impact not previously addressed in the Meridian SEIR would result. No further environmental review is required.

**Mitigation Measures:**

All Meridian SEIR mitigation measures and mitigation measures from the FEIR that are referenced in the Meridian SEIR pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measure I-1, which is referenced in the Meridian SEIR and is part of the 2003 FEIR, would be applicable to the proposed Project. As discussed above, the proposed Project would not result in any additional impacts related to aesthetics; accordingly, no additional mitigation measures beyond those identified or referenced in the Meridian SEIR that are applicable to the Project are required.

| Issues: | | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced Impact |
|---|---|---|---|---|---|
| II. | AGRICULTURE AND FORESTRY 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:**

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, consistent with the conclusions in the Meridian SEIR. There are no new impacts associated with the proposed Project from what was analyzed in the Meridian SEIR.

b) The Project site and surrounding area do not contain agricultural resources or land under the Williamson Act contract, consistent with the conclusions in the Meridian SEIR. There are no new impacts associated with the proposed Project from what was analyzed in the Meridian SEIR.

c, d, & e) The Project site and surrounding area do not contain forest land. There are no new impacts associated with the proposed Project from what was analyzed in the Meridian SEIR.

**Mitigation Measures:**

No potentially significant impacts related to agriculture and forestry resources were identified in the SEIR, and, thus, no corresponding mitigation measures for agricultural and forest resources are included in the SEIR. The analysis herein did not identify any additional associated impacts resulting from 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:**

a) The air quality analysis in the Meridian SEIR addressed compliance with the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP). The proposed Project would include similar emissions sources previously analyzed within the Meridian SP-5 area (e.g., emissions associated with commercial land uses) and would be required to comply with the applicable SCAQMD Rules and Regulations. Additionally, all vehicles would be required to comply with the California Air Resources Board (ARB) emissions standards. The Meridian SP-5 was found to be in conformance with these applicable regulations. Because the proposed Project would not increase the overall intensity of development analyzed in Meridian SEIR, which was found to be in compliance with applicable air quality plans, there would be no new conflicts with the applicable AQMP. No further environmental review is required.

b) The Project is located within the Riverside County portion of the South Coast Air Basin (SCAB), which is designated under National Ambient Air Quality Standards (NAAQS) as an extreme non-attainment area for ozone and particulate matter less than or equal to 2.5 microns ($PM_{2.5}$). The SCAB is a federal attainment/maintenance area for carbon monoxide (CO), particulate matter less than or equal to 10 microns ($PM_{10}$), and nitrogen dioxide ($NO_2$). The Riverside County portion of the SCAB is in federal attainment for sulfur dioxide ($SO_2$) and lead. Under the California Ambient Air Quality Standards (CAAQS), the SCAB is designated as a non-attainment area for ozone (both the 1- and 8-hour standards), $PM_{10}$, and $PM_{2.5}$. The Riverside County portion of the SCAB is in attainment of the CAAQS for CO, $NO_2$, $SO_2$, and lead.

The Meridian SEIR analyzed potential impacts of stationary and mobile emission sources for designated land uses within the Meridian SP-5. The analysis addressed specific on-site 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 undeveloped lots (including the proposed Project), such as truck refrigerated units, emergency generators, forklifts, yard goats, boilers, fuel station(s), and fuel storage facilities. Emissions from stationary and mobile sources within the Meridian SP-5 collectively formed an emissions "budget" for planned and assumed development within the Meridian SP-5. The Meridian SP-5's external vehicle trips traffic generation is also within a traffic "budget," which is considered to estimate mobile source emissions at the project-level relative to the entire Meridian Specific Plan. The number of trips anticipated to be generated during operations of the proposed commercial uses is anticipated to be within the number of trips previously analyzed in the SEIR (see the traffic discussion in Section XVI, below), and would not result in new air quality impacts.

To further support the conclusion that no new impacts are anticipated beyond those evaluated in the Meridian SEIR, an Air Quality Supplemental Letter was prepared by Ldn Consulting, Inc. in October 2016 (Appendix A). The Meridian SEIR air quality analysis in 2010 relied upon URBEMIS modeling software, which has since been replaced by CalEEMod. CalEEMod takes into account the added requirements for fuel efficiency and the development of cleaner burning motors for mobile sources. In order to compare the daily operational emissions anticipated at the Project site (Unit 4, Lot 4 of the Meridian Specific Plan) per the approved Meridian SEIR and the proposed Project, CalEEMod software was used to model each development of the proposed Project site as described in the Meridian SEIR and as described under the proposed Project. As shown below in Table 2, total daily project emissions from the approved Meridian SEIR would be similar to those associated with the proposed Project, with the exception of NOx, which would not exceed the SCAQMD threshold under the proposed Project. NOx emissions under the proposed Project would be less than significant, which is a reduced impact when compared to the Meridian SEIR. The emissions estimated in Table 2 for the Meridian SEIR also include the operation of three natural gas-fired boilers at 9 million metric British Thermal Units (BTUs) per hour, in addition to a mix of refrigeration, space heating, space cooling, water heating, and related sources[1]. Specifically, the proposed Project would require the use of eight smaller boilers to serve the two hotels. Each smaller boiler is estimated to produce 0.2 million metric BTUs per hour each, for a total of 1.6 million metric BTUs per hour. As such, the 1.6 million metric BTUs per hours associated with the proposed boilers under the proposed Project would not exceed the 9 million metric BTUs per hour evaluated in the Meridian SEIR. Because the proposed Project would not have greater impacts on air quality when compared with the approved Meridian SEIR, the proposed Project would not result in new air quality impacts.Emissions from the construction phase of the Specific Plan assumed an initial phase involving rough 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 Project site was graded under this initial phase of construction. The second phase of construction for the Project site would involve fine grading and paving. 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 in the Meridian SEIR. Furthermore, equipment used during construction is anticipated to be more efficient (at least Tier 3 compliant), which would further reduce estimated construction emissions when compared to the project analyzed in 2010, which assumed less efficient equipment. The Meridian SEIR identified significant unmitigated air quality impacts associated with the implementation of Specific Plan as a whole, and findings of overriding considerations were adopted by the March JPA despite implementation of Mitigation Measures IV.C-1-1 through IV.C-1-15, IV.C-1-19, and IV.C-1-20, which would apply to a commercial development (other mitigation measures in the Meridian SEIR apply to industrial development which is not a part of the proposed Project). Given the discussion above, the proposed Project would not result in any additional or substantially more severe air quality impacts in comparison to what was assessed in the Meridian SEIR. No further environmental review is required.

[1] The Meridian SEIR reported three boilers at 9,000 million metric BTUs; however, it is more likely that three boilers at 9 million metric BTUs was the intended assumption.

**Table 2. Total Daily Pollutant Generation (Lb/Day) Comparison of Meridian SP-5 SEIR and the Proposed Project**

| | ROG | NOx | CO | SOx | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|---|---|
| SCAQMD Threshold | 55 | 55 | 550 | 150 | 150 | 55 |
| *Meridian SEIR* | | | | | | |
| Summer | 43.13 | **69.47** | 286.95 | 0.33 | 22.28 | 7.16 |
| Winter | 42.92 | **72.11** | 279.51 | 0.31 | 22.3 | 7.18 |
| *Exceed Threshold?* | No | **Yes** | No | No | No | No |
| *Proposed Project* | | | | | | |
| Summer | 33.98 | 52.74 | 205.59 | 0.53 | 34.19 | 9.85 |
| Winter | 33.37 | 54.35 | 208.92 | 0.5 | 34.2 | 9.85 |
| *Exceed Threshold?* | No | No | No | No | No | No |

c) Cumulative impacts on non-attainment criteria pollutants were addressed in the findings of overriding considerations adopted by the March JPA despite implementation of Mitigation Measures C-1 through C-14 from the FEIR, which were repeated in the Meridian SEIR. The Project would not cause additional or substantially more severe significant environmental effects beyond those analyzed in the Meridian SEIR; therefore, no further environmental review is required.

d) The Project is located within a vacant, graded portion of the Meridian Specific Plan, near industrial, business park, mixed-use, and office land uses within the Meridian Specific Plan boundary. The nearest sensitive residential receptor, the Orangecrest residential development, is located approximately one mile from the Project site. The Meridian 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 SEIR, the background excess cancer risk levels are above the significant risk thresholds and considered significant and unmitigable and no available mitigation measures were included in the Meridian SEIR. The findings of overriding considerations adopted by the March JPA address this significant and unmitigable impact to these residences. Based on these considerations, 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 commercial development for tenant and hotel uses and does not propose to include any uses that typically would generate offensive odors; however, Mitigation Measure IV.C-4-1 from the Meridian SEIR would be required. The Project would not cause additional or substantially more severe significant environmental effects beyond those analyzed in the Meridian SEIR; therefore, no further environmental review is required.

**Mitigation Measures:**

All Meridian SEIR mitigation measures and mitigation measures from the FEIR that are referenced in the Meridian SEIR pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measures C-1 through C-14 from the FEIR and Mitigation Measures IV.C-1-1 through IV.C-1-15, IV.C-1-19, IV.C-1-20, and IV.C-4-1 from the SEIR would be applicable to the proposed Project. The analysis did not identify any additional or substantially more severe impacts related to air quality resulting from the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SEIR are 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, and 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:**

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 AFB, which was also found to be consistent with CEQA in January 2000 by the California Department of Fish and Wildlife (CDFW; formerly California Department of Fish and Game), addressed the federally endangered and threatened Stephen's kangaroo rat (SKR), least Bell's vireo (LBV), and mountain plover. LBV, SKR, and 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 would be affected. In 2009, the USFWS prepared a BO (FWS-WRIV-09B-221-09F1185) that addressed the increased population of LBV in the Specific Plan area. The riparian forest located in the southwestern portion of the Specific Plan is occupied by LBV. The Meridian SP-5 was determined to impact 3.0 acres of LBV habitat at full buildout. 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 SEIR incorporated numerous mitigation measures to avoid and/or minimize potential impacts to LBV and its habitat. In accordance with Mitigation Measure D-3 of the FEIR (which is also referenced in the Meridian SEIR) and Mitigation Measure IV.D.1-1 of the Meridian SEIR, vegetation clearing would be required to be conducted outside of the LBV nesting/breeding season to 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 BO that the Meridian Specific Plan, which includes the proposed Project, is not likely to jeopardize the continued existence of the LBV.

Habitat for the Western burrowing owl was identified within the Meridian SP-5 area. This species is listed by the State as a Species of Special Concern. The Meridian SEIR outlines measures to minimize impacts to burrowing owls including pre-construction surveys and passive relocation measures. The Project would be required to conduct pre-construction surveys for burrowing owls, per Mitigation Measure IV.D.1-2 of the Meridian SEIR. Should burrowing owls be detected during pre-construction surveys, passive relocation measures would be implemented to ensure that impacts would be less than significant. Upon implementation of the Meridian SEIR mitigation measures identified above, impacts to sensitive species and habitats as a result of the proposed Project would be less than significant. There are no new or substantially more severe impacts as a result of the proposed Project; therefore, no further environmental review is required.

c) There are no Section 404 jurisdictional "waters of the U.S" identified within or adjacent to the Project site; therefore, no riparian, marsh, vernal pools, or coastal environments would be impacted by the development. The proposed Project was rough graded in 2010 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 and mitigated at that time. Therefore, there are no jurisdictional areas located within the Project site and no impacts would occur as a result of the Project. There are no new or substantially more severe impacts as a result of the proposed Project; therefore, no further environmental review is required.

d) The Project 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 would not substantially interfere with the movement of native or resident migratory species or their corridors, or impede the use of native wildlife nursery sites. There are no new or substantially more severe 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 1999 BO 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 or substantially more severe impacts as a result of the proposed Project. No further environmental review is required.

**Mitigation Measures:**

All Meridian SEIR mitigation measures and mitigation measures from the FEIR that are referenced in the Meridian SEIR pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measures D-3, IV.D.1-1, and IV.D.1-2 from the SEIR would be applicable to the proposed Project. The analysis did not identify any additional or substantially more severe impacts related to biological resources resulting from the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SEIR are 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:**

a-d) As determined in Section IV.J, *Cultural Resources*, of the Meridian SEIR, the Project is not anticipated to significantly impact historic, archaeological, or paleontological resources as none have been identified within the Project area. The site has been mass graded and future ground disturbance would be limited to fine grading, trenching, and paving. In the unlikely event that archaeological or paleontological resources are encountered at the time of final grading, during Project construction, or atany 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 Mitigation Measures L-1, IV.J-2-1 through IV.J-2-6 and IV.J-4-1 from the Meridian SEIR, which requires cultural encounters to be investigated by an archaeologist or paleontologist, notification of the Pechanga Tribe at least 30 days prior to construction, filing of a pre-grading report, a promise to relinquish all ownership of Native American cultural resources, avoiding sacred sites if encountered, and conferring with the March JPA if inadvertent discoveries are made. The Coroner would be notified if human remains are located as required by the Public Resources Code and Health & Safety Code. There are no new or substantially more severe impacts as a result of the proposed Project. No further environmental review is required.

**Mitigation Measures:**

All Meridian SEIR mitigation measures and mitigation measures from the FEIR that are referenced in the Meridian SEIR pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measures L-1, IV.J-2-1 through IV.J-2-6 and IV.J-4-1 from the SEIR would be applicable to the proposed Project. The analysis did not identify any additional impacts related to cultural resources resulting from the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SEIR are 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:**

a–e) The Meridian 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 site). The Meridian SP-5 is located on soils made up of Cieneba-Rockland-Fallbrook association and is located about 13 miles to the north and east of the Elsinore-Whittier fault and seven miles to the south and west of the San Jacinto fault. There are no active faults in the Meridian SP-5 area. This association has a low to medium shrink/swell potential. The Meridian SEIR indicated that the Project site is not located within an Alquist-Priolo Fault Zone and the possibility of significant fault rupture on

the site is considered to be low. The SEIR also noted that the potential for liquefaction and seismically induced dynamic soil settlement is low and that there is low potential for expansion or liquefaction. The relatively dense and cohesive nature of the underlying alluvium results in low susceptibility of seismically induced hazards. There appears to be no threat of landslide or substantial soil erosion, as the Project is not located within an area prone to landslides and the underlying soil has been previously stabilized.

As discussed in the Meridian SEIR, the Meridian SP-5 would be served by a sewer system, so septic systems or alternative waste water disposal systems would not be required. As specified in the Meridian SEIR Mitigation Measures K-1 through K-3 and K-5, the proposed Project shall be constructed in accordance with the Uniform Building Code (UBC) and California Building Code (CBC), as well as the preliminary geotechnical investigation conducted for the Project and the grading requirements contained within the March JPA Development Code. With implementation of the Meridian SEIR mitigation measures, the proposed Project would not introduce new impacts not previously analyzed in the Meridian SEIR. Thus, no further environmental review is required.

**Mitigation Measures:**

All Meridian SEIR mitigation measures and mitigation measures from the FEIR that are referenced in the Meridian SEIR pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measures K-1 through K-3 and K-5 from the SEIR would be applicable to the proposed Project. The analysis did not identify any additional impacts related to geology and soils resulting from the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SEIR are required.

| Issues: | | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced Impact |
|---|---|---|---|---|---|
| VII. | GREENHOUSE GAS EMISSIONS. Would the project: | | | | |
| a) | Generate greenhouse gas (GHG) 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:**

a & b) The Meridian SEIR analyzed GHG emissions for Specific Plan development as a whole and concluded that even with GHG reduction measures, impacts would remain significant and unavoidable. Since the SEIR adoption in 2010, additional regulatory requirements have been enacted that apply to GHG emissions during construction and operation, including Executive Order S-14-08, Title 24 Standards (2013), Assembly Bill 341, and the Advanced Clean Car Program. Each of these recent regulations is intended to reduce the generation of GHG emissions. Also, as discussed above under Section III, *Air Quality*, modeling for air quality and GHG emissions has changed since 2010, and CalEEMod has replaced URBEMIS with modelling emissions. Due to the changes in regulatory requirements and the methodology for quantifying GHG emissions, a Greenhouse Gas Supplemental Letter was prepared by Ldn Consulting, Inc. in October 2016 (Appendix B) that compares GHG emissions associated with development of the Project site under the Meridian SEIR and as proposed using CalEEMod modeling software. The results of this analysis determined that operational emissions associated with development of the Project site under the approved Meridian SEIR would result in about 6,988 metric tons per year of $CO_2e$ (carbon dioxide equivalent) and the Project as proposed would generate about 6,207 metric tons per year of $CO_2e$ once reductions are considered per current regulations (i.e., the Advanced Clean Car Program). As a result of current regulations, the proposed Project would result in less GHG emissions compared to the project analyzed in 2010.

The proposed Project would be developed within the Meridian SP-5 area and would not introduce new land uses or result in a net increase in operational trips that differ from those evaluated in the SEIR. Project-related GHG emissions would be associated with construction activities, as well as emissions generated by operational activities (e.g., electricity, natural gas, water use, etc.) and vehicular trips generated by truck traffic and employee trips. The proposed Project's impacts related to GHG emissions would be consistent with the impacts analyzed under the Meridian SEIR, and the amount of GHG emissions would not exceed those anticipated in the Meridian SEIR. As such, the proposed project would not result in emissions that would adversely affect state-wide attainment of GHG emission reduction goals as described in applicable regulations such as Executive Order S-14-08. Construction emissions using URBEMIS are largely the same in 2016 as compared to results derived from accepted modeling practices using the latest, approved CalEEMod modeling software. The overall construction emissions and use intensities for the entire Meridian SP-5 would not significantly increase with the proposed construction on Unit 4 Lot 4, since the environmental analysis in the Meridian SEIR was prepared with the ability to shift development throughout the Meridian SP-5 area, as long as the total amount of external traffic trips remained within the overall amount of external traffic assumed in the Meridian SEIR. Construction emissions, therefore, would not likely increase and were not modeled for the proposed Project. Furthermore, construction equipment would be more efficient than the equipment assumed in the Meridian SEIR and be at least Tier 3 compliant, which will further reduce estimated construction emissions from those reported in the Meridian SEIR. While the total GHG emissions produced during construction of the Project would not exceed those previously analyzed in the Meridian SEIR, impacts would remain significant and unavoidable for the Specific Plan as a whole as disclosed in the Meridian SEIR. The proposed Project would be required to implement those mitigation measures from the FEIR and SEIR that would reduce GHG emissions, including Mitigation Measures C-1 through C-9, which include operational requirements to reduce vehicle trips (i.e., trip reduction plans for companies, compressed workweek schedules, and encouraging alternative fuel vehicles), Mitigation Measures C-12 through C-14, which restrict vehicle idling and require drought-tolerant landscaping, Mitigation Measures H-4 and H-5, which reduce solid waste generation, Mitigation Measure H-7, which requires meeting "purple" pipe standards for reclaimed water systems, Mitigation Measure H-5, which requires adherence to the Uniform Building Code and State building requirements in effect when development is proposed, and Mitigation Measures IV.L-1.1 through IV.L-1.26, which identify alternative transportation requirements, recycling programs, landscape requirements, and other design features for future development that will contribute to energy efficiency. Because the proposed Project would not result in new or substantially more severe GHG emissions impacts in comparison to the GHG emissions impacts assessed in the SEIR, no further environmental review is required.

**Mitigation Measures:**

All Meridian SEIR mitigation measures and mitigation measures from the FEIR that are referenced in the Meridian SEIR pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measures C-1 through C-9, C-12 through C-14, H-4, H-5, H-7, K-5, and IV.L-1.1 through IV.L-1.26 from the SEIR would be applicable to the proposed Project. The analysis did not identify any additional impacts related to GHGs resulting from the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SEIR are required.

| Issues: | | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced 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:**

a & b) The proposed Project consists of development of 10 buildings, including a gas station, retail stores, restaurants, hotels, parking areas, and associated landscaping. Once the Project is constructed, hazardous materials would be limited to those associated with landscaping maintenance such as fertilizers and pesticides, as well as uses associated with the gas station operations. Because the landscaping materials would be used in very limited quantities, they are not considered a hazard to the public. For the gas station and other hotel/commercial operations on the Project site, future Project operations that use, generate, or store hazardous materials would be required to comply with the applicable federal, state, and local health and safety regulations regarding these substances to avoid impacts to the public or environment. Per Mitigation Measure IV.E.1-1 of the Meridian SEIR, a risk management plan (RMP) would be prepared and implemented for operations that would store, handle, or use hazardous materials in excess of state and/or federal threshold quantities. The RMP must include hazard assessment, release prevention training, and emergency response planning components, as described further in Section IV.E, *Hazards and Hazardous Materials*, of the Meridian SEIR. The proposed Project would not introduce any new impacts not previously covered in the Meridian SEIR, nor would it substantially increase the severity of previously identified impacts related to hazards and hazardous materials. No further environmental review is required.

c) The Project site is not located within one-quarter mile of a school. The closest school, Amelia Earhart Middle School, is about 1.75 miles east of the Project site. As a result, no impacts are anticipated. There are no new or substantially more severe impacts as a result of the proposed Project. No further environmental review is required.

d) According to Section IV.E of the Meridian SEIR, the Project site is not identified on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. As of November 2016, there are no listed hazardous materials sites within or adjacent to the proposed Project. There are no new or substantially more severe impacts as a result of the proposed Project. No further environmental review is required.

e) The Project site is located about 0.33 mile west of the March Air Reserve Base/Inland Port Airport and is subject to the March Air Reserve Base ALUC Plan, which was adopted in November 2014. The ALUC Plan was adopted by the Riverside County Airport Land Use Commission to guide future development in proximity to the airport to promote land use compatibility and to reduce potential hazards and conflicts with neighboring areas. Per the ALUC Plan, the Project site is located within Compatibility Zone B2, and the ALUC Plan includes a list of prohibited uses and other development conditions within this zone. Specifically, prohibited uses in Compatibility Zone B2 include children's schools, day care centers, libraries, hospitals, congregate care facilities, hotels/motels, and places of assembly. Buildings within the B2 zone must not exceed three aboveground habitable floors, must not include noise-sensitive outdoor nonresidential land uses (i.e., sports stadiums, amphitheaters, or drive-in theaters), critical community infrastructure facilities (i.e., power plants, electrical substations, or public communications facilities), or other hazards to flight (i.e., tall objects, visual, and electronic forms of interference, or activities known to attract birds). Other development conditions within the Compatibility Zone B2 related to safety hazards include airspace review for objects greater than 35 feet in height.

While the proposed Project does not include residential development, two hotels are included as part of the proposed Project, which are restricted in the Compatibility Zone B2. However, the ALUC Plan Compatibility Map identifies the Project site as within a "Site-Specific Exceptions" area, and Section 2.7(a)(4) states that "the Meridian exception area specifically allows development of a hotel or hotels..." provided that there is a maximum of 100 people per acre, a maximum of 250 people per single acre, and a maximum of three aboveground habitable floors. Also, the two hotels are not located in the same area and would not be located within a single acre. As a result, a maximum of 250 people per single acre would not be exceeded. Finally, no conference rooms are proposed for either hotel (though small meeting rooms are planned) and the proposed Project would not exceed any of the conditions for hotel development on the Project site. As the proposed project will be developed in multiple phases, the final building site layout/design for the development of Phase 2 have not been confirmed. At the time of final building site layout/design is determined, the project Applicant will submit to the March JPA staff the required density calculations, identifying compliance with Meridian Specific Plan SP-5 A3 airport compatibility provisions with the Riverside County Airport Land Use Plan provisions, for each individual site and building in Phase 2. The Federal Aviation Administration and March JPA Planning Staff will review the proposed Project to ensure that airport hazards are addressed.

There are no new or substantially more severe impacts as a result of the proposed Project. No further environmental review is required.

f) The Project site is not located within the vicinity of a private airstrip. As a result, there are no new or substantially more severe impacts as a result of the proposed Project and further environmental review is not required.

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 local 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 SEIR, Meridian SP-5 is consistent with the March Area Emergency Resource Guide because the construction and operation of individual projects within the Specific Plan area would not result in a physical interference with emergency routes. Moreover, primary access to all roads within the Meridian SP-5 would be maintained during construction of the proposed Project. The proposed Project would not introduce any new or substantially more severe impacts not previously covered in the Meridian SEIR. Therefore, no further environmental review is required.

h) According to the Western Riverside County Wildfire Susceptibility Map, the Meridian SP-5 is not located within a fire hazard zone. Additionally, the proposed Project is located on a previously graded lot within an area that is planned to be developed with commercial uses. Vacant, graded land borders the site to the east and north. Van Buren Boulevard and Meridian Parkway occur south and west of the site, respectively. The Burlington Northern Santa Fe (BNSF) railway and I-215 exist further east of the site. The Project would not generate any new or more severe impacts related to exposure of people or structures to wildland fire hazards not previously analyzed in the Meridian SEIR. Therefore, no further environmental review is required.

**Mitigation Measures:**

All Meridian SEIR mitigation measures and mitigation measures from the FEIR that are referenced in the Meridian SEIR pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measure IV.E.1-1 from the SEIR would be applicable to the proposed Project. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SEIR are required.

| Issues: | | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced 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:**

a) As described in Section IV.F, *Hydrology/Water Quality*, of the Meridian SEIR, the Santa Ana RWQCB is responsible for regulating stormwater discharges and maintaining the quality of water resources within the northwestern portion of Riverside County, including the Project site. Construction activities, storm drain systems, and point-source discharges associated with individual projects within the Specific Plan area would be required to obtain authorization by the Santa Ana RWQCB and coverage under a NPDES permit, per Section 402 of the Clean Water Act as referenced in the Meridian SEIR as Mitigation Measure F-3. The proposed Project would include the construction of impermeable surfaces (i.e., pavement and structures), and would be required to obtain a NPDES permit to address water quality impacts. Prior to issuance of the NPDES permit, the Project applicant would prepare a Stormwater Pollution Prevention Plan (SWPPP), consistent with the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit).The SWPPP would incorporate best management practices (BMPs) similar to those described in the Meridian SEIR that would be employed to prevent stormwater pollutants from leaving the Project site during construction (e.g., gravel bags, silt fence, fiber rolls, etc.). Additionally, the Project would be required to prepare a Project Specific Water Quality Management Plan (WQMP) in accordance with the RWQCB Order No. R8-2010-0033. Finally, implementation of design, source control, and/or treatment BMPs recommended in the Meridian SEIR and implementation of Mitigation Measures F-1 and F-2 from the Meridian SEIR, which require the provision of detention basins and improvements to storm drain systems, would further reduce potential impacts to water quality during construction and would avoid violations of water quality standards.

Non-point source surface water from impervious surfaces within the Project site may contain contaminants or increased sediment loads that would increase pollution within the local storm drain system. According to the Tentative Map for the Project, implementation of the proposed Project would involve the construction of 10 buildings totaling 219,695 square feet, as well as impervious surfaces for parking areas, sidewalks, and walkways. Stormwater runoff would drain into the retention basin located at the southeast corner of the site. This basin would detail and treat storm water prior to discharging off site. 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 addressed in the Meridian SEIR. Therefore, no further environmental review is required.

b) Although the proposed Project does not involve the extraction of groundwater, the introduction of impervious surfaces within a graded, vacant site would reduce percolation and recharge of groundwater on site. As described above, stormwater would be collected and discharged into the existing East Regional Detention Basins located east of the site. The detention basins, as analyzed in the Meridian SEIR, would allow percolation and recharge of groundwater, and would avoid impacts. Therefore, no further environmental review is required.

As discussed in the Meridian SEIR, appropriate BMP associated with the required NPDES permit and other applicable existing federal and state regulations regarding water quality would be adhered to by the Specific Plan and associated individual projects, as required through the SWPPP. Therefore, impacts to groundwater from the proposed Project would be less than significant, consistent with the groundwater analysis in the Meridian SEIR.

c and d) As previously discussed, the Project 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 and runoff would continue to drain to the existing East Regional Detention Basins. These basins would 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 off site. Also, the site does not include any streams or rivers that could be altered by the proposed Project. Therefore, impacts to the drainage pattern and issues related to flooding would be less than significant and consistent with those analyzed in the Meridian SEIR. 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 Construction General Permit and implement BMPs to minimize storm water runoff during construction. In addition, the New Development & Redevelopment Guidelines for Projects Under the March JPA (January 9, 2008) include post-construction management requirements to control storm water runoff. Implementation of a SWPPP 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. Because this conclusion is consistent with the conclusion of runoff impacts from the Meridian SEIR, 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 and consistent with those analyzed in the Meridian SEIR. No further environmental review is required.

g) The proposed Project is not included in a floodplain as determined by the Federal Emergency Management Agency (FEMA) and the Project does not include any housing; therefore, no flood hazard would occur with Project implementation. No further environmental review is required.

h) Refer to Response IX. (g), above. Implementation of the proposed Project is not within a designated floodplain and would not subject structures to a 100-year flood hazard area.

i) As indicated in the Meridian SEIR, the Specific Plan area, including the Project site, 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) As indicated in the Meridian SEIR, the Specific Plan area, including the Project site, is located approximately 75 miles from the Pacific Ocean and is not downstream of a large body of water. Therefore, there is no risk of exposure to inundation by seiche or tsunami. No further environmental review is required.

**Mitigation Measures:**
All Meridian SEIR mitigation measures and mitigation measures from the FEIR that are referenced in the Meridian SEIR pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measure F-1 through F-3 from the SEIR would be applicable to the proposed Project. As discussed above, the proposed Project would not result in any additional impacts related to hydrology and water quality; accordingly, no additional mitigation measures beyond those identified in the Meridian SEIR are required.

| Issues: | | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced 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:**

a) The proposed Project is located within the Meridian Specific Plan area (as most recently amended by Meridian SP-5) and is zoned as Commercial. 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, as no residential communities, commercial corridors, or community facilities are located adjacent to the Specific Plan area. No impact would occur, which is consistent with the impact determination included in the Meridian SEIR.

b) The Meridian SEIR concluded that the Meridian SP-5, which includes the Project site, is consistent with regionally relevant plans, including the Southern California Association of Government's Regional Transportation Plan (RTP) and Growth Visioning Principles and Senate Bill 375. Furthermore, given the fact that the Meridian SP-5 did include new land use designations, the SEIR concluded that the Meridian SP-5 was consistent with the March JPA General Plan and the Specific Plan (March JPA 2010), as well as the March JPA Development Code (March JPA 2010).

The proposed Project site is within Compatibility Zone B2 of the March Air Reserve Base ALUC Plan, which was most recently updated in 2014. The previously adopted ALUC Plan had restricted hotel use within Compatibility Zone B2 and the Meridian SP-5 included similar restrictions to achieve consistency between the two plans. The 2014 ALUC Plan was revised to specifically allow hotel development within the proposed Project site, with the provision that hotel development cannot involve more than 100 people per acre, a maximum of 250 people per single acre, or a maximum of three aboveground habitable floors. Conference rooms are also prohibited, with the exception of small meeting rooms of up to 50 people. It was determined that if concentrations of people were limited as specified, that a land use incompatibility on the proposed Project site would not occur. As discussed above under Section VIII, *Hazards and Hazardous Materials*, the proposed Project would not involve more than 100 people per acre, a maximum of 250 people per single acre, and would include three aboveground habitable floors. Specific Plan Amendment (SP5-A3) is needed to modify language to permit hotel use within Compatibility Zone B2 to be in conformance with the adopted 2014 ALUC Plan. This text change would result in consistency between the two plans and would remedy the existing conflict between the two adopted plans. Project approval would not result in conflicts between the ALUCP Plan and the Meridian Specific Plan. As stated in the Project Description discussion, the Plot Plan was analyzed using a "Building Code and Parking Spaces/Vehicle Occupancy" methodology to determine single acreage and maximum acreage compliance with Meridian Specific Plan SP-5 airport compatibility provisions with the Riverside County Airport Land Use Plan provisions, for each building in Phases 1 and 2. As submitted on the Plot Plan, it was determined that development planned for Phase 1 is consistent with the compatibility provisions. Phase 2 development complies with the Parking Space/Vehicle Occupancy methodology, but not the Building Code method. Although submitted and presented, the final building site layout/design for the development of Phase II have not been confirmed. In accordance with the applicants Project Narrative, when the final building site layout/design is determined, the project

Applicant will submit to the March JPA staff the required density calculations, identifying compliance with Meridian Specific Plan SP-5 A3 airport compatibility provisions and the Riverside County Airport Land Use Plan provisions, for each individual site and building in Phase 2.

The proposed Project also includes a variance (V 16-01) to the sign requirements to allow a sign 60 feet in height and 500 square feet in area, which would exceed the March Business Center Design Guidelines that restrict freeway signage to 45 feet in height and 150 square feet in area. A variance, or deviation, from these requirements is allowed per the Meridian SP-5 if a determination is made by the March JPA Planning Director that an increase is needed to improve the compatibility of the sign with the architecture of the development where the sign is to be located. If the March JPA Planning Director approves the requested variance (V 16-01) based on these findings of compatibility, there would be no conflict with the March Business Center Design Guidelines.

No other changes or deviations to the Meridian SP-5 are requested and no other conflicts with the applicable planning documents addressed in the Meridian SEIR would occur. Therefore, impacts would be less than significant, consistent with the conclusions of land use impacts in the Meridian SEIR. Because there are no new impacts than what was analyzed in the previously certified Meridian SEIR, no further environmental review is required.

c) The proposed Project is not located within or adjacent to a designated habitat conservation plan or natural community conservation plan area such as the Western Riverside MSHCP. Therefore, no conflict to a habitat conservation plan would occur.

**Mitigation Measures:**

No potentially significant impacts related to land use and planning were identified in the SEIR as they pertain to the Project site, and, thus, no corresponding mitigation measures for land use and planning from the SEIR are applicable. The analysis herein did not identify any additional associated impacts resulting from 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 |
|---|---|---|---|---|---|
| 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:**

a and b) As identified in the Meridian SEIR, no significant mineral deposits have been identified within the Meridian SP-5 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 areas within the Meridian SP-5. No further environmental review is required.

**Mitigation Measures:**

No potentially significant impacts related to mineral resources were identified in the SEIR as they pertain to the Project site, and, thus, no corresponding mitigation measures for mineral resources from the SEIR are applicable. The analysis herein did not identify any additional associated impacts resulting from 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 |
|---|---|---|---|---|---|
| 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:**

a) As previously discussed, the Project includes the construction of 10 commercial buildings and associated parking and landscaping areas within an area designated for commercial development in the Meridian SP-5. As described in Section IV.H of the Meridian SEIR, potential noise increases associated with the Specific Plan Amendment would be within the levels permitted by the March JPA Development Code, as well as the City and County of Riverside noise standards. Noise associated with the proposed Project is anticipated to primarily be from vehicles. The proposed uses would be consistent with those identified in the Meridian SEIR, and the noise generated by the truck and passenger trips associated with the Project are not anticipated to exceed the trips or noise levels identified in the SEIR (see Appendix C). Therefore, the proposed Project would not result in new noise-related stationary or vehicular impacts not considered in the Meridian SEIR.

As discussed in the Meridian SEIR, short-term noise impacts associated with demolition, excavation, earth moving, and construction activities would be considered less than significant 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 proposed improvements

would result in new short-term noise impacts or increase the severity of impacts previously analyzed in the Meridian SEIR. Therefore, no further environmental review is required.

b) The proposed Project is not anticipated to involve heavy manufacturing, drilling, or other subterranean activities that would generate excessive groundborne vibration or elevated noise levels associated with such activities. In addition, construction activities associated with the proposed Project are not anticipated to involve pile driving or blasting; therefore, a less-than-significant impact related to groundborne vibration would occur. Impacts related to blasting or groundborne vibration would not be more severe than those previously analyzed in the Meridian SIER. No further environmental review is required.

c) Refer to Response XII. (a), above. The proposed Project would be consistent with the Meridian SEIR as it relates to noise generated by the additional truck and passenger trips associated with the proposed commercial uses. The noise levels associated with increased truck and passenger trips from the Project would be consistent with those previously analyzed in the Meridian SEIR, and no further environmental review is required.

The Project is located within the ALUC Plan within a high noise area and is located approximately one mile from the nearest sensitive noise receptor, which includes single-family housing to the west (Orangecrest residential development). Due to the distance of sensitive noise receptors from Project-related noise sources, as well as the dominant background noise emissions resulting from aircraft operations from the nearby March Air Reserve Base/Inland Port Airport and vehicles along I-215, Project-related increases in ambient noise levels would be less than significant with the incorporation of Mitigation Measures J-2 through J-7 from the 2003 FEIR that are referenced in the Meridian SEIR, as well as Mitigation Measures IV.H-1-1 through IV.H-1-4 from the Meridian SEIR. The 2003 FEIR measures require noise control on construction equipment, period review of noise impacts on sensitive receptors by March JPA staff, sound attenuation, sufficient separation of noise uses, and identification of truck routes outside of residential areas. The Meridian SEIR measures require compliance with the March JPA Development Code, and outdoor and indoor noise level compliance with the State of California Noise Compatibility Chart for outdoor areas and 45 dBA for indoor areas. With incorporation of these mitigation measures, the Meridian SEIR was concluded to result in less than significant impacts related to permanent increases in noise. The proposed Project would be consistent with permanent noise impacts analyzed in the Meridian SEIR and no further environmental review is required.

d) Refer to Response XII. (a), above. In accordance with the March JPA Development Code, construction activities would be limited to the daytime hours and construction equipment would be equipped with sound muffling features to assure that construction equipment does not create a significant temporary increase in ambient noise levels in the project vicinity above those existing without the project. The proposed Project would not introduce new noise impacts not previously covered in the Meridian SEIR. Therefore, no further environmental review is required.

e) According to the Meridian SEIR, the Project is located within a 65 to 70 Community Noise Equivalent Level (CNEL) noise contour area for the nearby March Air Reserve Base/Inland Port Airport. Hotel/lodging uses could be exposed to March ARB noise levels exceeding 60 dBA CNEL. As required in Mitigation IV.H.1-1 in the SEIR, a site- and building-specific acoustical report for the two proposed hotels would be required prior to obtaining a building permit to demonstrate interior noise levels would not exceed the 45 dBA CNEL criteria. Also, the proposed Project would include a text change within the proposed Specific Plan Amendment to allow hotel use provided hotel development does not exceed 100 people per acre, a maximum of 250 per single acre, or a maximum of three floors aboveground. This text change is proposed to achieve consistency with the adopted 2014 ALUCP, and would not result in a new impact related to exposing residents and workers to excessive noise levels. Therefore, no significant impacts relative to airport noise and the proposed commercial land uses would occur. No further environmental review is required.

f) The proposed Project is not located within the vicinity of a private airstrip. Therefore, no impact would occur.

**Mitigation Measures:**

All Meridian SEIR mitigation measures from the FEIR that are referenced in the Meridian SEIR pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measures J-2 through J-7, IV.H-1-1 through IV.H-1-4 from the SEIR would be applicable to the proposed Project. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SEIR are required.

| Issues: | | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced 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:**

a) The proposed Project does not include housing. As previously discussed, the Project proposes the construction of 10 buildings served for commercial purposes in a commercial zoning designation. Though short-term, construction-related jobs would be generated during Project construction, it is assumed that these jobs would come primarily from the local labor pool. Jobs generated by operation of the proposed businesses would be consistent with the job growth analyzed in the Meridian SEIR. The Meridian SEIR concluded that the Meridian SP-5, including the proposed Project, would have an overall net benefit, as the current jobs/housing ratio imbalance within Riverside County would be reduced. Based on these considerations, the proposed Project would not result in a substantial increase in population growth or create new or additional impacts beyond those previously identified in the Meridian SEIR.

b & c) The Project site is a vacant lot that has been previously graded and cleared and as such, does not contain housing that would need to be replaced elsewhere. The proposed Project would not remove or otherwise displace housing or people. Accordingly, no replacement housing is required as part of the Project and no impact would occur.

**Mitigation Measures:**

No potentially significant impacts related to population and housing were identified in the SEIR, and, thus, no corresponding mitigation measures for population and housing are included in the SEIR. The analysis herein did not identify any additional associated impacts resulting from 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 |
|---|---|---|---|---|---|
| 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:**

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. The closest fire stations are the Towngate Fire Station No. 6 located approximately three miles north of the Project site at 22250 Eucalyptus Avenue, and the Woodcrest Fire Station No. 8 located approximately 5.7 miles west of the Project site at 16533 Trisha Way. Per the Development Agreement with the Master Developer for the Meridian SP-5, a station is proposed to be built on a two-acre site on the northeast corner of Meridian Parkway and Opportunity Way within the Meridian SP-5. While land for this two-acre site has been identified, there is no specific development proposal to construct the planned fire station at this time. The Project does not substantially differ from the previously approved uses for this site, and the proposed Project would not result in the need for additional fire protection services or generate significant impacts not previously analyzed in the Meridian SEIR. The existing fire facilities available to serve the proposed Project are adequate and not dependent upon operation of the planned fire station. 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 Perris substation is located approximately two miles northeast of the Project site at 22850 Calle San Juan De Los Lagos, and the Moreno Valley substation is located approximately 7.7 miles southeast of the Project site at 137 North Perris Boulevard. 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 new impacts that were not previously analyzed in the Meridian 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 10 buildings for commercial purposes in a commercial zoning designation. As such, school services would not be impacted since there is no increase in population connected with implementation of the Project. No impact would occur and no further environmental review is required.

- Parks: The development of 10 buildings within the commercial zoning designation does not require the construction or expansion of recreation facilities as the proposed commercial use would not cause an increase in population that would require allocation of parks or recreational services. Moreover, the proposed Project would not result in impacts not previously addressed in the Meridian SEIR. No impact would occur and no further environmental review is required.

**Mitigation Measures:**

No potentially significant impacts related to public services were identified in the SEIR, and, thus, no corresponding mitigation measures for public services are included in the SEIR. The analysis herein did not identify any additional associated impacts resulting from 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 |
|---|---|---|---|---|---|
| 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:**

a & b) As a commercial use, the proposed Project would not generate the need for new or expanded parks or recreational facilities since an increase in population requiring allocation of such facilities is not anticipated with implementation of the Project. Moreover, the proposed Project would not result in impacts, similar to the conclusions within the previously evaluated Meridian SEIR. Therefore, no impact would occur and no further environmental review is required.

**Mitigation Measures:**

No potentially significant impacts related to recreation were identified in the SEIR, and, thus, no corresponding mitigation measures for recreation are included in the SEIR. The analysis herein did not identify any additional associated impacts resulting from 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 |
|---|---|---|---|---|---|
| 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:**

a & b) The Meridian SEIR identified several impacts on intersections, roadways, and freeway segments within the surrounding roadway network and included several mitigation measures to reduce impacts; however, impacts were concluded to remain significant and unavoidable. Mitigation from the 2003 FEIR included Measures B-1 through B-12, which require fair share contributions towards cumulative traffic impacts, construction of several traffic

improvements, monitoring of traffic volumes at least every five years, the provision of a future multi-modal transportation center in the North Campus, parking requirements, inclusion of bicycle facilities, compliance with road improvement standards, implementation of Transportation Demand Strategies, cooperation with the Riverside Transportation Agency for bus service, and signage discouraging truck traffic on residential streets. These measures were referred to in the Meridian SEIR, as well as several new mitigation measures, including Mitigation Measures IV.B-1-2, through IV.B-1-4, which require intersection improvements to be achieved through payment of fair-share contributions, as well as ensuring the traffic "budget" is not exceed. Mitigation Measures IV.B-1-1 and IV.B-1-5, which require a project sponsor to fully fund construction, do not apply to the proposed Project because the external trip threshold of 44,966 daily trips would not be met. Mitigation Measures IV.B-1-6 and IV.B-1-7, which pertain to land dedication for Van Buren Boulevard and future improvements at the I-215/Van Buren Boulevard interchange, have been satisfied and do not apply to the proposed Project.

A traffic consistency memo was prepared by Kimley Horn and Associates for the proposed Project, as documented in a memorandum dated August 5, 2016 (Appendix C). The purpose of the traffic consistency memo was to assess the Project's consistency with applicable traffic planning documents and determine if the Project would result in changes to the traffic volumes anticipated in the traffic study update prepared in August 2013. The traffic study update was prepared after the Meridian SEIR as part of the ongoing monitoring of traffic (per Mitigation Measure B-3 from the 2003 FEIR) as properties within the North Camps are developed. As described under Item 9, Description of Proposed Project, a traffic "budget" has been established for the Meridian SP-5, and allocates 14,579 external daily trips to the proposed Project site. The traffic consistency memo in Appendix C provides additional description and analysis.

To determine the total increase in traffic related to the proposed Project, a gross trip generation estimate was calculated, followed by an application in trip reduction considerations. Gross trip generation for the Project was calculated in accordance with the methods used for the Meridian SEIR, which used the Institute of Transportation Engineers Trip Generation Manual, 8th Edition (ITE, 2008), the Fontana Truck Trip Generation Study (2003), and a two-percent heavy vehicle factor. Reductions of 10 percent for pass-by trips and 13 percent for internal capture were also applied to the overall trip generation. Pass-by trips include situations when a motorist stops between their origin and destination, and typically are associated with gas stations or fast-food restaurants. Pass-by trip reductions were applied to the three proposed fast food restaurants and one gas station and resulted in an estimated 615 trips. Internal capture trips include trips where motorists visit two or more locations within the site in a single visit. For instance, a motorist stopping at one of the proposed retail sites may also stop at the gas station. The 13 percent internal capture reduction was applied after the pass-by trip reductions and resulted in an estimated 1,413 trips. As shown in Table 3, the proposed Project would result in the addition of 9,458 new external trips per day, which is less than the 14,579 trips remaining within the current "budget." An additional 5,111 trips would remain available within the "budget" to serve the remaining undeveloped areas within Planning Area 7. As described in the SEIR, the proposed Project would be consistent with the applicable plans and policies that establish performance criteria for the circulation system within the Project area, including the March JPA Truck Route Ordinance. Therefore, the proposed Project would not result in new or substantially more severe traffic-related impacts not considered in the Meridian SEIR, and no further environmental review is required.

**Table 3. Project Trip Generation**

| Trip Generation Factor | Average Daily Trips (External) |
|---|---|
| Gross Trips Generated | 11,486 |
| Pass-By Trip Reduction | *(615)* |
| North Campus Internal Capture Reduction | *(1,413)* |
| | |
| Net Trips Generated | 9,458 |
| Source: Kimley-Horn, 2016. | |

c) The proposed Project consists of a 10 buildings proposed for commercial use ranging between 26.5 and 50 feet in height, which would not impact air traffic operations. Thus, no impact would occur.

d & e) The Project is located within an area designed to accommodate heavy truck traffic typical of the uses anticipated in the Meridian SEIR and does not include agriculture, residential, or other uses that could create traffic hazards resulting from incompatible uses. Furthermore, the Meridian SEIR requires street improvements for the Meridian

Specific Plan area 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, sight distance, and level of service. Adequate emergency access would be provided via the three Project driveways on Opportunity Way and one driveway along Van Buren Boulevard, and the circulation network, as discussed in the Meridian SEIR, demonstrates that capacity would be sufficient to accommodate existing and projected future traffic volumes, including emergency vehicles. Therefore, the proposed Project would not result in new traffic-related impacts not considered in the Meridian SEIR and no further environmental review is required.

f) As discussed in the Meridian SEIR, implementation of future development within the Specific Plan area 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:**

All Meridian SEIR mitigation measures from the FEIR that are referenced in the Meridian SEIR pertaining to this resource or Project are incorporated herein by reference and can be reviewed upon request at the March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518, (951) 656-7000. Mitigation Measures IV.B-1-2 through IV.B-1-4 from the SEIR (and Mitigation Measures B-1 through B-12 from the 2003 FEIR) would be applicable to the proposed Project. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SEIR are required.

| Issues: | | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced Impact |
|---|---|---|---|---|---|
| XVII. | UTILITIES AND SERVICE SYSTEMS. Would the project: | | | | |
| a) | Exceed wastewater treatment requirements of the applicable RWQCB? | ☐ | ☐ | ☒ | ☐ |
| 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:**

a) As described in the Meridian SEIR, an existing wastewater treatment plant (WWTP), located approximately two miles south of the Project site and west of I-215 at Nandina Road, would serve the wastewater needs of the Specific Plan area, including the Project site. The facility is designed to meet the wastewater treatment and discharge requirements of the Santa Ana RWQCB and has sufficient capacity to treat projected flows. The addition of 10 buildings with commercial uses would have minor contributions to the demand for wastewater treatment services identified for the Meridian SP-5; however, impacts would be no greater than what was previously analyzed in the Meridian SEIR because uses and intensities are consistent with what was analyzed in the Meridian SEIR overall. Thus, there would be no impact with respect to applicable RWQCB requirements and no further environmental review is required.

b) The Meridian Specific Plan area is served by the Western Municipal Water District (WMWD). The WMWD prepared a Water Supply Assessment (WSA) in 2002 as part of environmental review in the 2003 FEIR 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 SEIR in 2009 (WMWD 2009). The addition of 10 buildings with commercial uses would not create an additional demand for water or wastewater facilities beyond those identified for the Meridian SP-5 SIER. Therefore, Project impacts to the provision of water services and wastewater treatment capacity are consistent with the Meridian SEIR and no further environmental review is required.

c) Assuming that all of the 14.41-acre Project site, with the exception of the 127,630 square feet (approximately 2.9 acres) proposed for landscaping would consist of impervious surfaces, implementation of the proposed Project would increase the amount of impervious surfaces from approximately 0 to 80 percent. The addition of impervious surfaces would increase surface runoff; however, all stormwater would discharge to existing and planned detention basins, including the South Channel Basin to the east and proposed bio-retention planers within the proposed Project site. These detention basins were 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 SEIR and no further environmental review is required.

d) As described in response XVII (b) above, a WSA was prepared by WMWD during the preparation of the 2003 Focused EIR to evaluate the availability of adequate water supplies to serve the March Business Center Specific Plan. The approved water demand for the area in the 2002 WSA was 495,520 gallons per day (gpd). The WSA was updated by WMWD in October 2009 to address potable water supply associated with the Meridian SP-5, including the proposed Project site. The projected water demands identified in the WSA were based on the WMWD's 2005 Urban Water Management Plan (UWMP). The data provided in the UWMP is based on estimated water supply during normal and drought year conditions. WMWD confirmed availability of supplies defined in the 2002 WSA and an additional 6,700 gpd to serve an additional 3.2 acres of developable land and uses associated with the redistribution of land use designations that would result from the Meridian SP-5. The current drought conditions are not considered a new significant change since supply projections analyzed water demand under single- and multiple-dry year scenarios and considered variability in water supply and demand over time. Therefore, the proposed Project would not result in an increased demand for potable water supplies beyond those analyzed in the Meridian SEIR. Therefore, no further environmental review is required.

e) Refer to response XVII (a) above. The proposed Project would use existing wastewater treatment facilities, which have sufficient capacity to serve the proposed Project. The demand for wastewater treatment capacity would not be greater than what was analyzed in the previously certified Meridian SEIR. Therefore, no further environmental review is required.

f) The Meridian SEIR concluded that sufficient capacity exists to meet solid waste disposal requirements associated with the Specific Plan, which would include the proposed Project. Since the Project would not exceed the traffic "budget" for the entire Meridian SP-5 area and the commercial uses proposed for the site were already anticipated and evaluated as part of the Meridian SEIR, it is not anticipated that an increase in solid waste generation would exceed the generation rates assumed in the SEIR. Impacts to solid waste facilities are consistent with the Meridian SEIR and no further environmental review is required.

g) Refer to response XVII (f) above, the proposed Project would not generate additional solid waste above that anticipated in the Meridian SEIR. No further environmental review is required.

**Mitigation Measures:**

Pursuant to CEQA Section 15178, all Meridian 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. Mitigation Measures H-2, H-3, IV.G-2-1, IV.G-2-2, and IV.G.4-1 from the SEIR would be applicable to the proposed Project. The analysis did not identify any additional impacts associated with the Project; accordingly, no additional mitigation measures beyond those identified in the Meridian SEIR are required.

| Issues: | | New Potentially Significant Impact | New Mitigation is Required | No New Impact/No Impact | Reduced 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 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.) | ☐ | ☐ | ☒ | ☐ |
| c) | Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | ☐ | ☐ | ☒ | ☐ |

**Findings:**

a) The proposed Project consists of the development of 10 buildings within an area zoned as commercial and already approved for the development of commercial uses. The Project site has been rough graded per the March Business Center Tentative Map for portions of the Meridian North Campus. Accordingly, the proposed development is not anticipated to result in impacts to sensitive plant or animal species or important examples of history or prehistory beyond those identified and mitigated for in the Meridian SEIR. No further environmental review is required.

b) The proposed Project would not contribute to cumulatively considerable impacts beyond what was addressed in the Meridian SEIR, which identified cumulative and unavoidable impacts for air quality, GHGs, and traffic. Therefore, cumulative impacts are considered significant and unavoidable for the proposed Project; however, cumulative impacts for air quality, GHGs, and traffic do not constitute a new environmental impact and impacts would not be greater than those identified in the Meridian SEIR. No further environmental review is required.

c) 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 would not cause new substantial direct or indirect adverse effects on human beings that were not previously analyzed in the Meridian SEIR. No further environmental review is required.

## REFERENCES


Caltrans, 2016. Available: http://www.dot.ca.gov/design/lap/livability/scenic-highways/index.html. Accessed November 14, 2016.

County of Riverside

2008 Riverside County General Plan 2008, Chapter 6: Safety Element, Wildfire Susceptibility Map. Available at: http://planning.rctlma.org/Portals/0/genplan/content/gp/chapter06.html. Accessed November 10, 2016.

Kimley Horn and Associates

2016 Meridian Unit 4, Lot 4 Traffic Consistency. August 5.

Ldn Consulting, Inc.

2016 Air Quality Supplemental Letter. October 6.

2016 Greenhouse Gas Supplemental Letter. October 6.

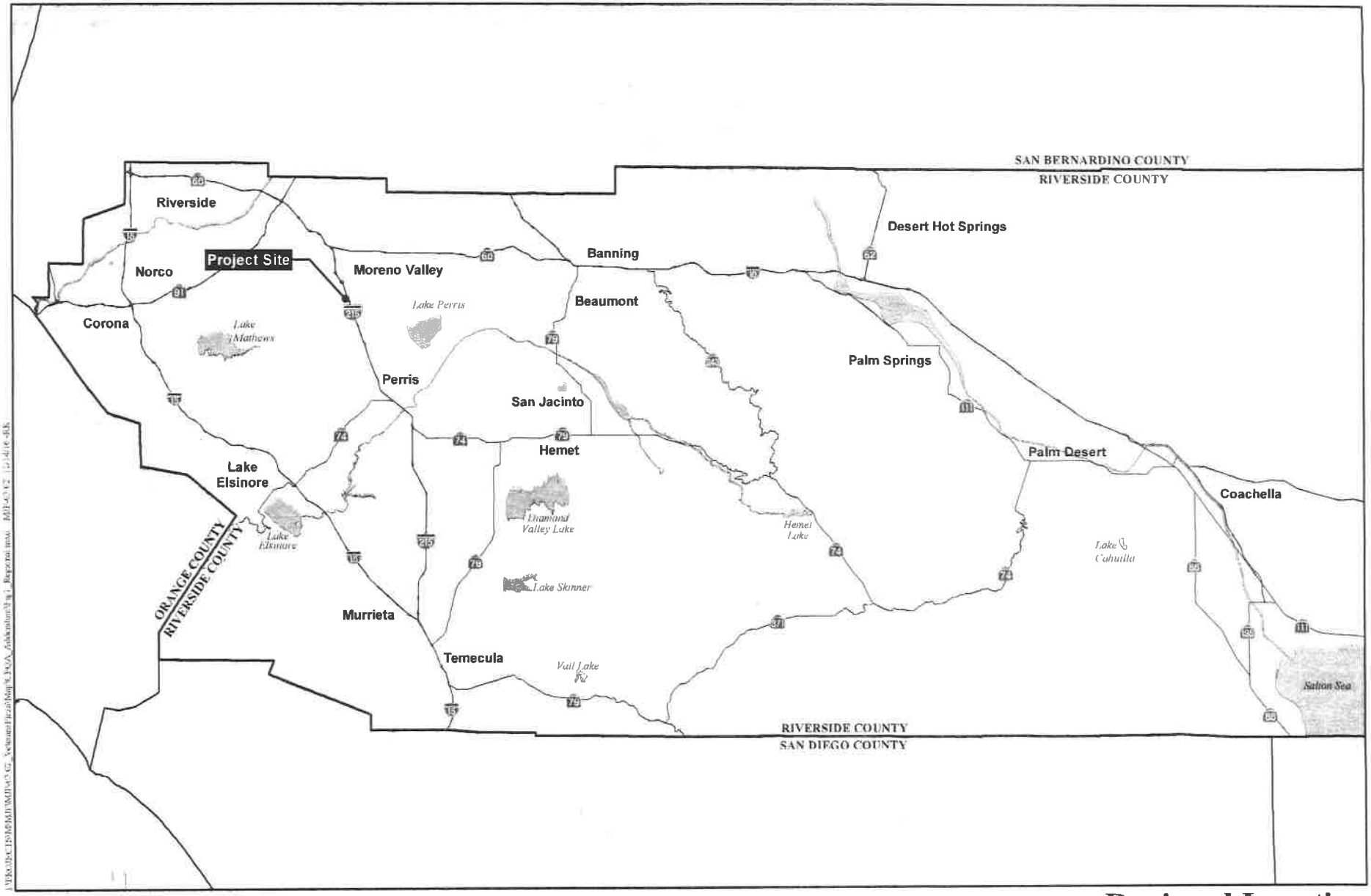
March Joint Power Authority (JPA)

2010 Meridian Specific Plan Amendment (SP-5) Final Subsequent Environmental Impact Report (SCH# 2009071069). July.

2003 March Business Center Final Focused Environmental Impact Report (SCH# 2002071089). February.

1999 Master Environmental Impact Report for the General Plan of the March Joint Powers Authority (SCH# 97071095). September.

Western Municipal Water District, October 2009. Water Supply Assessment, *March Business Center North Campus Specific Plan Amendment.*



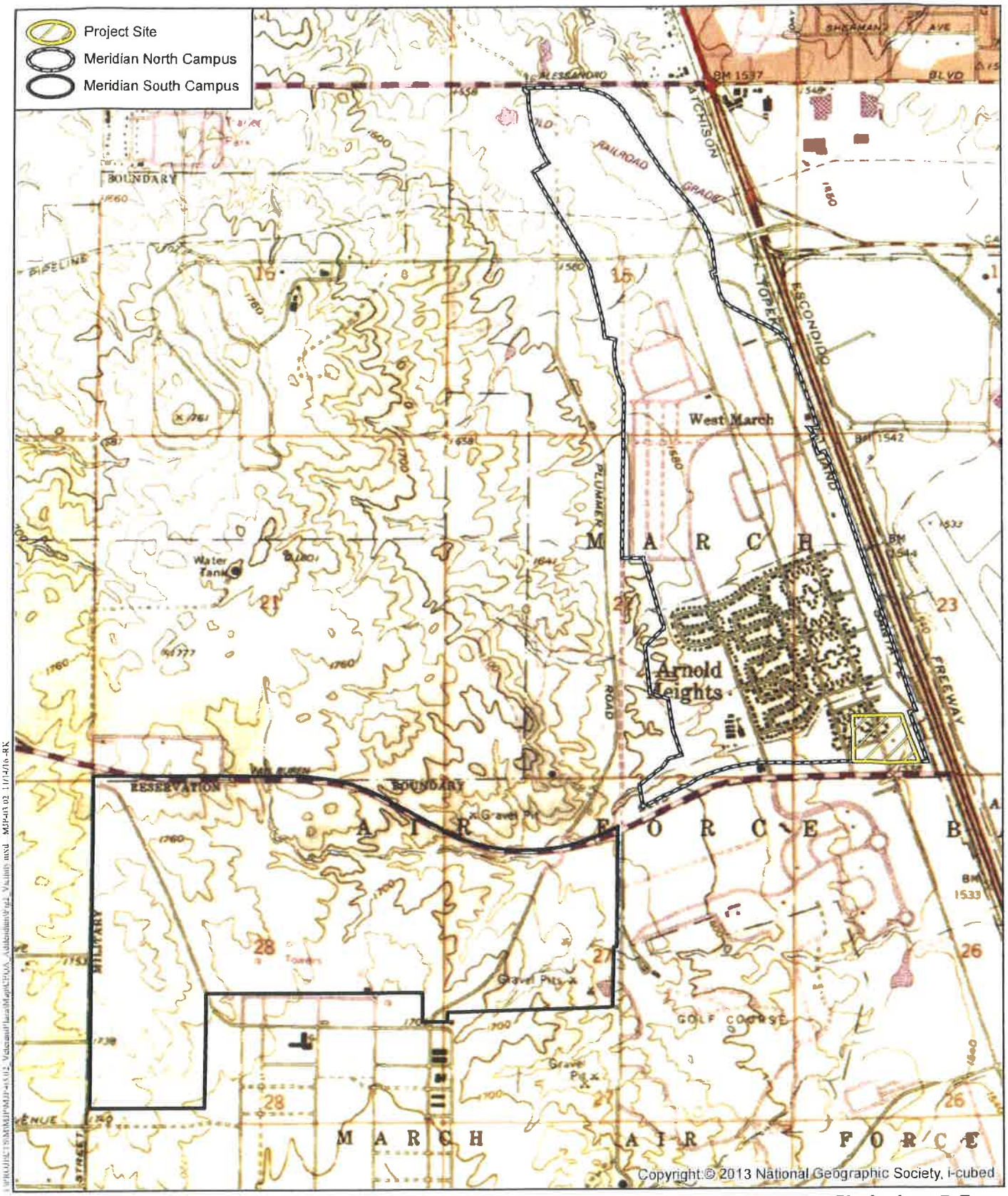

# Regional Location

VETERANS PLAZA, UNIT 4, LOT 4

HELIX Environmental Planning

N 0 10 Miles

Figure 1




# Project Vicinity Map

VETERANS PLAZA, UNIT 4, LOT 4

HELIX Environmental Planning

N 0 2,000 Feet

Figure 2




# Proejct Location within Meridian Specific Plan

VETERANS PLAZA, UNIT 4, LOT 4

HELIX Environmental Planning

0 3,000 Feet

Figure 3

## 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:** | VERIZON COMMUNICATIONS | 800.483.5000 |

## LANDSCAPE SETBACKS

| | |
|---|---|
| FRONT YARD (VAN BUREN): | 20 FT. |
| SIDE YARD STREET: | 15 FT. |
| INTERIOR SIDE YARD: | 5 FT. |
| REAR YARD: | 10 FT. |

## BUILDING SETBACKS

| | |
|---|---|
| FRONT YARD (VAN BUREN): | 25 FT. |
| SIDE YARD STREET: | 15 FT. |
| INTERIOR SIDE YARD: | 0 FT. |
| REAR YARD: | 10 FT. |

## PROJECT PHASING

**PHASE 1**

**PHASE 2**

## SITE PLAN KEYNOTES

1. PROVIDE LIGHT COLORED CONCRETE PAVING IN TRUCK COURTS.
2. PROVIDE BICYCLE PARKING SPACES PER PARKING SCHEDULE
3. PREFERENTIAL PARKING SPACES FOR CAR POOLS AND VAN POOLS. 9 PREFERENTIAL PARKING SPACES ARE PROVIDED
4. PRIOR TO OCCUPANCY, TENANT(S) ARE REQUIRED TO SUBMIT A TDM FOR REVIEW AS IDENTIFIED IN MITIGATION MEASURE B-10.
5. MINIMUM 8-SQ/FT 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. ELECTRIC VEHICLE PARKING SPACE WITH PROVIDED CHARGING STATION

**NOTE:**

THIS INFORMATION IS PRELIMINARY IN NATURE AND SHALL NOT BE USED FOR CONSTRUCTION PURPOSES.
THIS SITE PLAN MAY NOT BE REPRODUCED, REBROADCASTED OR REDISTRIBUTED WITHOUT THE EXPRESSED WRITTEN CONSENT OF [illegible]



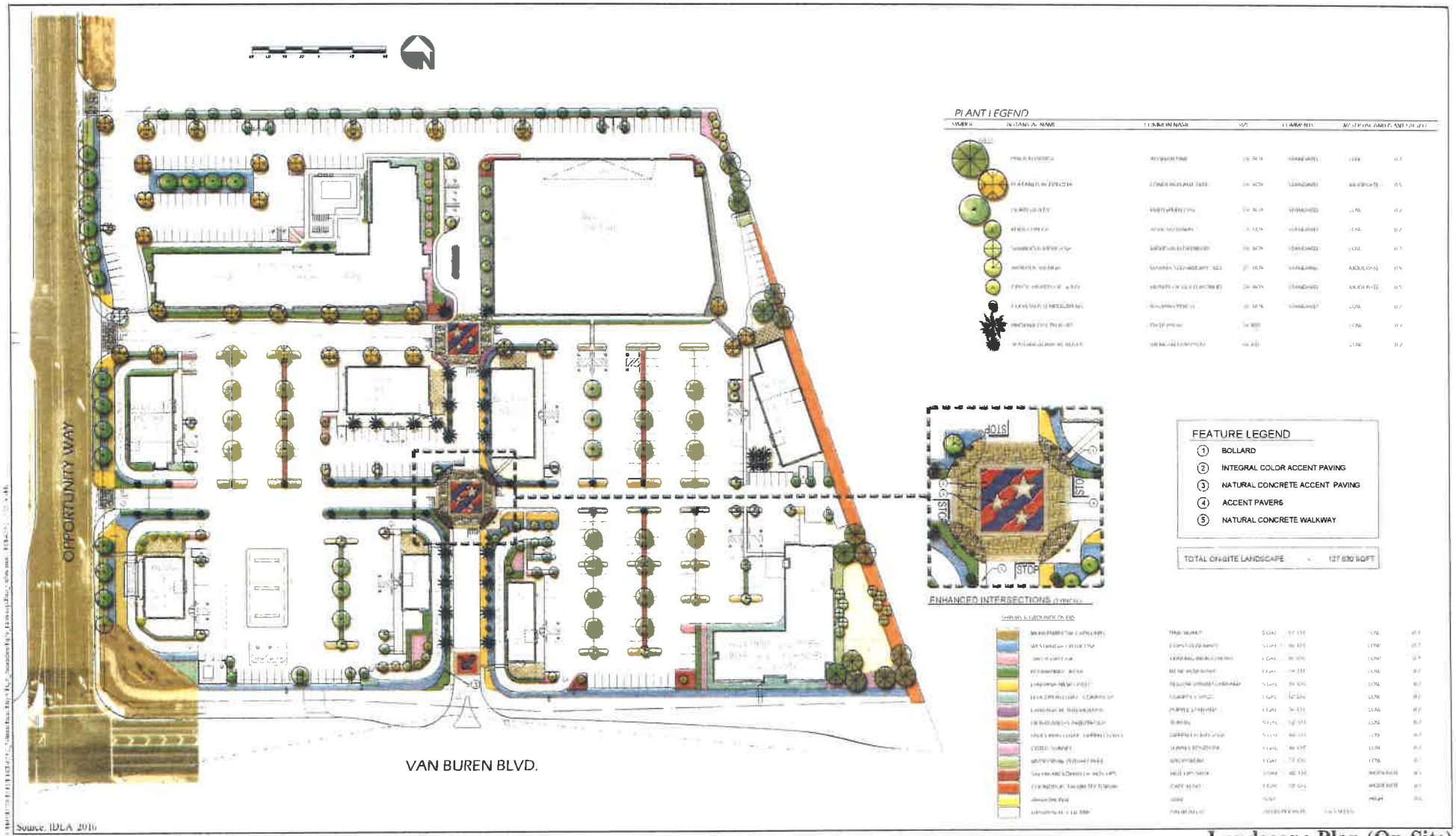

Source: Green Group 2016

# Site Plan

VETERANS PLAZA, UNIT 4, LOT 4

Figure 4

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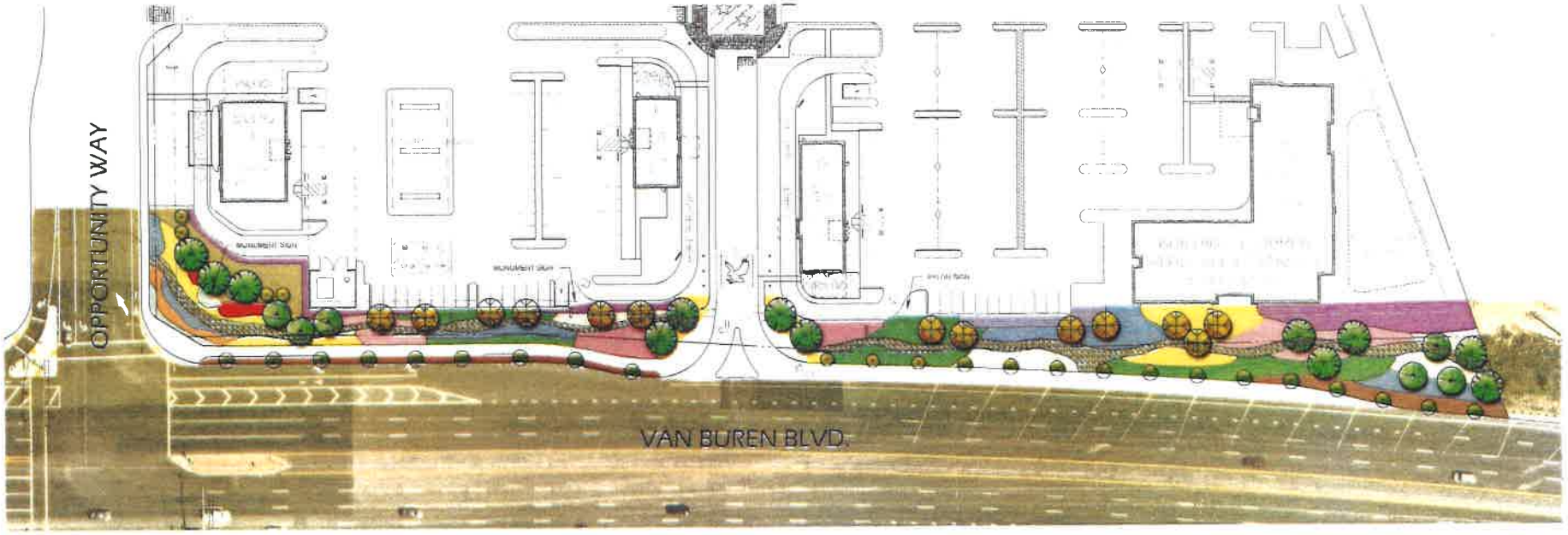

Source: IDLA 2016

**Landscape Plan (On-Site)**

VETERANS PLAZA, UNIT 4, LOT 4

HELIX Environmental Planning

Figure 5a




PLANT LEGEND

| SYMBOL | BOTANICAL NAME | COMMON NAME | SIZE | COMMENTS | QUANTITY | WATER USE AND PLANT FACTOR | |
|---|---|---|---|---|---|---|---|
| TREES | | | | | | | |
| | CINNAMOMUM CAMPHORA | CAMPHOR TREE | 24" BOX | STANDARD | 17 | MODERATE | 0.5 |
| | PLATANUS RACEMOSA 'PARKWOOD' | PARKWOOD LONDON PLANE TREE | 24" BOX | STANDARD | 19 | MODERATE | 0.5 |
| | QUERCUS ILEX | EVERGREEN OAK | 24" BOX | STANDARD | 5 | LOW | 0.2 |
| | MAGNOLIA GRANDIFLORA 'LITTLE GEM' | LITTLE GEM MAGNOLIA | 24" BOX | STANDARD | 19 | MODERATE | 0.5 |
| | LEUCOPHYLLUM FRUTESCENS 'HEARTS OF GOLD' | HEARTS OF GOLD REUBUD | 24" BOX | STANDARD | 10 | MODERATE | 0.5 |

SHRUBS & GROUNDCOVER

| | | | | | |
|---|---|---|---|---|---|
| | MISCANTHUS 'MORNING LIGHT' | MORNING LIGHT MISCANTHUS | 5 GAL @ 36" O.C. | MODERATE | 0.5 |
| | CEANOTHUS 'ARCHER BAY' | ARCHER BAY CEANOTHUS | 1 GAL @ 48" O.C. | LOW | 0.2 |
| | CISTUS X PULVERULENTUS 'SUNSET' | SUNSET ROCK ROSE | 5 GAL @ 36" O.C. | LOW | 0.2 |
| | HEMEROCALLIS 'STELLA DE ORO' | STELLA DE ORO DAYLILY | 1 GAL @ 24" O.C. | MODERATE | 0.5 |
| | LANTANA MONTEVIDENSIS | PURPLE LANTANA | 5 GAL @ 36" O.C. | LOW | 0.2 |
| | LANTANA 'NEW GOLD' | YELLOW HYBRID LANTANA | 5 GAL @ 36" O.C. | LOW | 0.2 |
| | LEUCOPHYLLUM FRUTESCENS | GREEN CLOUD TEXAS RANGER | 5 GAL @ 48" O.C. | LOW | 0.2 |
| | MUHLENBERGIA 'REGAL MIST' | PINK MUHLY | 5 GAL @ 36" O.C. | MODERATE | 0.5 |
| | MYOPORUM PARVIFOLIUM | CREEPING MYOPORUM | 1 GAL @ 24" O.C. | LOW | 0.2 |
| | RHAPHIOLEPIS INDICA 'CLARA' | WHITE INDIAN HAWTHORNE | 5 GAL @ 36" O.C. | MODERATE | 0.5 |
| | SYMPHORICARPOS MOLLIS 'IRENE' | IRENE POWELL | 1 GAL @ 36" O.C. | LOW | 0.2 |
| | SALVIA CLEVELANDII | CLEVELAND SAGE | 1 GAL @ 24" O.C. | LOW | 0.2 |
| | ANNUALS | | | | |

NOTE: ALL PLANTS ARE EXISTING AND PROPOSED WITH COMPLY WITH RIVERSIDE COUNTY INTERSECTION SIGHT DISTANCE STANDARD 805 (A). VEHICLE CAN BE OBTAINED AT: http://rctlma.org/Portals/0/documents/ord/441/ord441.0807.pdf

0' 20' 40' 60' 80'

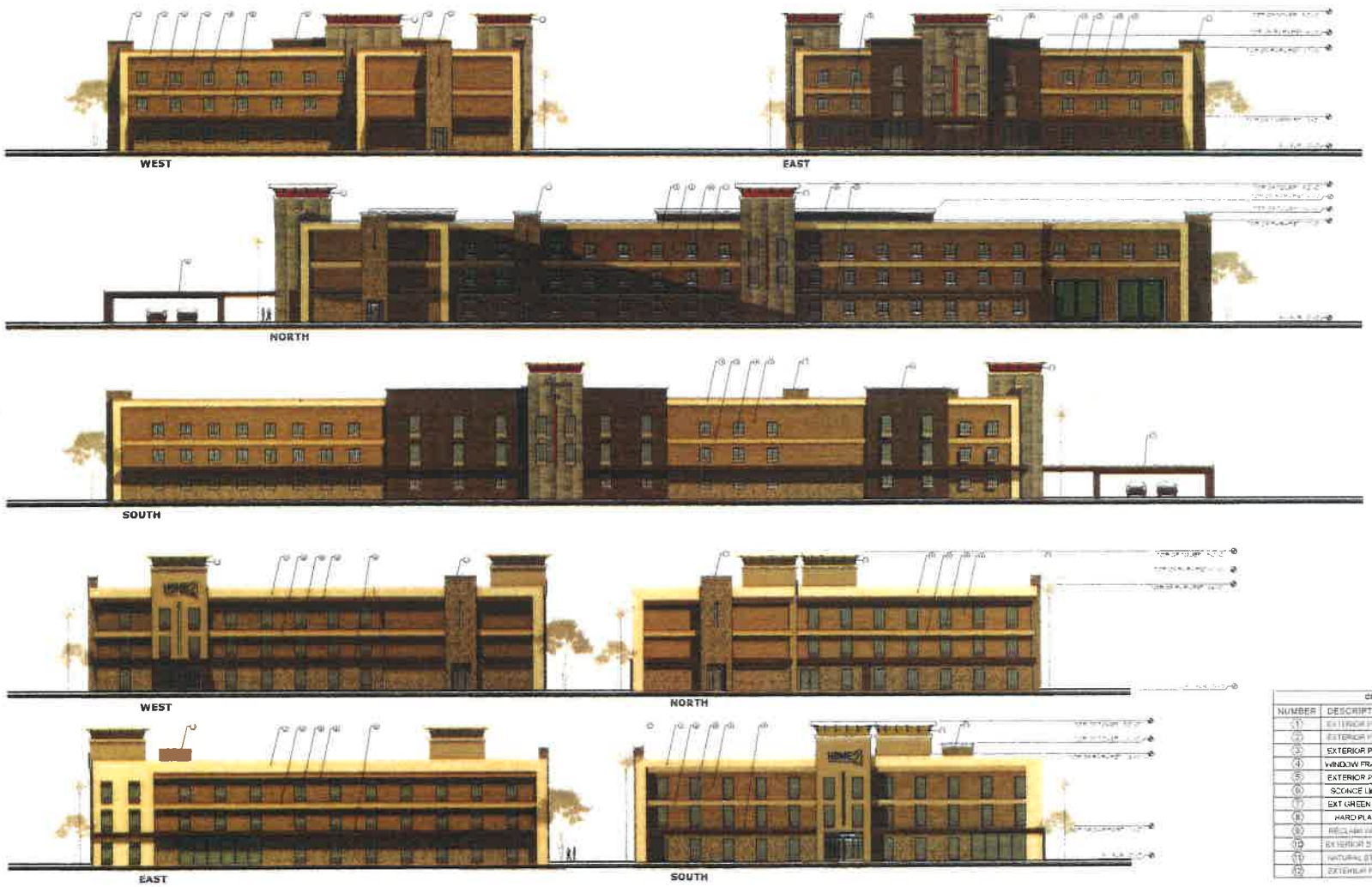
Source: IDLA 2016

# Landscape Plan (Off-Site)

VETERANS PLAZA, UNIT 4, LOT 4

Figure 5b

HELIX Environmental Planning




| COLOR & MATERIALS LEGEND | | | |
|---|---|---|---|
| NUMBER | DESCRIPTION | MANUFACTURER | COLOR / FINISH |
| (1) | EXTERIOR PAINT | SHERWIN-WILLIAMS | SNOWBOUND |
| (2) | EXTERIOR PAINT | SHERWIN-WILLIAMS | MACADAMIA |
| (3) | EXTERIOR PAINT | SHERWIN-WILLIAMS | DAPPER TAN |
| (4) | WINDOW FRAMES | ANDERSEN | CLEAR ANOD |
| (5) | EXTERIOR PAINT | SHERWIN-WILLIAMS | VIRTUAL TAUPE |
| (6) | SCONCE LIGHT | TECH ILLUMINATION | NICKEL PLATE |
| (7) | EXT GREEN SCR | | |
| (8) | HARD PLANK | | DAPPER TAN |
| (9) | RECLAIM WOOD | | ANTIQUE BARNWOOD |
| (10) | EXTERIOR STONE | | |
| (11) | NATURAL STONE | CORONADO STONE | CREAM OLD LEDGE |
| (12) | EXTERIOR PAINT | SHERWIN-WILLIAMS | ACCENT COLORS |

Source: Givens Olvera 2016

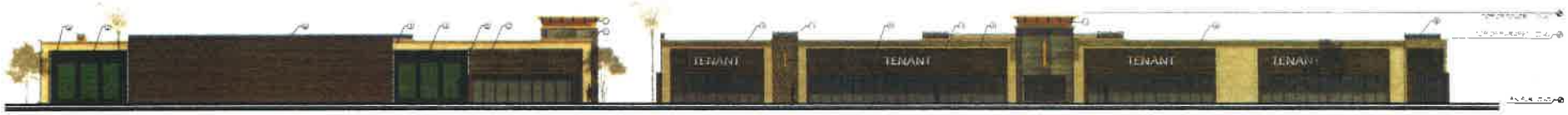
**Elevations, Buildings A and B**

VETERANS PLAZA, UNIT 4, LOT 4

Figure 6a

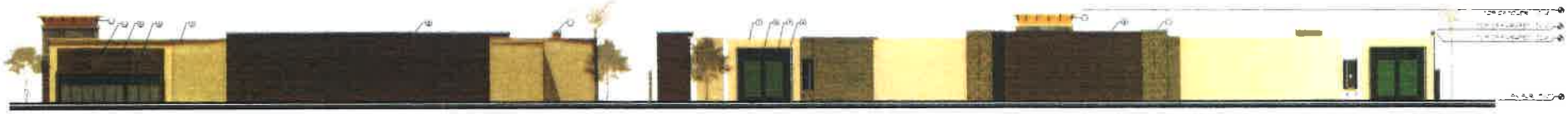
HELIX Environmental Planning

| COLOR & MATERIALS LEGEND | | | | | | | |
|---|---|---|---|---|---|---|---|
| NUMBER | DESCRIPTION | MANUFACTURER | COLOR / FINISH | NUMBER | DESCRIPTION | MANUFACTURER | COLOR / FINISH |
| (1) | EXTERIOR PAINT | SHERWIN-WILLIAMS | NAVAJO WHITE | (7) | EXT GREEN SCR | | |
| (2) | EXTERIOR PAINT | SHERWIN-WILLIAMS | MACADAMIA | (8) | HARD PLANK | | DAPPER TAN |
| (3) | EXTERIOR PAINT | SHERWIN-WILLIAMS | DAPPER TAN | (9) | RECLAIM WOOD | | ANTIQUE BARNWOOD |
| (4) | WINDOW FRAMES | ARCADIA | CLEAR AC-2 | (10) | EXTERIOR STONE | | |
| (5) | EXTERIOR PAINT | SHERWIN-WILLIAMS | VIRTUAL TAUPE | (11) | NATURAL STONE | CORONADO STONE | CREAM OLD LEDGE |
| (6) | SCONCE LIGHT | TEKA ILLUMINATION | NICKEL PLATE | (12) | EXTERIOR PAINT | SHERWIN-WILLIAMS | ACCENT COLORS |




WEST

NORTH



EAST

SOUTH

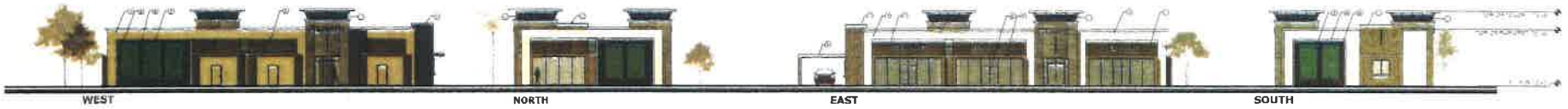
Source: Greens Group 2016

# Elevations, Building C

VETERANS PLAZA, UNIT 4, LOT 4

Figure 6b

HELIX Environmental Planning




Building 'D'




Building 'E'




Building 'F'




Building 'G'

COLOR & MATERIALS LEGEND

| NUMBER | DESCRIPTION | MANUFACTURER | COLOR / FINISH |
|---|---|---|---|
| 1 | EXTERIOR PAINT | SHERWIN-WILLIAMS | NAVAJO WHITE |
| 2 | EXTERIOR PAINT | SHERWIN-WILLIAMS | MACADAMIA |
| 3 | EXTERIOR PAINT | SHERWIN-WILLIAMS | DAPPER TAN |
| 4 | WINDOW FRAMES | KRCASA | CLEAR ACLT |
| 5 | EXTERIOR PAINT | SHERWIN-WILLIAMS | VIRTUAL TAUPE |
| 6 | SCONCE LIGHT | TRANSITION LIGHTING | NICKEL PLATE |

| NUMBER | DESCRIPTION | MANUFACTURER | COLOR / FINISH |
|---|---|---|---|
| 7 | EXT GREEN SCR | | |
| 8 | METAL PLANK | | DAPPER TAN |
| 9 | METAL AWNING | | ANTIQUE BARN WOOD |
| 10 | EXTERIOR STONE | | |
| 11 | MATERIAL STONE | CORONADO STONE | CREMA SOLO LEDGE |
| 12 | EXTERIOR PAINT | SHERWIN-WILLIAMS | ACCENT COLORS |

Source: Civicon Group 2016

**Elevations, Buildings D, E, F and G**

VETERANS PLAZA, UNIT 4, LOT 4

HELIX Environmental Planning

Figure 6c




Building 'J'




Building 'K'




Building 'L'

| COLOR & MATERIALS LEGEND | | | | | | | |
|---|---|---|---|---|---|---|---|
| NUMBER | DESCRIPTION | MANUFACTURER | COLOR / FINISH | NUMBER | DESCRIPTION | MANUFACTURER | COLOR / FINISH |
| ① | EXTERIOR PAINT | SHERWIN-WILLIAMS | NAVAJO WHITE | ⑦ | FXT GREEN SCR | | |
| ② | EXTERIOR PAINT | SHERWIN-WILLIAMS | MACADAMIA | ⑧ | HARD PLANK | | DAPPER TAN |
| ③ | EXTERIOR PAINT | SHERWIN-WILLIAMS | DAPPER TAN | ⑨ | RECLAIM WOOD | | ANTIQUE BARNWOOD |
| ④ | WINDOW FRAMES | ARCADIA | CLEAR AC-2 | ⑩ | EXTERIOR STONE | | |
| ⑤ | EXTERIOR PAINT | SHERWIN-WILLIAMS | VIRTUAL TAUPE | ⑪ | NATURAL STONE | CORONADO STONE | CREAM OLD LEDGE |
| ⑥ | SCONCE LIGHT | TEKA ILLUMINATION | NICKEL PLATE | ⑫ | EXTERIOR PAINT | SHERWIN-WILLIAMS | ACCENT COLORS |

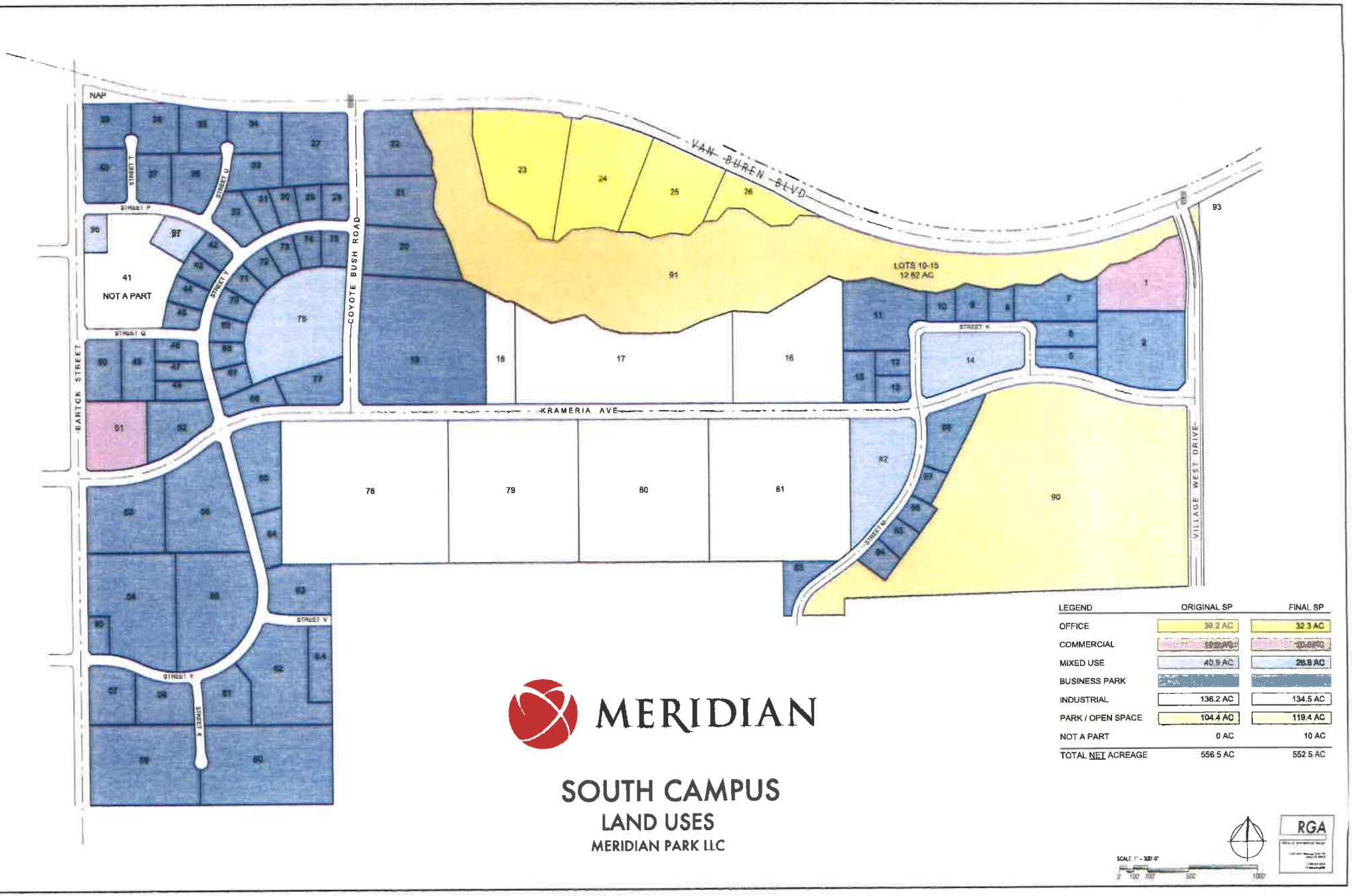
Source: Gresens Group 2016

**Elevations, Buildings J, K, and L**

VETERANS PLAZA, UNIT 4, LOT 4

HELIX Environmental Planning

Figure 6d




| LEGEND | ORIGINAL SP | FINAL SP |
|---|---|---|
| OFFICE | 39.2 AC | 32.3 AC |
| COMMERCIAL | [illegible] | [illegible] |
| MIXED USE | 40.9 AC | 28.8 AC |
| BUSINESS PARK | | |
| INDUSTRIAL | 136.2 AC | 134.5 AC |
| PARK / OPEN SPACE | 104.4 AC | 119.4 AC |
| NOT A PART | 0 AC | 10 AC |
| TOTAL NET ACREAGE | 556.5 AC | 552.5 AC |

MERIDIAN

# SOUTH CAMPUS

## LAND USES

MERIDIAN PARK LLC

RGA

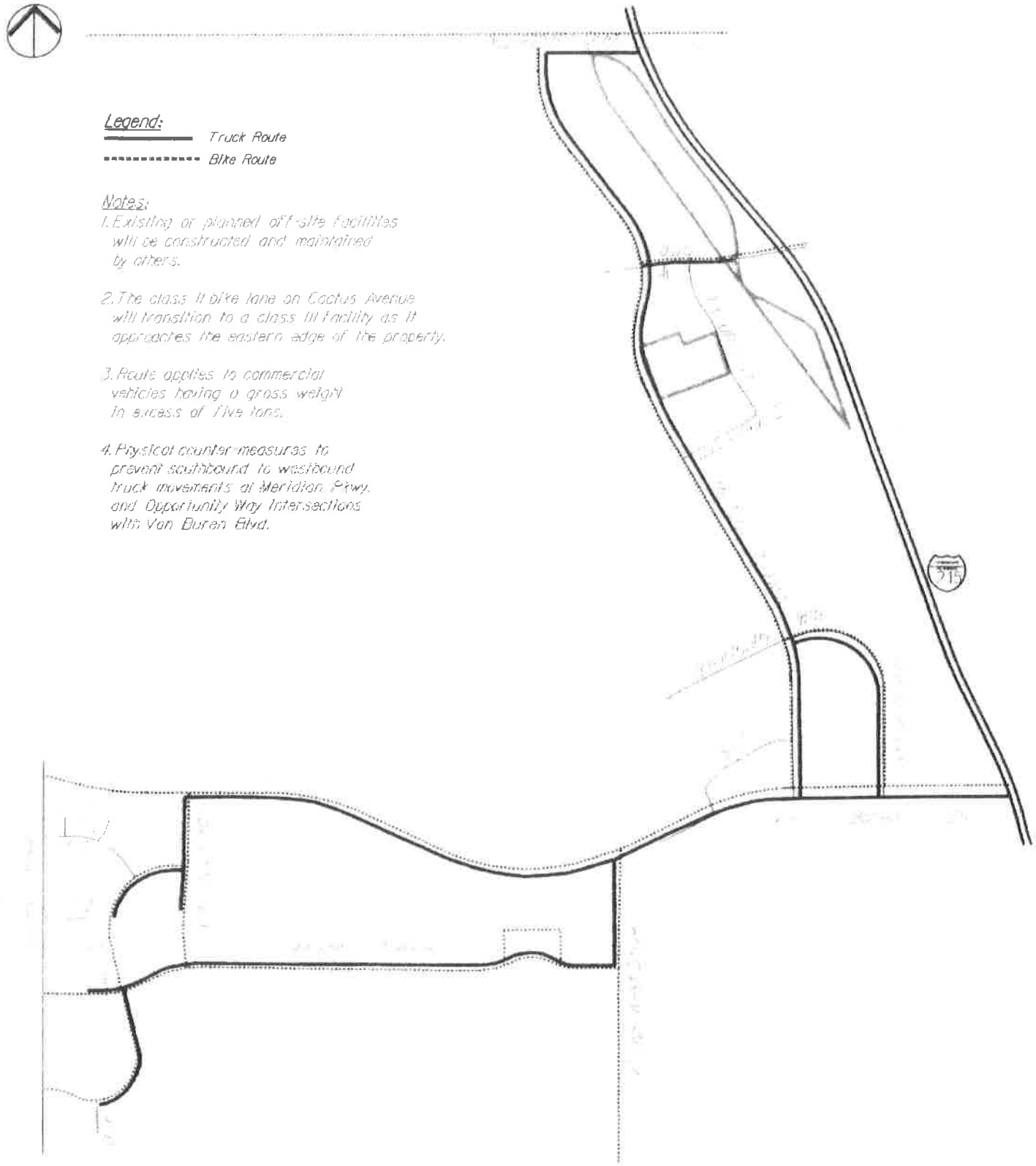



FIGURE V-6

## TRANSPORTATION SYSTEMS PLAN

**EXHIBIT B**
Addendum

# ADDENDUM TO THE MERIDIAN SPECIFIC PLAN AMENDMENT (SP-5) SUBSEQUENT ENVIRONMENTAL IMPACT REPORT

## Unit 4 Lot 4 (Veteran's Plaza)

### 1. Introduction

This document is an Addendum to the 2010 Subsequent Environmental Impact Report (SEIR) prepared by the March Joint Powers Authority (March JPA) for the Meridian Specific Plan Amendment (SP-5) (SCH #2009071069). The Meridian SP-5 SEIR evaluated potential impacts associated with the amendment to the Meridian Specific Plan, which included net changes to the acreages associated with land uses designated in the 2003 March Business Center Specific Plan, as well as changes to lot layout, site access, and internal circulation. The SEIR analysis was based on full buildout conditions, with conservative land use assumptions, consistent with the land use designations and design guidelines contained within the 2003 March Business Center Specific Plan, the 2010 Specific Plan Amendment, and other applicable regulations (pg. III-7, March JPA, 2010). In addition to this analysis, the SEIR also evaluated project-level impacts associated with the construction of a fire station within Unit 6 of the Meridian Business Center and the development of an industrial facility within Unit 4, Lot 16.

The analysis in the Meridian SP-5 SEIR concluded that impacts associated with the Specific Plan Amendment were consistent with the impacts identified in 2003 Focused EIR (FEIR) prepared for the March Business Center Specific Plan, including significant and unavoidable impacts on transportation and traffic, air quality, and climate change and greenhouse gases. As a result of the conclusions in the SEIR, a Statement of Overriding Considerations was adopted to acknowledge that the SEIR would result in significant and unmitigated impacts and on August 4, 2010, the SEIR was certified and the Specific Plan amendment approved (Resolution JPA 10-20). A Notice of Determination (NOD) was subsequently filed on August 9, 2010.

#### Proposed Project

Development of Unit 4 Lot 4 of the Meridian SP-5, herein referred to as the proposed Project, is the focus of analysis in this Addendum. The Project includes the commercial development of 10 lots totaling about 219,695 square feet for hotel, retail, mixed use, and restaurant uses within Planning Area 7 of the Meridian SP-5. In order to approve the Project, a Specific Plan Amendment, Conditional Use Permit, Variance, and a Tentative Map are needed, as they were not part of the project analyzed in the Meridian SEIR.

### 2. Purpose of the Addendum

As outlined in CEQA Guidelines Section 15164(b), an Addendum to an EIR may be prepared when minor technical changes or additions are necessary to the EIR for a project that has already been approved and when neither additional significant environmental effects nor a substantial increase in the severity of previously identified significant effects would occur. It has been determined through preparation of a complete and thorough Initial Study that an Addendum is the appropriate level of documentation for approval of the proposed Project under CEQA.

Under CEQA, an Addendum to an adopted EIR may be prepared by either a lead or responsible agency if only minor technical changes or additions are necessary, but none of the conditions calling for preparation of a subsequent or supplemental negative declaration have occurred (CEQA Guidelines Section 15164). Although there is no specific format required, 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 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 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, shows any of the following:*

*A. The project will have one or more significant effects not discussed in the previous EIR;*

*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 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 by March JPA because the construction of 10 lots with hotel, retail, mixed use, and restaurant uses within Unit 4 Lot 4 of the Meridian SPA-5 area is consistent with the overall project evaluated in the SEIR and does not require major revisions to the SEIR due to new significant impacts or substantial increases in the severity of previously identified significant impacts. The anticipated environmental impacts of the proposed Project, as explained in detail in the following analysis, have been analyzed and mitigated accordingly in the SEIR, and there have been no new circumstances since that time that would result in new or more severe significant environmental impacts. As evaluated in the supporting analysis of this Addendum, mitigation measures that have been previously identified would continue to ensure that impacts are reduced to less than significant levels. The minor technical changes required for the proposed

Project include approval of a Specific Plan Amendment and Conditional Use Permit to allow hotel uses within Unit 4 Lot 4 of the Meridian SPA-5 area, a Variance to exceed the square footage of a freeway sign in the northeast corner of the lot, approval of a Tentative Tract Map to subdivide the lot into 10 legal lots, and approval of a Plot Plan to approve the site layout, landscaping, parking, driveway design, and phasing of the proposed 10 commercial buildings.

Per CEQA Guidelines Section 15163(c), an Addendum need not be circulated for public review, but can be included in or attached to the approved SEIR. Prior to approval of the proposed Project, March JPA will consider this Addendum together with the Meridian SP-5 SEIR when making a decision regarding the proposed Project.

## 3. Overview of Environmental Analysis

The Meridian SP-5 SEIR included an evaluation and analysis of the potential environmental impacts associated with the amendment of the Meridian Specific Plan and development resulting from that amendment. This Addendum has been prepared to identify any impacts associated with the approval of a Specific Plan Amendment and Conditional Use Permit to allow hotel uses, a Variance to exceed the permitted square footage for a freeway sign, a Tentative Tract Map to subdivide the lot into 10 legal lots, and a Plot Plan to approve the site layout, landscaping, parking, driveway design, and phasing of 10 buildings and associated improvements within Unit 4 Lot 4 of the Meridian SPA-5 area. The analysis can be found in its entirety in the accompanying Supplemental Environmental Checklist Form. As described below and shown in the environmental checklist, the proposed Project does not involve new significant environmental effects or substantially increase the severity of a previously identified significant effect in the SEIR. The following resource areas were evaluated in this Addendum:

- Aesthetics
- Air Quality
- Cultural Resources
- Greenhouse Gas Emissions
- Hydrology / Water Quality
- Mineral Resources
- Population / Housing
- Recreation
- Utilities / Service Systems
- Agriculture and Forestry Resources
- Biological Resources
- Geology / Soils
- Hazards & Hazardous Materials
- Land Use / Planning
- Noise
- Public Services
- Transportation / Traffic
- Mandatory Findings of Significance

The Supplemental Environmental Checklist Form compares the environmental effects of implementing the proposed Project with the operational analysis that was evaluated in the SEIR, in order to determine the extent to which the SEIR adequately addressed the impacts of the proposed Project, and to identify the extent of revisions to the SEIR needed to accurately address the impacts of the proposed Project. The Supplemental Environmental Checklist Form incorporates mitigation measures from the SEIR, where applicable, and has incorporated minor revisions to those measures in order to reflect current conditions and the fact that not all components of the mitigation measures may apply to the proposed Project.

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 Meridian SP-5 SEIR. The Supplemental Environmental Checklist presented in this document provides an analysis of the proposed Project in comparison to what was analyzed in the SEIR. The anticipated environmental impacts of the proposed Project are consistent with the analysis contained in the previous analysis. In addition, the proposed Project would not result in additional impacts and would not require additional mitigation measures.

**ORDINANCE #JPA 17-01**

**AN ORDINANCE OF THE MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY ADOPTING AN AMENDMENT TO THE MERIDIAN SPECIFIC PLAN AMENDMENT – SP-5 A3 (SPA 16-01 A3)**

**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; and

**WHEREAS**, in July 2010, the Authority approved Specific Plan Amendment (SP-5) to amend the March Business Center Specific Plan by amending its name to the "Meridian Specific Plan Amendment" and implementing revisions to a 257.7 acre portion of the specific plan's North Campus area, including revisions to land use and development regulations, and land use designations; and

**WHEREAS**, Greens Hospitality Incorporated ("Applicant") proposes the development of 14.41 acres within Planning Area 7 of the Meridian Specific Plan Amendment (SP-5), including the commercial development of 10 lots totaling approximately 219,695 square feet for hotel, retail, mixed use, and restaurant uses ("Project"); and

**WHEREAS**, Applicant proposes to amend the Meridian Specific Plan Amendment (SP-5) to incorporate the "Site Exception" language regarding development of hotel uses from Volume 1 of the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan into Appendix B of the 2010 Meridian Specific Plan Amendment (SP-5 A3),

**WHEREAS**, the Applicant's proposed amendment to the 2010 Meridian Specific Plan (SP-5 A3) will make the Meridian Specific Plan Amendment (SP-5) consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, as adopted by the Riverside County Airport Land Use Commission on November 13, 2014; and

**WHEREAS**, a Master Conditional Use Permit (CUP 16-01), Plot Plan (PP 16-02), Specific Plan Amendment (SPA 16-01 A3), Tentative Tract Map (TM 37116), and Variance (V 16-01) collectively constitute the "Project" for purposes of the California Environmental Quality Act (Pub. Resources Code, § 21000 *et seq.*) ("CEQA"); and

**WHEREAS**, in accordance with CEQA and the State CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 *et seq.*), March JPA staff prepared and the March Joint Powers Commission ("Commission") certified a Final Environmental Impact Report for the March Business Center Specific Plan (SP-1) (SCH #2002071089) ("FEIR"); and

**WHEREAS**, in accordance with CEQA and the State CEQA Guidelines, March JPA staff prepared and the Commission certified a Subsequent Environmental Impact Report for the Meridian Specific Plan Amendment (SP-5) (SCH #2009071069) ("SEIR"); and

**WHEREAS**, in accordance with CEQA and the State CEQA Guidelines, March JPA staff has prepared and the Commission has adopted an Addendum to the certified SEIR for the Meridian Specific Plan Amendment (SP-5) for the Project; and

**WHEREAS**, the Addendum to the certified SEIR was prepared pursuant to CEQA, the State CEQA Guidelines, and the March JPA's Local CEQA Guidelines; and

**WHEREAS**, on April 12, 2017, the Commission conducted a duly-noticed public hearing in accordance with Government Code sections 65453 and 65355 on SP-5 A3, at which time all persons wishing to testify in connection with SP-5 A3 were heard and SP-5 A3 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 of fact.

**SECTION 2.** Compliance with the California Environmental Quality Act. The Commission has considered and adopted an Addendum to the 2010 SEIR for the Meridian Specific Plan Amendment (SP-5) (SCH #2009071069) for the Project, including SP-5 A3, in accordance with the requirements of CEQA, the State CEQA Guidelines, and the March JPA Local CEQA Guidelines. As the decision-making body for the Project, the Commission of the March JPA has reviewed and considered the FEIR, the SEIR, the Addendum to the SEIR, the Initial Study, any oral or written comments received, and the administrative record prior to taking action on the Project, including action on SP-5 A3.

**SECTION 3.** Findings on Environmental Impacts. Based on the Addendum, the Initial Study, the administrative record, and having considered the SEIR and the FEIR and all written and oral evidence presented to the Commission, the Commission finds that all environmental impacts of the Project have been addressed within the certified SEIR and the Initial Study. The Commission finds that no new or additional mitigation

measures or alternatives are required. The Commission further finds that there is no substantial evidence in the administrative record supporting a fair argument that the Project, including SP-5 A3, may result in any significant environmental impacts beyond those analyzed in the certified SEIR. The Commission finds that the Addendum contains a complete, objective, and accurate reporting of the environmental impacts associated with the Project, including SP-5 A3, and reflects the independent judgment and analysis of the Commission.

**SECTION 4.** 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 SP-5 A3 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. SP-5 A3 is in conformity with the General Plan. The Specific Plan Amendment will incorporate the "Site Exception" language from Volume 1 of the 2014 "March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan" into Appendix B of the 2010 Meridian Specific Plan Amendment (SP-5). The language will allow for a specific site exception for the development of a hotel or hotels on the 13-acre site situated within Compatibility Zone B2 and bordered by Interstate 215 on the east and Van Buren Boulevard on the south. Any such hotel or hotels shall be limited as follows: maximum of 100 people per acre; maximum of 250 people per single acre; maximum of 3 above ground habitable floors; no conference facilities (however, small meeting room(s) for a total of up to 50 people is (are) acceptable). Sound attenuation as appropriate for the combined airport and freeway noise levels shall be provided. Thus, the amendment will make the Meridian Specific Plan Amendment (SP-5) consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan and consistent with the March JPA General Plan's goals and policies.

B. SP-5 A3 is consistent with the purpose and intent of the March JPA Development Code because SP-5 A3 complies with all requirements of Chapter 9.13 (Specific Plans) of the Development Code.

C. Based on the entire record before the Commission and all written and oral evidence presented to the Commission, the Commission finds that SP-5 A3 is in the public interest because it will provide for the efficient development of the Meridian Specific Plan Amendment (SP-5) area as a safe and efficient industrial and business center.

**SECTION 5.** 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 SP-5 A3 in substantially the form attached hereto as Exhibit "A", which is incorporated by this reference.

**SECTION 6.** 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 provision 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 7.** Publication. The Chair of the March 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.

**SECTION 8.** Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings are based are located at the Office of the Planning Manager, March JPA, 14205 Meridian Parkway, Suite 140, Riverside, CA 92518.

**SECTION 9.** 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 10.** Effectiveness. This Ordinance shall be effective thirty (30) days after its adoption.

**INTRODUCED** on the 12th day of April, 2017.

**PASSED, APPROVED, AND ADOPTED** this 26th day of April, 2017.

_____

Mike Gardner, Chairman
March Joint Powers Authority Commission

ATTEST:

I, Carey L. Allen, CMC, Clerk of the March Joint Powers Commission, do hereby certify that the foregoing Ordinance #JPA 17-01 was duly introduced on April 12, 2017 and adopted by the Joint Powers Commission at its regularly scheduled meeting on April 26, 2017.

Ayes:
Noes:
Abstain:
Absent:

Dated: April 26, 2017

_____
Carey L, Allen, CMC, Clerk
March Joint Powers Authority Commission

**EXHIBIT A**
SPECIFIC PLAN AMENDMENT (SP-5 A3)

# EXHIBIT A
# Specific Plan Amendment (SP-5 A3)

The March Joint Powers Authority wishes to incorporate the "Site Exception" language from, Volume 1 of the 2014 "March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan" is proposed to be incorporated into Appendix B of the 2010 Meridian Specific Plan Amendment (SP5), thereby making the Specific Plan consistent with the 2014 MARB/IPA Land Use Compatibility Plan. The following excerpt below is from the 2010 Meridian Specific Plan Amendment (SP-5), *Land Use Section; E. Overlay Districts; 1. Joint Land Use Study; page III-4*, with included *"Site Exception"* language added in *italics*, for review and consideration:

---

## 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.

*Additional Site Specific Exceptions found in section 2.7 of the 2014 March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan as it pertains to (Exception Site 1) March Business Center (SP-1) and Meridian (SP-5), March Joint Powers Authority:*

1. *Situated in Compatibility Zones B1, B2, C1, C2 and D*

2. *March Business Center, a 1,032-acre, non-residential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions (Ord. #JPA 03-01, SP-1), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004.*

3. *Meridian, a 258-acre portion of the original March Business Center, consisting of a nonresidential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions (Ord. #JPA 10-02, SP-5), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004*

4. *For the purpose of this Compatibility Plan, the Meridian exception area specifically allows development of a hotel or hotels on the 13-acre site situated within Compatibility Zone B2 and bordered by Interstate 215 on the east and Van Buren Boulevard on the south. Any such hotel or hotels shall be limited as follows: maximum of 100 people per acre; maximum of 250 people per single acre; maximum of 3 aboveground habitable floors; no conference facilities (however, small meeting room(s) for a total of up to 50 people is (are) acceptable). Sound attenuation as appropriate for the combined airport and freeway noise levels shall be provided.*

5. *The Development Agreement referenced in Paragraphs (2) and (3) above expires on December 27, 2016. After that, the agreement provides for two more 5-year automatic extensions. The developer must request the Development Agreement extensions and the Authority must make findings that the development is still in substantial conformance*

# NOTICE OF DETERMINATION

| | | | |
|---|---|---|---|
| TO: | ☐ Clerk of the Board of Supervisors<br><br>or<br><br>☒ County Clerk<br><br>County of: Riverside<br>Address: County Clerk's Office<br>2720 Gateway Drive<br>Riverside, CA 92502-0751 | FROM: | Public Agency/Lead Agency:<br><br>March Joint Powers Authority<br>Address: 14205 Meridian Parkway, Ste. 140<br>Riverside, CA 92518<br><br>Contact: Jeffrey M. Smith, AICP<br>Phone: 951 656-7000 |

| | | |
|---|---|---|
| TO: | ☒ Office of Planning and Research<br>P. O. Box 3044<br>Sacramento, CA 95812-3044 | Lead Agency (if different from above)<br><br>Address: |
| | ☐ 1400 Tenth Street (overnight or hand delivery)<br>Sacramento, CA 95814 | Contact:<br>Phone: |

SUBJECT: Filing of Notice of Determination in Compliance with Section 21108 or 21152 of the Public Resources Code.

| | | |
|---|---|---|
| State Clearinghouse Number (If submitted to SCH):<br><br>2009071069 | | |
| Project Title: | Veterans Plaza – Master Conditional Use Permit-CUP 16-02, Plot Plan-PP 16-02, Specific Plan Amendment-SPA 16-03 A3, Tract Map-TM 16-01, Variance-V 16-01 | |
| Project Applicant: | Greens Hospitality, Incorporated | |
| 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):<br>The Project 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 proposed Project site is bounded by Meridian Unit 4 Lot 3 to the north; the MJPA controlled south detention basin to the east, Van Buren Boulevard to the south, and Opportunity Way to the west, in the County of Riverside, City of Riverside, CA. | | |
| General Project Location (City and/or County):<br>The Project is located in the County of Riverside, City of Riverside | | |
| Project Description:<br>Master Conditional Use Permit ("CUP 16-01"): to allow hotel uses in excess of 25,000 square feet. The Project includes two proposed hotels on lots 1 and 7 and are labeled as Buildings A and B (see Figure 4). Lot 1 includes a 161-room hotel with 86,568 square feet and Lot 7 includes a 90-room hotel with 47,760 square feet. Because the proposed hotel uses exceed 25,000 square feet each, approval of a Conditional Use Permit is required. The request also authorizes an automotive service station/convenience store and a reduction in site parking. | | |


14205 MERIDIAN PARKWAY, SUITE 140 ★ RIVERSIDE, CALIFORNIA 92518 ★ (951)656-7000 ★ FAX(951)653-5558
E-MAIL: info@marchjpa.com ★ WEBSITE: www.marchjpa.com

Plot Plan ("PP 16-02"): to authorize the phased development of ten buildings, 219,695 square feet on 14.41 acres (Unit 4, Lot 4) in a mix of commercial uses, including fast food restaurants, a gas station/convenience store with 16 gas pumps, and a mixed-use building with fast food, restaurant, and retail uses in the southwestern corner of the project site during Phase 1. Phase 2 would include the development of both hotels, two retail buildings, and a restaurant in the northern and eastern portions of the Project site. A total of four driveways are planned, including three along Opportunity Way and one along Van Buren Boulevard. Building heights would range between 26.5 feet and 50 feet. Proposed buildings would be single-story, with the exception of the two hotels, which would be developed as three-story buildings. A total of 606 parking stalls are included for the Project. As proposed, the Plot Plan was analyzed using a "Building Code and Parking Spaces/Vehicle Occupancy" methodology to determine compliance with Meridian Specific Plan SP-5 airport compatibility provisions with the Riverside County Airport Land Use Plan provisions, for each building in Phases 1 and 2. As submitted on the Plot Plan, it was determined that development planned for Phase I is consistent with the compatibility provisions. Although submitted and presented, the final building site layout/design for the development of Phase II have not been confirmed. At the time of final building site layout/design is determined, the project Applicant will submit to the March JPA staff the required density calculations, identifying compliance with Meridian Specific Plan SP-5 A3 airport compatibility provisions and the Riverside County Airport Land Use Plan provisions, for each individual site/ building within Phase 2.

Specific Plan Amendment ("SPA 16-01 A3"): to incorporate the "site exception language" from, Volume 1 of the 2014 "March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan" into Appendix B of the 2010 Meridian Specific Plan (SP5, A3). The language allows for a specific site exception allowing for the development of a hotel or hotels on the 13-acre site situated within Compatibility Zone B2 and bordered by Interstate 215 on the east and Van Buren Boulevard on the south.

Tract Map ("TM 37116"): to subdivide the project site into ten legal lots, with a minimum lot size of 30,000 s.f. or ranging between 0.85 acre and 2.83 acres in size.

Variance ("V 16-01"): to exceed the maximum height standard for a freeway sign as required by the Development Regulations set forth in the March Business Center Design Guidelines Meridian Specific Plan Amendment (SP-5). The proposed signage would be 60 feet in height and 500 feet in total square footage area, which exceeds the currently adopted March Business Center Design Guidelines restrictions of 45 feet in height and 150 square feet in area.

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 Hospitality, Incorporated

This is to advise that the (☒ Lead Agency or ☐ Responsible Agency) has approved the above described project on _____ and has made the following determinations regarding the above described project:

| | | |
|---|---|---|
| 1. | ☐ | The project will have a significant effect on the environment. |
| | ☒ | The project will NOT have a significant effect on the environment |
| 2. | ☐ | An Environmental Impact Report was prepared and certified for this project pursuant to the provisions of CEQA and reflects the independent judgment of the Lead Agency. |
| | ☐ | A Negative Declaration was prepared for this project pursuant to the provisions of CEQA and reflects the independent judgment of the Lead Agency. |
| | ☐ | A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA and reflects the independent judgment of the Lead Agency. |

| | | |
|---|---|---|
| ☒ | An Addendum to the Certified EIR (SCH# 2009071069) was prepared for this project pursuant to the provisions of CEQA and reflects the independent judgement of the Lead Agency | |
| 3. ☒ | Mitigation measures from the applicable SEIR were made a condition of the approval of the project. | |
| ☐ | Mitigation measures were NOT made a condition of the approval of the project. | |
| 4. ☐ | A Mitigation Monitoring or Reporting Plan was adopted for this project. | |
| ☒ | A Mitigation Monitoring or Reporting Plan was NOT adopted for this project. | |
| 5. ☐ | A Statement of Overriding Considerations was adopted for this project. | |
| ☒ | A Statement of Overriding Considerations was NOT adopted for this project | |
| 6. ☒ | Findings were made pursuant to the provisions of CEQA. | |
| ☐ | Findings were NOT made pursuant to the provisions of CEQA. | |
| ☒ | This certifies that the Addendum to the Certified Final EIR (SCH 2009071069) with comments and responses and record of project approval, or the Negative Declaration, is available to the general public at the following location(s): | |
| | Custodian:<br><br>March Joint Powers Authority | Location:<br><br>14205 Meridian Parkway, Suite 140<br>Riverside, CA 92518 |

| | |
|---|---|
| **Date:** _____ | _____<br>**Signature:** |
| **Date Received for Filing:** _____ | _____<br>**Title:** |

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

# MARCH JOINT POWERS COMMISSION
## OF THE
## MARCH JOINT POWERS AUTHORITY

***MJPA - Public Hearing***
***Agenda Item No. 9a***

**Meeting Date:** April 12, 2017

**Action:** **APPROVE THE FOLLOWING ACTIONS AS THEY PERTAIN TO THE GREENS GROUP INCORPORATED, PROPOSED VETERANS PLAZA PROJECT LOCATED AT THE NORTHWEST CORNER OF I-215 AND VAN BUREN BOULEVARD: 1) ADOPT RESOLUTION #JPA 17-04 ADOPTING AN ADDENDUM TO THE CERTIFIED SUBSEQUENT ENVIRONMENTAL IMPACT REPORT (SCH #2009071069) FOR THE MERIDIAN SPECIFIC PLAN AMENDMENT AND ACCOMPANYING ENTITLEMENT APPLICATIONS; 2) ADOPT ORDINANCE #JPA 17-01 ADOPTING AN AMENDMENT TO THE MERIDIAN SPECIFIC PLAN SP-5, A3 TO ALLOW HOTELS WITHIN THE B2 AIRPORT COMPATIBILITY ZONE, SUBJECT TO CONDITIONAL USE PERMIT APPROVAL; 3) ADOPT RESOLUTION #JPA 17-03 APPROVING PLOT PLAN (PP 16-02) FOR 219,695 S/F OF COMMERCIAL DEVELOPMENT ON 14.41-ACRES, APPROVING A MASTER CONDITIONAL USE PERMIT (CUP 16-01) FOR HOTEL USES, AN AUTOMOBILE SERVICE STATION, CONVENIENCE STORE AND CAR WASH AND REDUCED PARKING SPACES THROUGH A DETAILED PARKING ANALYSIS; APPROVING TENTATIVE TRACT MAP 37116 CREATING 10 FEE TITLE LOTS; AND APPROVING VARIANCE (V 16-01) ALLOWING A 60' TALL FREEWAY SIGN AND 500 S/F OF SIGNAGE WHEREAS THE DESIGN GUIDELINES AND SECTION 9.12.060 D. OF THE MARCH JPA DEVELOPMENT CODE LIMIT FREEWAY SIGNAGE TO 45' IN HEIGHT AND 150 S/F OF SIGNAGE AREA; AND 4) DIRECT STAFF TO FILE A NOTICE OF DETERMINATION PURSUANT TO THE MARCH JPA LOCAL CEQA GUIDELINES**

**Preparation Date: April 7, 2017**

**Motions:**

1) Adopt Resolution #JPA 17-04, Adopting an Addendum to the Certified Subsequent Environmental Impact Report (SCH #2009071069) for the Meridian Specific Plan Amendment and accompanying entitlement applications;

2) Adopt Ordinance #JPA 17-01 Adopting an Amendment to the Meridian Specific Plan SP-5, A3 to allow Hotels within the B2 Airport Compatibility Zone, subject to Conditional Use Permit Approval;

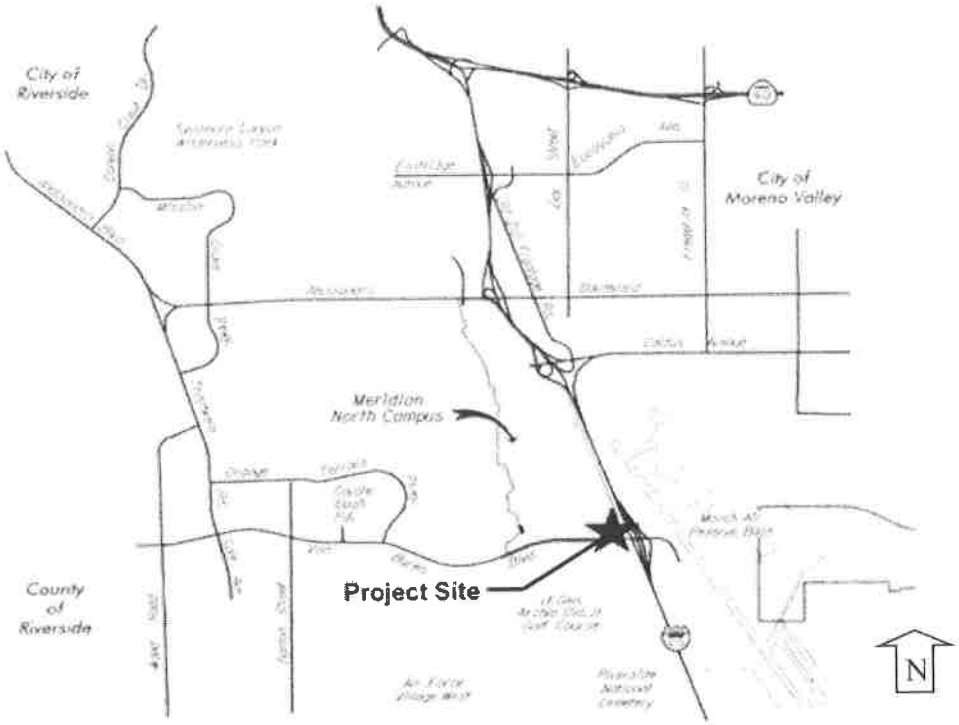
3) Adopt Resolution #JPA 17-03 Approving Plot Plan (PP 16-02) for 219,695 S/F of Commercial Development on 14.41-acres, Approving a Master Conditional Use Permit (CUP 16-01) for hotel uses, an automobile service station, convenience store and car wash and reduced parking spaces through a detailed Parking Analysis; approving Tentative Tract Map 37116 creating 10 Fee Title Lots; and Approving Variance (V 16-01) allowing a 60' tall freeway sign and 500 S/F of signage, whereas the Design Guidelines and Section 9.12.060 D. of the March JPA Development Code limit freeway signage to 45' in height and 150 S/F of signage area; and

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

**Background:**

On February 16, 2016, Greens Hospitality, Incorporated (the "Applicant") submitted applications to develop Lot 4 of Final Map 30857-4 as a Commercial Center within the Meridian Specific Plan Area. The proposed Commercial Center, "Veterans Plaza", is located within the southeastern portion of the North Campus of the Meridian Specific Plan Area, specifically at the northeast corner of Van Buren Boulevard and Opportunity Way. Individual summaries of the Specific Plan Amendment, Plot Plan, Master Conditional Use Permit, Tentative Tract Map and Variance applications are listed below, collectively referred to as the "Project."

Specific Plan Amendment SPA 5, A3 (SPA 16-01): The proposed Specific Plan Amendment will allow the addition of language/new text to the Meridian Specific Plan to be consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, adopted by the Riverside County Airport Land Use Commission. Specifically, Policy 2.7.a.4 of the 2014 Airport Land Use Compatibility Plan allows a hotel use on the Meridian Unit 4, Lot 4 site, located in the B2 Airport Compatibility Zone. However, the Meridian Specific Plan Appendix B, Exhibit 3-4 references earlier compatibility provisions, which were not incorporated into the Final Riverside County Airport Land Use Plan. The proposed Amendment, will modify this language/text to be consistent with the current 2014 Airport Land Use Compatibility Plan.




Plot Plan (PP 16-02): The proposed Plot Plan, considers the phased development of a commercial/service center. "Veterans Plaza" (Meridian Unit 4 Lot 4, the Proposed Project) 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 proposed Project site is bounded by Meridian Unit 4 Lot 3, which is currently under construction with two light industrial buildings to the north; the March Joint Powers Authority (March JPA) controlled south detention basin to the east, Van Buren Boulevard to the south, and Opportunity Way to the west. The proposed Project 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 following table is a summary of proposed uses associated with Exhibit A, 4, Conceptual Site Plan:

| Building | Size | Unit | Use | Notes |
|---|---|---|---|---|
| A | 86,568 | SF | Hotel | 161 Rooms |
| B | 47,760 | SF | Hotel | 90 Rooms |
| C | 50,097 | SF | Retail | |
| D | 6,000 | SF | Mixed Use | 25% Fast Food<br>33% Restaurant<br>42% Retail |
| E | 3,800 | SF | Convenience Store | |
| F | 2,420 | SF | Fast Food | |
| G | 3,550 | SF | Fast Food | |

| | | | | |
|---|---|---|---|---|
| H | - | - | - | Not Used |
| I | - | - | - | Not Used |
| J | 7,500 | SF | Retail | |
| K | 6,000 | SF | Restaurant | |
| L | 6,000 | SF | Restaurant | |

The Project is proposed to be developed in two phases. Phase 1 will feature a gas station/convenience store, two fast food restaurants, Mixed Use/retail and restaurant. The total building area for Phase 1 is 21,700 S/F. Phase 2 will include two retail buildings, restaurant and two hotels. The total building area for Phase II is 197,925 S/F. As proposed, the total building area on-site is 219,695 S/F and includes 606 parking spaces.

The Project will take access off Opportunity Way via three driveways and one "Right-In/Right-Out" driveway on Van Buren Boulevard. The driveways along Opportunity Way will include, a shared driveway at the Unit 4 Lot 3 development site boundary. This reciprocal access point will require an access easement agreement to be recorded as part of the proposed development as this access point is shared with Unit 4, Lot 3 development to the north. A full access driveway will occur at the intersection of Opportunity Way/Sysco Way, whereas the southernmost driveway on Opportunity Way will be right-in/right-out.

The "Right-In/Right-Out" driveway on Van Buren Boulevard is expected to serve as a major entrance for vehicular access onto the site. Project related improvements and features include a dedicated deceleration lane on Van Buren Blvd. to help ensure traffic can safely access the site to minimize any impacts to the westbound Van Buren Blvd. through movements. The Plot Plan, as conditioned, complies with the requirements of the March Business Center Design Guidelines.

Master Conditional Use Permit (CUP 16-01): The proposed Master Conditional Use Permit would allow three components in the SP-5/C-2 zoning district that are subject to conditional use permit approval, as follows: 1) hotel uses; 2) the automobile service station (gas station), with ancillary convenience store and car wash; and 3) a Parking Study justifying a reduction in site parking based on the commercial parking demand characteristics and shared use between the mix of uses.

The Project includes two proposed hotels, labeled as Buildings A and B on the submitted site plan. Building A is a 161-room, 3-story hotel with 86,568 square feet of building area, which is identified as a Hampton Inn + Home2 Suites. The second smaller hotel is identified as Building B, which provides a 90-room, three-story hotel, labeled as an upper midscale extended stay hotel, consisting of 47,760 S/F. The specific hotel chain is not being approved by this request and the applicant retains flexibility to pursue other hotel franchisees through this request. The common area/assembly area planned within Building A is approximately 3,300 S/F and approximately 1,500 S/F within Building B.

The automobile service station consists of the following improvements: a 3,800 square foot convenience store, an approximately 6,270 square foot gas pump canopy, 16 gas pumps and an approximately 1,000 square foot automatic car wash facility.

A Parking Study was also prepared for the Project to identify the maximum parking demand for the project site. The Project, as proposed, requires 709 parking spaces in accordance with the Meridian Specific Plan (SP-5, A2) Section III. G. f. and March JPA Development Code parking requirements. The Parking Study identifies that the hotel use March JPA Development Code) parking requirement is 1.25 spaces per guest room, while surrounding jurisdictions have an average requirement of 1.1 spaces per guest room. The Study also considered and analyzed a shared parking scenario, serving two or more uses without conflict or encroachment based on a) variations in the accumulation of vehicles by hour, by day, and by season at the individual land uses, and b) relationships among the land uses that result in visiting multiple land uses on the same auto trip.

The Study determined that hotels, in conjunction with a mix of retail uses, creates a compatible parking scenario that reduces the parking needs for the Project. The hourly demands indicates that as hotel guests check out for the day, retail uses begin to thrive and peak during the 1:00 PM lunch hour and in the evening during peak dinner hour at 6:00 PM. Subsequently, after the peak dinner hour, the parking needs shift back to the hotels as the retail uses and restaurants wind down for the evening. Based on the analysis, 512 parking spaces would be needed. As proposed, 606 parking spaces is more than adequate considering the expected peak parking demand of 512 spaces.

Tentative Tract Map (TM 37116): The proposed Tentative Tract Map allows for the subdivision of the project site pursuant to the Map Act. The project site will be subdivided into ten (10) lots, each with a lot of area of 30,000 sq. ft. minimum.

Variance (V 16-01): The proposed Variance allows for a variation on the maximum height and sign copy area of a freeway sign as currently specified in the Design Guidelines. The March Business Center Design Guidelines and March JPA Development Code allows for the development of three freeway signs with a maximum height of 45 feet and a maximum sign area of 150 square feet. The freeway sign for the proposed Project will reach a maximum height of 60 feet and a maximum sign area of 500 square feet.

Surrounding Area/Land Use:

| Location | GP Designation/Zoning | Existing Land Use |
|---|---|---|
| **Site** | Meridian SPA – SP-5/A2 Commercial | Vacant, rough graded lot within the Meridian Business Park (NW corner, Van Buren Blvd. & Opportunity Way) |
| **North** | Meridian SPA – SP-5/A2 Business Park | Entitled and under construction, two Business Park buildings, total building area of 192,468 sq. ft. |
| **East** | March Bus. Ctr. – SP-1 Park/Rec/Opens Space | Regional Drainage Facility; BNSF Rail Lines and I-215 Freeway |
| **South** | | Van Buren Boulevard |
| **West** | Meridian SPA – SP-5/A2 Industrial and Mixed Use | Sysco Industrial Park and vacant, rough graded lots within the Meridian Business Park |

Compliance with Development Standards:

| Proposed Development | | |
|---|---|---|
| **Development Standard** | **Minimum/Maximum Required** | **Proposed Development** |
| **Building Area:** | N/A | 219,695 sq. ft. |
| **Gross Site Area:** | 30,000 sq. ft. (min) | 627,699 sq. ft. (14.41 Acres) |
| **Number of Buildings:** | N/A | 10 Buildings |
| **Floor Area Ratio (Max):** | 35% | 35% |
| **Setbacks – Required:** | FY-25', SY-15'<br>RY-10' | FY-25', SY-15'<br>RY-10' |
| **Landscape Required:** | 20% (min) | 27% |
| **Maximum Building Height:** | 50' / 3 Stories | 3 Retail Bldgs. – 26'-6" / 1 Story<br>2 Fast Food Bldgs. – 26'-6" / 1 Story<br>2 Hotels - 50' / 3 Stories<br>2 Restaurant Bldgs. – 26'-6" / 1 Story<br>1 Gas/Conv Bldg. – 26"-6" / 1 Story |
| **Freeway Signage** | 3 Signs/<br>Max Height – 45'/<br>Max Sign Area – 150' | Max Height – 60'/<br>Max Sign Area – 500'[1] |
| **Parking:** | 709 | 606[2] |

[1] *Applicant requests a Variance to allow change in maximum height and sign area pursuant to March JPA Development Code 9.02.100.*

[2] *Applicant requests a reduction to the minimum parking requirement pursuant to March JPA Development Code 9.11.070.*

Analysis of Development Proposal:

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 General Plan Land Use Map designates the project property as appropriate for Commercial Land Uses, as identified by Resolution #JPA 03-02. The following Policies are consistent with the objectives of developing Commercial Land Uses within the March Business Center (Meridian) Development:

General Plan Land Use Policy 1.1: Provide for a mix of land uses which implement the Base Master Reuse Plan for March Air Force Base; offer a variety of employment opportunities; and capitalize, enhance and expand upon existing physical and economic assets of the Planning Area.

General Plan Land Use Policy 1.4: Use specific and/or master plan processes for the coordinated development of large properties to ensure cohesive, comprehensive development.

General Plan Land Use Policy 4.4: Develop a distinctive community identity for commercial, business park and industrial developments that reflect the character and atmosphere of March

Joint Powers Authority Planning Area through the use of good planning and design principles, sound development practices which serve as guidelines for building materials, colors, site design and orientation, and landscaping.

General Plan Land Use Policy 4.8: Preserve a scenic corridor along Van Buren Boulevard and enhanced gateway treatment at the Riverside National Cemetery.

General Plan Land Use Policy 5.1: Support the development and establishment of new employment centers and economic development activities that contribute to an improved tax base.

General Plan Land Use Policy 6.3: Ensure that plans and development do not interfere, conflict or degrade the military mission of March ARB.

General Plan Land Use Policy 6.5: Ensure that plans and development conform to the draft Comprehensive Land Use Plan for March ARB/March Inland Port.

General Plan Land Use Policy 6.8: Ensure that land uses adhere to both military and civilian Part 77 conical surface criteria, relative to height restrictions.

The Meridian Specific Plan identifies Commercial Land Uses as those that 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 the I-215 Freeway. 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.

Conformance with the Meridian Specific Plan (SP-5, A2):
The March Business Center Specific Plan was amended on July 21, 2010 ("Meridian Specific Plan Amendment") to revise the framework of development within a 257.7-acre portion of the original Specific Plan's North Campus. The Specific Plan Amendment maintained the original Specific Plan land use designations that included Business Park, Industrial, Commercial, Office, Mixed-Use and Park/Recreation and Open Space, but made minor modifications to increase the land area available for Commercial development. Under the Meridian Specific Plan Amendment, the subject 14.41-acre site retained the Commercial zoning that existed in the prior March Business Center Specific Plan.

A Subsequent Environmental Impact Report (SEIR) was completed to analyze changes under the Specific Plan Amendment, and incorporated a land use and traffic budget system that would assure compatibility between proposed projects and the future buildout scenario analyzed within the SEIR. As such, individual development applications are reviewed for consistency against analyzed traffic counts (truck and passenger vehicles) and air quality emissions within the SEIR. Any changes to analyzed emissions or traffic expectations within the Specific Plan Amendment would trigger further CEQA analysis.

The Project proposes a commercial development, consisting of multiple tenants, on the 14.41-acre commercial designated parcel. While the Project is designed to accommodate commercial

uses as outlined within the Specific Plan Amendment, the project site was assessed to review the Project's consistency to what was previously analyzed for Unit 4, Lot 4.

Traffic associated with the Specific Plan Amendment are managed using a system of Planning Areas and Planning Regions. Each Planning Area is allocated a traffic generation "budget" based on land uses. As determined and analyzed under the SEIR, the Specific Plan Amendment accounted for a total combined external traffic budget of 45,419 daily passenger trips and 3,890 daily truck trips within the Amendment area as illustrated on Appendix C of the Specific Plan. The Project site is located within Planning Area 7 and Planning Region C, and accounted for 18,579 passenger car average daily trip, and 16,164 external average daily trips within the Amendment area.

A traffic consistency memo was prepared by Kimley Horn and Associates for the Project on August 5, 2016. The purpose of the memo was to assess the Project's consistency with applicable traffic planning documents and determine if the Project would result in changes to the traffic volumes anticipated in the traffic study update prepared in August 2013. The traffic study update was prepared after the Meridian SEIR as part of the ongoing monitoring of traffic (per Mitigation Measure B-3 from the 2003 FEIR) as properties within the North Campus are developed. A traffic budget was established for the Meridian SP-5, and allocates 14,579 external daily trips to the proposed Project site. The Project would result in 9,458 external trips per day, which is less than the 14,579 trips remaining within the current traffic budget. An additional 5,111 trips would remain available to serve the remaining undeveloped areas within Planning Area 7.

As such, the Project would not result in an increase of off-site traffic impacts and is therefore consistent with the previously certified SEIR for Planning Region C. Based on the aforementioned assessment of consistency, and the attached Initial Study, the Project complies with the requirement of the Specific Plan Amendment, as listed below:

The Project conforms to the required development standards from the March Business Center (Meridian) development, inclusive of site landscaping, FAR and parking requirements. The development of this site into a Commercial use is consistent with permitted uses allowed in the Specific Plan, Commercial Use designation.

Conformance with the Riverside County Airport Land Use Plan for March ARB/IP (2014):
The March Business Center/Meridian Specific Plan is an exception area to the 2014 Riverside County Airport Land Use Commission (ALUC) Compatibility Plan for March Air Reserve Base/Inland Port Airport. Airport compatibility provisions were also established for Meridian Specific Plan in Appendix B. Appendix B of the Specific Plan (SP-5) incorporated Chapter 3 of the draft March Air Reserve Base / Inland Port Airport 2007 Joint Land Use Study. In this study, hotel/motel use is listed as prohibited. In November 2014, ALUC adopted the "March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan", which grants a specific site exception to allow hotel/motel uses.

The Project includes a Specific Plan Amendment to allow this site exception for hotel/motel uses and modify the language in the existing Meridian SP-5 to be consistent with the adopted ALUC Compatibility Plan. On February 3, 2017, the March JPA submitted a "Non-Impact Legislative Project" application to ALUC to bring the current Meridian SP-5 document in conformance with the 2014 ALUC Compatibility Plan. ALUC reviewed the application and proposal to amend the 2010 Meridian Specific Plan (SP-5) to incorporate the site specific

exception language from the 2014 ALUC Compatibility Plan, and found the Project consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

*Airport Compatibility Analysis*

According to the 2014 Riverside County Airport Land Use Compatibility Plan (RCALUCP), 13-acres of the Project site is located within the B2 Compatibility Zone, while 1.4 acres are located within the C1 Compatibility Zone. Both of these Compatibility zones allow an average intensity of 100 people per acre and a maximum intensity of 250 people within the most densely occupied acre.

The Meridian Specific Plan (SP-5) incorporates an airport compatibility map and density provisions similar to the provisions of the 2014 RCALUCP. One difference in these plans, however is that SP-5 designates the entire 14.4 acre site as the B2 compatibility zone. The density provisions in SP-5 and the RCALUP are the same, allowing 100 individuals per acre on an average basis and 250 persons per acre in the most concentrated acre.

The maximum intensity provisions apply to all areas of the project, including the proposed hotels, retail spaces and restaurants, based on the potential maximum individuals located within a 210' X 210' area. In order to analyze the average and maximum intensity of the proposed Project, the following "Building Code Method", analysis factors, used and provided by the Riverside County ALUC Staff, were used to calculate intensity to determine building occupancy:

- Hotel: 1 person/200 square feet which equates to 1.85 persons/ room
- Retail: 1 person/ 115 square feet; and
- Restaurant: 1 person/15 square feet (dining area)

A second method for determining total occupancy, used by Riverside County ALUC Staff, involves multiplying the number of parking spaces provided by average vehicle occupancy. The standard used for this calculation is 1.5 persons per vehicle.

*Maximum Building Intensity by Acreage Analysis:*
Hotel Building A, consists of a building area of 86,568 square feet, including 161 rooms. The building would also include a small meeting room not to exceed 50 individuals (conference facilities are prohibited in compliance with the Airport Compatibility Plan). The single acre intensity area includes 110 hotel rooms. At an intensity of 1.85 persons/room, this would accommodate 204 people per acre, which is consistent with the B2-Compatibility Zone average of 250 people/acre. Full occupancy of the meeting room would not meaningfully affect the building density as individuals would simply be within the meeting room as opposed to within their hotel room. On a single acre basis, the hotel site provides 137.5 parking spaces and would create a density of 206 individuals at 1.5 individuals per car. Therefore, Building A is compliant with the maximum intensity from both a building code and parking basis.

Hotel Building B, consists of a building area of 47,760 square feet, including 90 rooms. The building would also include a small meeting room not to exceed 50 individuals (conference facilities are prohibited in compliance with the Airport Compatibility Plan). The single acre intensity area includes 90 hotel rooms. At an intensity of 1.85 persons/room, this would accommodate 167 people per acre. Full occupancy of the meeting room would not meaningfully affect the building density as individuals would simply be within the meeting

room as opposed to within their hotel room. On a single acre basis, the hotel site provides 112.5 parking spaces and would create a density of 169 individuals at 1.5 individuals per car. Therefore, Building B is compliant with the maximum intensity from both a building code and parking basis.

Retail Building C, consists of a building area of 50,000 square feet. The single acre intensity area calculated at 1 person/115 square feet, would result in 349 people per acre. On a single acre basis, the retail building provides 140 parking spaces and would create a density of 210 individuals at 1.5 individuals per car. Therefore, Building C is compliant with the maximum intensity provision of 250 individuals per acre from a parking basis, but it does not comply with the maximum density on a building code basis. The applicant's project narrative identifies that building C is speculative, and that the final building site plan will be developed at a later stage, at which full compliance with the density parameters will be required.

Restaurant Buildings K and L, consists of a combined total building area of 12,000 square feet (Building K - 6,000 sf, Building L – 6,000 sf). Given the distance between building K and L, only 11,000 square feet of building area would be analyzed as within the most concentrated area. At an intensity of 1 person/15 square feet of restaurant space and 1 person/200 square feet of kitchen space, this would accommodate 395 people per acre. On a parking basis, these building accommodate a combined 96 parking spaces, and would create a density of 144 individuals at 1.5 individuals per car. Therefore, Buildings K and L are compliant with the maximum intensity provision of 250 individuals per acre from a parking basis, but it does not comply with the maximum density on a building code basis. The applicant's project narrative identifies that Buildings K and L are speculative, and that the final building site plan will be developed at a later stage, at which time full compliance with the density parameters will be required.

Buildings D, E, F, G and J consists of various convenience, retail and restaurant uses. These various building have densities of 33 to 147 persons/acre based on the building code occupancy method. Based on the available parking method, these buildings provide for a density of 13 to 43 individuals an acre, using 1.5 individuals per car. Therefore, Buildings D, E, F, G and J are compliant with the maximum intensity calculations from both a building code and parking analysis basis.

*Average Building Intensity by Acreage Analysis:*
Based on the number of standard parking spaces required, 709 parking spaces, the total occupancy for the entire project site would be estimated at 1,064 people, resulting in an average intensity of 74 people per acre. This is consistent with the B2-Compatibility Zone of 100 people per acre. Because the Applicant is requesting a reduction in parking, the above method was also used to determine total occupancy. Based on the reduced number of parking spaces requested, 609 parking spaces, the total occupancy for the entire project site would be estimated at 909 people, resulting in an average intensity of 63 people per acre. This is also consistent with the B2-Compatibility Zone of 100 people per acre.

Conformance with the March Business Center Design Guidelines:
The March Business Center Design Guidelines establishes the development requirements for all Projects within the March Business Center (Meridian) development. The Guidelines institute criteria for site planning, architecture, landscaping, lighting and project signage, as listed below:

Site Planning: The proposed site plan meets the minimum standards for lot area, building location and height, setbacks, parking, pedestrian/bicycle and vehicle circulation, floor area ratio and site landscaping. The Project complies with the Site Planning objectives and requirements of the March Business Center Design Guidelines.

Architecture/Color Palette: The proposed commercial buildings will be of wood frame construction, designed in a contemporary theme to create development consistency. Prominent entry features are used to emphasize building entrances and provide variation in the building elevations. The proposed buildings incorporate Navajo White (SW 6126), Macadamia (SW 6142), Dapper Tan (SW 6144) and Virtual Taupe (SW 7039) in a combination of field colors, entry tower/roof accent colors; exterior stone, reclaimed and hard plank wood siding, modular exterior planting trellis, as well as glazing with clear anodized window frames (Acacia, Clear AC-2). The proposed architecture, color palette and glazing all comply with the requirements of the March Business Center Design Guidelines.

*Landscaping:* Along the northerly property perimeter, the landscaping includes 24" box, Heart of Gold Redbud trees and a mix of ground cover and 5-gallon shrubs, used to separate the Project from the Unit 4 Lot 3 development to the north. The eastern property boundary of the Project site will consist of 24" box Afghan Pine and Heart of Gold Redbud trees along with 5-gallon shrubs of Trailing Indigo and Toyon. To the south, Van Buren Boulevard, is dominated by landscape consisting of Camphor, London Plane, Evergreen Oak and Little Gem Magnolia trees. The Van Buren Street frontage also includes a mix of shrubs and ground cover. Along Opportunity Way, to the west, the landscaping will consist of 24" box Evergreen Oak Trees and 5-gallon shrubs and ground cover including Coast Rosemary, Lantana, Myoporum and Pink Muhly. The Project will enhance the LLMD streetscape through the addition of several rows of ground cover and a mix of 5 gallon shrubs within the Project limits.

Landscaping within the project area will include a variety of trees consisting of Italian Cypress, London Plane, Evergreen Oak, Heart of Gold Redbud, Marina Strawberry, Mexican Fan and Date Palms. A mix of shrubs, ground cover and trees will provide landscaping around the perimeter of some buildings. Hedges, shrubs and ground cover will be used along Fast Food Restaurant drive-through aisles to screen traffic and protect pedestrians

Exterior Lighting: Given the proximity of the March Air Reserve Base, the March Business Center Design Guidelines provide specific requirements that restrict all exterior Project lighting to low or high pressure sodium lighting, fully shielded fixtures with the source of illumination not visible above the horizon, maximum of 24' above finished grade, and a maximum illumination of 0.5 candle/foot$^2$ at the property line. Accordingly, the Project Conditions of Approval require that the developer complies with the exterior lighting requirements of the March Business Center Design Guidelines requirements.

Development Signage: All development signage is required to be consistent with the March Business Center Design Guidelines, including building, monument, multi-tenant and freeway signage. The proposed development will require a Unified Sign Program, as it is a multi-tenant development. This will be a separate application and review, which has not been submitted to date for the proposed development, but is required to be approved by staff prior to the issuance of any signage permits.

*Compliance with Development Code Findings for a Variance of the Maximum Freeway Sign Height and Maximum Signage Copy Area:* Local governmental bodies make quasi-judicial decisions when they apply existing policies or regulations to specific situations or development proposals. One classic example of a quasi-judicial decision is a Variance. This type of quasi-judicial decision is made by the March JPA Commission following public notice and a public hearing pursuant to March JPA Development Code Section 9.02.100 B and Section 9.02.200.

The purpose of granting a Variance is to provide for equity in use of property, and to prevent unnecessary hardships that might result from a strict or literal interpretation and enforcement of certain regulations prescribed by the March JPA Development Code. The Applicant is requesting a Variance for a variation on the maximum height and sign copy area of a freeway sign as currently specified in the Design Guidelines. The March Business Center Design Guidelines allows for the development of three freeway signs with a maximum height of 45 feet and a maximum sign area of 150 square feet. The freeway sign for the proposed Project will reach a maximum height of 60 feet and a maximum sign area of 500 square feet. In order grant the Variance, the following required findings, as outlined in Section 9.02.100 D of the March JPA Development Code, shall be made:

1. The strict or literal interpretation and enforcement of the specified regulation would result in practical difficulty or unnecessary hardship not otherwise shared by others within the surrounding area or vicinity.

   The current sign guideline of a maximum 45 foot tall freeway sign with maximum sign area of 150 square feet for three tenants, as outlined in the March JPA Development Code and March Business Center Design Guidelines, would not be sufficient to display businesses and associated services to the community. The request for a Variance to the permitted sign requirements includes a freeway sign, 60 feet in height and maximum of 500 square feet in sign area. The proposed Project includes a commercial development, consistent with the land use and zoning designations analyzed in the Meridian SEIR and as a result, the proposed height and size of the proposed freeway sign would not substantially degrade the existing visual character of quality of the project site and surrounding community.

2. There are exceptional or extraordinary circumstances or conditions applicable to the property involved or to the intended use of the property which do not apply generally to other properties in the vicinity and under the same zoning classification.

   The Project site is separated by physical features including the I-215 Freeway, adjacent railroad tracks and a detention basin. These features diminish freeway sign visibility from southbound I-215 drivers and freeway signage visibility is severely blocked by the Van Buren Interchange to northbound I-215 drivers. As explained in Findings #1, the request for a Variance to the permitted sign requirements includes a freeway sign, 60 feet in height and maximum of 500 square feet in sign area. Due to the separation by physical features, the proposed freeway sign would be designed for appropriate visibility for north and southbound I-215 Freeway drivers.

3. The strict or literal interpretation and enforcement of the specified regulation would deprive the applicant of privileges enjoyed by the owners or other properties in the vicinity and under the same zoning classification.

   Freeway signage in adjacent communities and March JPA member jurisdictions have allotted for large freeway signs along SR-60 and I-215. Specifically, the cities of Moreno Valley, Perris, Riverside, and the County of Riverside all have permitted similar sized freeway signs for commercial centers, consistent with that of the proposed freeway sign maximum height and signage area. Those signs are generally for larger commercial power centers, however those signs do not have the visual barriers created by the overcrossing of Van Buren Boulevard and the BNSF/RCTC rail line; and

4. The granting of the Variance will not constitute a grant of special privilege inconsistent with the limitations on other properties in the vicinity and under the same zoning classification.

   As discussed in Finding #3, Freeway signage in adjacent communities and March JPA member jurisdictions have approved large freeway signs to identify tenant occupancy, thus, granting of the Variance will not constitute a grant of special privilege inconsistent with the limitations on other properties in the vicinity and under the same zoning classification.

5. That the granting of the Variance will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity.

   The granting of the Variance for a 60' height and 500 square feet of sign space is not detrimental to public health, safety or welfare, or materially injurious to properties or improvements. The site is located in proximity to, but not within the Accident Potential Zones identified within the 2005 March Installation Compatibility Use Zone Study (AICUZ). The proposed sign is 30' below the MARB Part 77 surface, which has been verified through the FAA 7460-1 review process. The increased height and square footage of the sign will assist southbound I-215 traffic to recognize and make informed decisions when deciding to visit the site prior to the Van Buren Boulevard off-ramp. The improved sign visibility will assist in avoiding last second decisions to exit. The sign location is devoid of any public facilities and improvements and it will have no impact to adjacent properties or to the general public; and

6. The granting of a Variance is consistent with the objectives and policies of the March JPA General Plan and the intent of the March JPA Development Code.

   The requested Variance is compatible with existing and anticipated future development in the vicinity of the Project site, within the Meridian Specific Plan Amendment (SP-5) area and the community. Furthermore, the requested Variance is intended to improve, not only freeway driver safety considerations, but will aid the overall economic sustainability of the Project, by enhancing employment opportunities, servicing the community and improving the local tax base.

CEQA Analysis:

Master EIR

The potential environmental effects of the re-development of the excessed land from the former March Air Force Base (4,400-acres) described in the March JPA General Plan were evaluated in the March JPA Master EIR, which was certified on March 15, 1999. The Master EIR identified significant unavoidable impacts to biology (Stephen's kangaroo rat habitat) solid waste (effects on regional landfill capacity) and significant unavoidable cumulative impacts to air quality (air pollutant emissions within a non-attainment area); thus the Master EIR was adopted with a Statement of Overriding Considerations. The Master EIR (MEIR pg. 3-68) also notes that, "regional and cumulative impacts without the Project and its associated transportation improvements would result in significant impacts to the transportation of the subregion", and specifically identified that development consistent with the General Plan would create a regional employment center that would reduce vehicle miles traveled within the region by 350,000 per day and would reduce daily traffic volume in and out of the County by approximately 32,000 trips per day (MEIR pg. 3-69). All other issue areas addressed in the Master EIR were assessed as either less than significant or less than significant as mitigated.

Subsequent EIR for Meridian Business Park Specific Plan Amendment

The Subsequent EIR for the 257.7-acre portion (inclusive of this site) of the March Business Center Specific Plan North Campus, was certified by the March Joint Powers Commission on July 21, 2010. The SEIR analyzed the reconfiguration of Unit 2, lots 3, 9 and 10 and Unit 1, lot 19 to reflect revised land uses and/or revised lot dimensions near the Metrolink site; revise the land use designation for Unit 2, lots 9 and 10 from Business Park to Commercial; identify a temporary sewer lift facility near Unit 4, lot 3; incorporate Clear Zone (CZ) and Accident Potential Zones (APZs) (i.e., March JPA Resolution #JPA 08-01); reconfigure lots west of Meridian Parkway and south of Opportunity Way to include a revised detention basin and incorporate the former Arnold Heights School site into the March Business Center Specific Plan North Campus; create Lot 16 through the consolidation of 14 smaller lots east of Meridian Parkway and south and west of Opportunity Way, and removal of the eastern portion of Street F; develop a new east/west private street along the south side of new lot 16; modify Unit 6, lots 1a and 1b to reflect the planned location of a Riverside County Fire Station; remove cul-de-sacs serving office lots located along the north side of Van Buren Boulevard and relocate access via Street F; construct three rail spurs to accommodate freight rail service to Unit 1, Lots 5 and 6; and modify the long and shallow lot running along the eastern side of Meridian Parkway to incorporate it into an adjacent Defense Reutilization and Marketing Office (DRMO) parcel.

The Subsequent EIR found that no significant or cumulative impacts would occur to Aesthetic, Agricultural and Forest, Mineral, Population and Housing and Recreational Resources. Accordingly, these resources were scoped out of the EIR and not addressed in detail. Environmental Impacts that were mitigated to a level of less than significance included Land Use, Transportation/Traffic (Threshold IV.B-2 through B-6), Air Quality (Thresholds IV.C-1 and C-4), Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Geology and Soils, Hydrology and Water Quality, Utilities and Service Systems, Noise and Vibration, Public Services, Global Warming/Climate Change. Environmental Impacts that required a Statement of Overriding Considerations included Air Quality (Threshold IV.C-2), and Transportation/Traffic (Threshold IV.B-1).

Addendum to the Certified SEIR

In accordance with section 15183(a) of the CEQA Guidelines, "CEQA mandates that Projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are Project-specific effects which are peculiar to the Project or its site. This streamlines the review of such Projects and reduces the need to prepare repetitive environmental documents".

In accordance with the CEQA guidelines, the attached SEIR Addendum for the proposed Project tiers off the previous environmental analysis from the Master EIR and Subsequent EIR, and finds that the proposed Project would not result in any new significant environmental impacts or substantially increase the severity of significant unavoidable impacts evaluated in the Meridian SP-5 SEIR. The Supplemental Environmental Checklist presented in this document provides an analysis of the proposed Project in comparison to what was analyzed in the SEIR. The anticipated environmental impacts of the proposed Project are consistent with the analysis contained in the previous analysis. In addition, the proposed Project would not result in additional impacts and would not require additional mitigation measures.

California Environmental Quality Act (CEQA) Compliance

CEQA and the State Guidelines for Implementing CEQA ("State CEQA Guidelines"; California Code of Regulations Section 15000 et seq.) require that state and local agencies:

(1) Inform governmental decision-makers and the public about the potential, significant environmental effects of proposed activities.

(2) Identify the ways that environmental damage can be avoided or significantly reduced.

(3) Prevent significant, avoidable damage to the environment by requiring changes in Projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.

(4) Disclose to the public the reasons why a governmental agency approved the Project in the manner the agency chose if significant environmental effects are involved.

*SB 18, AB 52 Tribal Consultation*

Government Code Section 65352.3 requires local governments to consult with California Tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting and/or mitigating impacts to cultural places. Senate Bill (SB) 18 and Assembly Bill (AB) 52 requires local (city and county) governments to consult with California Native American tribes to aid in the protection of traditional tribal cultural places ("cultural places") through local land use planning. The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places.

These consultation requirements apply to adoption and amendment of both general plans (defined in Government Code §65300 et seq.) and specific plans (defined in Government Code §65450 et seq.). The intent of AB 52 is to provide a formal consultation process for California tribes as part of the CEQA and equates significant impacts on "tribal cultural resources" with significant environmental impacts (Public Resources Code (PRC) Section 21084.2). AB 52 only applies to projects that have a notice of preparation or notice of negative declaration/mitigated negative declaration filed.

Thirty-five tribes in Riverside County were contacted for consultation. Of the thirty-five tribes contacted, two tribes requested consultation (SB 18) and one tribe (AB 52) requested consultation. The Project is not anticipated to significantly impact any historic, archaeological, or paleontological resources as none have been identified within the Project area. The Project site has been previously mass graded and future ground disturbance would be limited to fine grading, trenching, and paving. The consultation process and the CEQA (Initial Study) analysis and findings did not identify any additional impacts related to cultural resources resulting from the Project. No additional mitigation measures, beyond those identified in the Meridian SEIR, are required.

Conclusions:
Staff concludes that the proposed Project consisting of a Master Conditional Use Permit, Plot Plan, Specific Plan Amendment, Tract Map and Variance meet all requirements of the Meridian Specific Plan Amendment SP-5 and Design Guidelines and recommends adoption of Resolution #JPA 17-03 with Conditions of Approval; and.

Staff concludes that the Addendum to the Certified Subsequent EIR for March Business Center (Meridian) provides full analysis under CEQA, and appropriately identifies that the proposed Project would not result in any new significant environmental impacts or substantially increase the severity of significant unavoidable impacts evaluated in the Meridian SP-5 SEIR and recommends adoption of Resolution #JPA 17-04; and

Finally, Staff concludes that the proposed Project consisting of a minor Specific Plan Amendment to the 2010 Meridian Specific Plan Amendment SP-5, allowing hotel sites within the B2 airport compatibility zone consistent with the 2014 ALUC Compatibility Plan, is in conformance with the March JPA General Plan and consistent with the March JPA Development Code and recommends adoption of Ordinance #JPA 17-01.

**Attachments:**

1) Resolution #JPA 17-03: Approving a Master Conditional Use Permit (CUP 16-01), Plot Plan (PP 16-02), Tentative Tract Map (TM 37116), and Variance (V16-01) for the development of a Commercial Center and Construction of Ten Buildings on Unit 4, Lot 4 within Planning Area 7 of the Meridian Specific Plan Amendment Area (SP-5), including:

   Exhibit A: Project Entitlements
   1) General Plan Land Use Map
   2) Meridian (SP-5) Zoning Map
   3) Applicant's Narrative
   4) Veterans Plaza Reduced Site Plan, Building Elevations, Landscape Plan, Tentative Tract Map, Preliminary Grading and Drainage Plan
   5) Freeway Sign Elevations
   6) Traffic Consistency Memo
   7) Parking Study Analysis
   8) Riverside County ALUC Development Review - Director's Determination
   9) FAA Determination of No Hazard to Air Navigation

Exhibit B: Conditions of Approval

2) Resolution #JPA 17-04: Adopting an Addendum to the Certified Subsequent Environmental Impact Report for the Meridian Specific Plan Amendment (SCH #2009071069), including:
   Exhibit A: Initial Study
   Exhibit B: Addendum

3) Ordinance #JPA 17-01: Adopting an Amendment to the Meridian Specific Plan Amendment SP-5 A3 (SPA 16-01 A3), including:
   Exhibit A: Specific Plan Amendment SP-5, A3

4) Notice of Determination.

5) Meridian Subsequent EIR available at the office of the March JPA.